



LEE COUNTY BOARD OF COUNTY COMMISSIONERS  
COMPREHENSIVE PLAN AMENDMENT HEARING AGENDA

BOARD CHAMBERS

2120 MAIN STREET, FORT MYERS, FL 33901

WEDNESDAY, JUNE 21, 2017

9:30 A.M.

CPA2015-00010

APALOOSA LANE

CPA2017-00001

GROWTH MANAGEMENT

**NOTICE OF PROPOSED AMENDMENT TO THE  
LEE COUNTY COMPREHENSIVE LAND USE PLAN  
(TRANSMITTAL HEARING)**

The Lee County Board of County Commissioners will hold a public hearing to consider proposed amendments to the Lee County Comprehensive Land Use Plan (Lee Plan) on Wednesday, June 21, 2017. The hearing will commence at 9:30 a.m., or as soon thereafter as can be heard, in the Board Chambers at 2120 Main Street in Downtown Fort Myers. At the hearing, the Board will consider the proposed amendments for transmittal to the Florida Department of Economic Opportunity:

**CPA2015-00010 – Apaloosa:** Request to designate the 59.72 +/- acre subject property from Outlying Suburban to General Interchange and a text amendment to Table 1(b).

**CPA2017-00001 – Growth Management:** Amend the Lee Plan to align land use and transportation policies. The amendments that deal with land use will: clarify existing requirements; reorganize the goals, objectives, and policies to group topics such as development standards, growth management, and mixed use; and provide for alternative development regulations that allow for urban forms of development within the Mixed Use Overlay. The amendments that address transportation will: reduce redundancies, align with state statutes, recognize a multi-modal transportation network; and allow for different roadway cross sections based on location. The proposed amendments will not change allowable densities and intensities within Lee County. Lee Plan Goals to be amended include Goals 2, 4, 6, 9, 10, 11, 16, 18, 20, 21, 27, 28, 30, 32, 33, 36, 37, 38, 39, 40, 41, 43, 44, and 135.

This transmittal hearing is the first step in a two step public hearing process to amend the Lee Plan. A second hearing will follow the Department of Economic Opportunity's review of the application.

Documentation for the Proposed Comprehensive Plan Amendment is available at <https://www.leegov.com/dcd/planning/cpa>. This meeting is open to the public. Interested parties may appear at the meeting and be heard with respect to the proposed plan amendment. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

It is the intent of the Board of County Commissioners that the provisions of this Comprehensive Plan Amendment may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

Lee County will not discriminate against individuals with disabilities. To request an accommodation, contact Joan LaGuardia, (239) 533-2314, Florida Relay Service 711, or [jla Guardia@leegov.com](mailto:jla Guardia@leegov.com), at least five business days in advance.

CPA2015-00010

Apaloosa Lane

## Summary Sheet Apaloosa Lane, CPA2015-10

**Request:** Amend the Lee Plan Future Land Use Map to designate 59.72+/- acres from Outlying Suburban to General Interchange. Amend Table 1(b), Year 2030 Allocations, to accommodate additional residential development in the General Interchange future land use category within the Daniels Parkway Planning Community.

**History:** The original request was to designate 137.44 acres from Outlying Suburban to Central Urban on the Future Land Use Map. On July 25, 2016, the request was heard before the LPA which resulted in a tie 2-2 vote.

To address public concerns, the Board directed that the subject property boundaries be reduced from 137.44 acres to 59.72 acres to ensure the subject property would not encroach into the residential areas located to the north and northwest, and to designate the subject property to General Interchange.

**Public Comment:** Twelve members of the public spoke against the requested amendment, one was neutral, and two spoke in favor of the amendment. Objectors were concerned about traffic impacts, safety, noise, residential density, light industrial land uses, and the impacts to their quality of life. Supporters stated the request would promote infill, mixed use development, walkability, proximity to amenities, and workforce housing.

**LPA Motion:** On March 27, 2017, the LPA recommended that the Board of County Commissioners *not transmit* the proposed amendment based on the inappropriateness of light industrial uses permitted in the General Interchange category.

<b>NOEL ANDRESS</b>	<b>AYE</b>
<b>DENNIS CHURCH</b>	<b>AYE</b>
<b>JIM GREEN</b>	<b>AYE</b>
<b>CHRISTINE SMALE</b>	<b>AYE</b>
<b>STAN STOUDE</b>	<b>AYE</b>
<b>GARY TASMAN</b>	<b>ABSENT</b>
<b>JUSTIN THIBAUT</b>	<b>NAY</b>

**Recommendation:** Staff continues to recommend that the Board of County Commissioners *transmit* the proposed amendments to the state reviewing agencies based on the following:

- The request was modified to reduce the subject property boundaries to protect the residential communities in the area.
- There are adequate water, sewer, solid waste, schools, fire, EMS, and police service availability to serve the subject property.
- The transportation issues are pre-existing, and are **not** caused by the proposed designation to General Interchange.
- Industrial Planned Development (IPD) zoning would be required in the event light industrial uses are proposed. The Board of County Commissioners can approve, approve with conditions or deny a zoning request based on compatibility as part of a public hearing process.



## STAFF REPORT FOR

# CPA2015-10: Apaloosa Lane

County Initiated **Text and Map** Amendments to the Lee Plan



### Applicant:

Board of County Commissioners

### Representative:

Department of Community Development

### Size:

59.72± acres

### Location:

Daniels Pkwy @ Apaloosa Lane

### Commissioner

District: #2

### Attachments:

FLUM Existing  
FLUM Proposed  
Table 1(b) Proposed  
Traffic Analysis  
Service Availability  
Letters

### Hearing Dates:

LPA: 7/28/2016  
3/27/2017

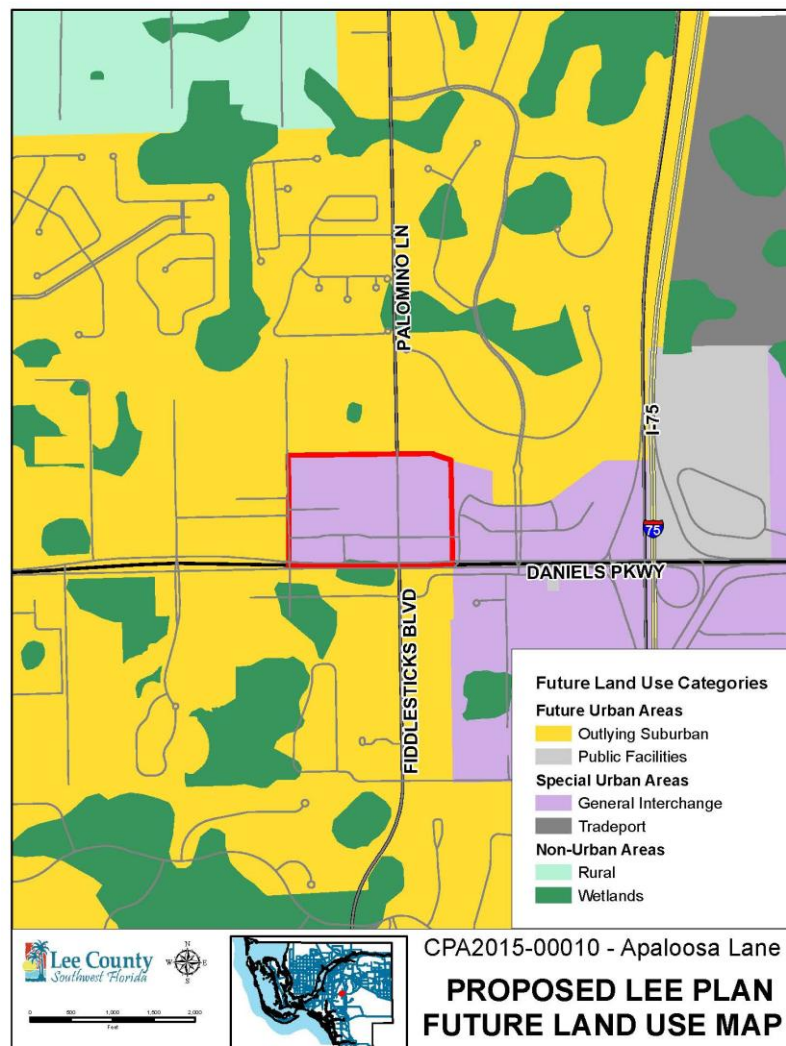
BoCC Transmittal:

6/21/2017

## REQUEST

Amend Lee Plan Future Land Use Map to designate 59.72+/- acres from the Outlying Suburban future land use map category to the General Interchange future land use map category.

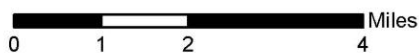
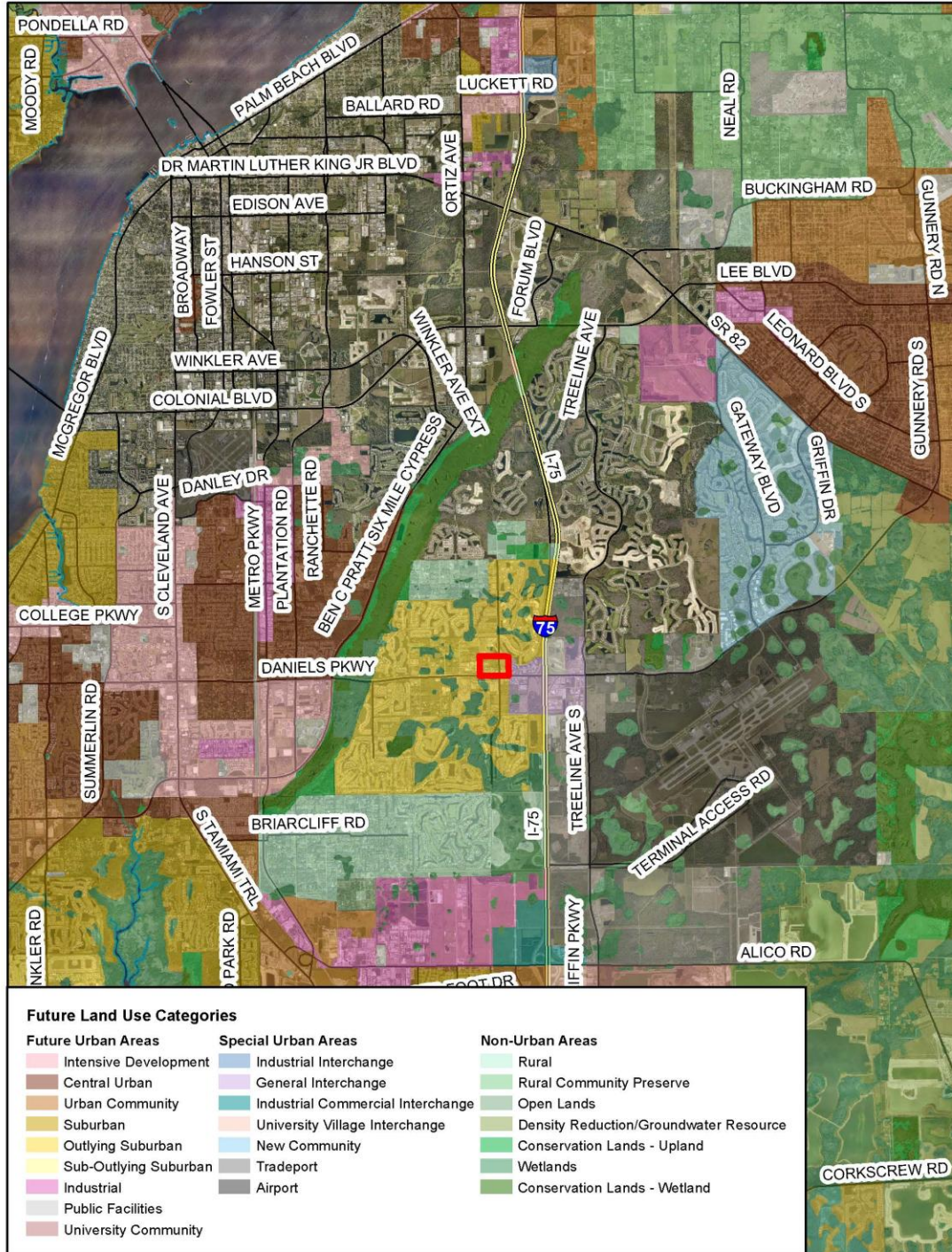
Amend Table 1(b), Year 2030 Allocations, to accommodate additional residential development in the General Interchange future land use category within the Daniels Parkway Planning Community.



## RECOMMENDATION

The LPA recommends that the Board of County Commissioners **not transmit** the proposed amendment based on the inappropriateness of light industrial uses permitted in the General Interchange FLUM. Staff recommends that the Board of County Commissioners **transmit** the proposed amendment based on the analysis and findings in this staff report.

# CPA2015-10 Apaloosa Lane Future Land Use Map (Current)





**PART 1**  
**BACKGROUND INFORMATION**

**Proposed Amendments:**

The subject property is currently designated as Outlying Suburban on the future land use map. The amendments would designate the subject property to General Interchange. Lee Plan Table 1(b) would also be modified to accommodate the additional population anticipated from the amendment.

**Previous Requests:**

A similar amendment larger in size was presented at the July 28, 2014 Local Planning Agency (LPA) hearing by six property owners in an effort to promote multi-family development on their undeveloped parcels within and adjacent to the subject area. The request was made in conjunction with a county-initiated amendment and without a formal application, data or analysis to support the amendment. Staff did not support the request based on the compatibility with the existing and surrounding residential neighborhood and anticipated traffic impacts. The LPA recommended a designation that would allow a maximum of 10 dwelling units per acre and up to 16 dwelling units per acre with bonus density. Since that time, the original county-initiated amendment was closed and no amendments were adopted.

At the September 1, 2015 BoCC meeting, the Board directed staff to proceed with a county-initiated comprehensive plan amendment for the subject area for their review and consideration. Staff prepared the application based on designating the area Central Urban. Upon analysis, Staff recommended the request not be transmitted. At the July 25, 2016 LPA public hearing, the motion to transmit failed 2-2.

As a Commissioners' item at the regular BOCC meeting on August 2, 2016, a motion was made to send CPA2015-10 back to the Local Planning Agency for a rehearing with the condition that an odd number of LPA Board members be present to vote. The motion was called and passed 5-0. The LPA rehearing was scheduled for August 22, 2016 and an even number of LPA members were present and as a result, the case was not heard.

At the November 15, 2016 BOCC meeting, the Board approved a motion to reduce the amendment area to the 59.72± acres located between Apaloosa Lane and Skyport Avenue, south of the Blessed Pope John XXIII Catholic Church property and north of Daniels Road, and to change the future land use category from Outlying Suburban to General Interchange.

**PART 2**  
**PROPERTY INFORMATION**

The subject property is located on the along north side of Daniels Parkway on both sides of Palomino Lane and extends to Apaloosa Lane. The property is west of the Danport Center commercial uses and the Renaissance Golf Course residential community. It is located in the Daniels Parkway Planning Community and is within the Outlying Suburban Future Land Use Map category.

**Daniels Parkway Vision Statement:**

As provided below, the Daniels Parkway Planning Community is one of the primary gateways into Lee County and is anticipated to grow through the year 2030.

**Daniels Parkway:** The Daniels Parkway Community is located between I-75 and the Six Mile Cypress Slough, south of the City of Fort Myers and north of the Alico Road industrial area. The community contains lands designated Rural, Outlying Suburban, and a small area of General Interchange. This community is considered one of the primary gateways to Lee County. This community has some rural characteristics which will remain in existence through the year 2030. Much of the existing vacant land will be developed into low density gated communities. While there is a potential to redevelop the large lot home sites north of Daniels Parkway into the smaller lots allowed by the Outlying Suburban category, this development pattern is not anticipated by 2030. This community will grow through 2030.

**Current Future Land Use Category - Outlying Suburban:**

The subject property was originally designated as Rural on the Future Land Use Map in 1984. It was designated to Outlying Suburban as part of an 8,000 acre county-initiated amendment (Case No. PAM87-39) stemming from the 1987 Daniels Parkway Corridor Study. This amendment tripled the maximum standard density of the property.

Outlying Suburban allows up to three dwelling units per acre and limits commercial to neighborhood commercial centers containing no more than 100,000 square feet of commercial retail development on each parcel. Industrial uses are not permitted. Policy 1.1.6 is reproduced below:

**Policy 1.1.6:** *The Outlying Suburban areas are characterized by their peripheral location in relation to established urban areas. In general, these areas are rural in nature or contain existing low-density development. Some, but not all, of the requisite infrastructure needed for higher density development is generally planned or in place. It is intended that these areas will develop at lower residential densities than other Future Urban Areas. As in the Suburban areas, higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to three dwelling units per acre (3 du/acre). Bonus densities are not allowed.*

**Six Mile Cypress Watershed:**

The subject property is within the Six Mile Cypress Watershed which was adopted by ordinance in 1983. A comprehensive watershed study was conducted in February 1990 and regulations were adopted into the Land Development Code with the goal “to protect, enhance and preserve the public and private resources of the watershed.” It also established standards and objectives to be used in deciding whether to grant development.

The County relies on SFWMD requirements that regulate post development discharge rates to ensure post-development rates remain at or below pre-development discharge rates. Project specific information would be required during the local development order process to allow for a thorough analysis of the site’s stormwater management. SFWMD issues water management permits for projects with 2 acres of impervious surface or for projects over 10 acres in size. The permit limits the post development surface water discharge rate to no more than the pre-development rate. Similarly, Lee County reviews stormwater management for projects containing less than 10 acres or 2 acres impervious for consistency with LDC Section 10-321(f).

**Existing Land Use:**

The subject property contains a mix of developed and undeveloped parcels. Commercial retail, and office uses are located closest to Daniels Parkway. Land uses within the subject property include 108,236 ± SF of commercial retail and offices uses, a 2,904 SF gas station/convenience store with 12 pumps, 106 room hotel, a single family residence and 26.48 acres of vacant land.

Table 1 provides more specific information about the parcels within the subject property.

**TABLE 1  
SUBJECT PROPERTY PARCEL INFORMATION\***

Address	Acres +/-	Zoning	Existing Use
13301 Apaloosa Ln.	5.0	CS-2	Single Family Residential
8961-8991 Daniels Center Dr.	4.95	CPD	Commercial Office
8911 Daniels Pkwy	2.12	CPD	Commercial
8955 Daniels Pkwy	2.17	CPD	Commercial (Hotel)
Corner Lot	1.44	AG-2	Buffer, conservation, water retention
8951 Daniels Pkwy	1.52	CPD	Commercial
13290 Palomino Ln.	10.00	AG-2	Undeveloped
9001 Daniels Pkwy	2.09	CPD	Commercial Office
13400 Palomino Ln.	2.33	CN-3	Undeveloped
9011 Daniels Pkwy	1.54	CPD	Commercial
13420 Palomino Ln.	1.08	CG	Commercial (convenience / gas station)
13401 Palomino Ln.	14.15	CPD	Government owned, School District (total 20.08 acres)
9150 Kings Crossing Rd.	1.85	CG	Commercial retail
9211 Daniels Pkwy	1.02	CG	Restaurant, drive in (Total 1.33 acres)

\*Based on Lee County Property Appraiser’s Records

**Surrounding Properties:**

The surrounding properties are within the General Interchange, Outlying Suburban and Wetlands future land use categories and are zoned Residential Planned Development (RPD), Community Facilities Planned Development, Commercial Planned Development (CPD), General Commercial (CG), Commercial Neighborhood (CN-3), and Agricultural (AG-2). The Surrounding Density Map and Table 2 on the next page provide detailed information on the surrounding properties.

**TABLE 2  
SURROUNDING PROPERTIES INFORMATION**

	Zoning	Zoning Approval	Future Land Use
<b>North</b>	CFPD	Blessed Pope John XXIII Catholic Church including an assisted living facility (maximum 68 units)	Outlying Suburban & Wetlands
<b>Northeast</b>	RPD	Renaissance South RPD (260 units)	Outlying Suburban & Wetlands
<b>Northwest</b>	AG-2	Single-family residence	Outlying Suburban
<b>South and Southwest</b>	CPD	Daniels Pkwy; Gas Station; Powers Court (F/K/A) Daniels Falls CPD (100,000 SF & 150 room hotel on 30 acres); Shoppes at Fiddlesticks CPD (114,000 SF on 17.4 acres)	Outlying Suburban & Wetlands
<b>South and Southeast</b>	CG	Commercial uses (CVS pharmacy, car wash, auto repair, auto sales, fast food)	General Interchange
<b>East</b>	CPD	Danport Center CPD (Hampton Inn, offices, gas station); Undeveloped property	General Interchange
<b>West</b>	CPD CS-1 AG-2	Commercial (28,669 SF, retail, restaurant and office uses); Undeveloped property	Outlying Suburban





**PART 3  
DISCUSSION AND ANALYSIS**

**Proposed Future Land Use Category - General Interchange:**

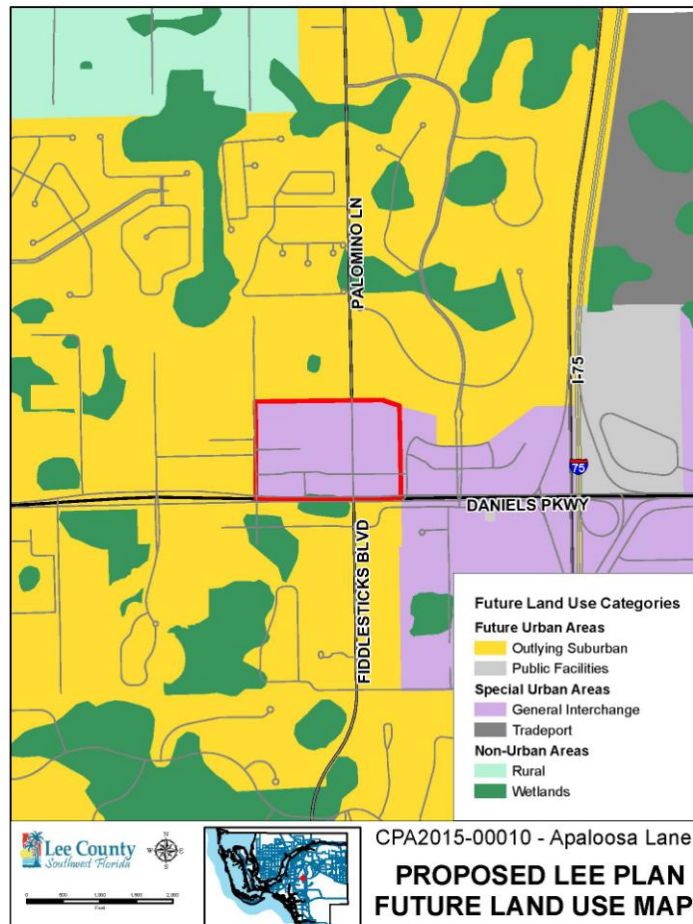
The 1984 future land use map depicted the General Interchange designation extending a half mile north of Daniels Parkway and a half mile west of the center point for I-75 and Daniels Parkway. In 1999 the designation was changed to Mixed Use Transitional Interchange for property north of Mall Loop Road. The Mixed Use Transitional Interchange designation was changed to Outlying Suburban (CPA2000-03) to accommodate the Renaissance residential golf course community in 2002.

Today, the General Interchange area extends a quarter mile north of Daniels Parkway and a half mile west from the center point of I-75 at Daniels Parkway. It is surrounded by property, including the subject property, within the Outlying Suburban future land use category. The Outlying Suburban future land use map category allows up to three dwelling units per acre and limits commercial development to neighborhood commercial centers. Light industrial uses are not permitted.

The Daniels Parkway corridor has been developing commercially. The area of the subject property adjacent to Daniels Parkway contains many of the uses typical of interchange areas including Starbucks, Dunkin Donuts, bagel shop, sit down restaurants, gas stations, and hotels. Undeveloped lands are located north of the existing commercial businesses. By extending the General Interchange area west, the subject property could be developed with additional residential and commercial uses as well as light industrial uses.

The General Interchange future land use category is described in Lee Plan Policy 1.3.2 as follows:

*POLICY 1.3.2: The General Interchange areas are intended primarily for land uses that serve the traveling public: service stations, hotel, motel, restaurants, and gift shops. But because of their location, market attractions, and desire for flexibility, these interchange uses permit a broad range of land uses that include tourist commercial, general commercial, light industrial/commercial, and multi-family dwelling units. The standard density range is from eight dwelling units per acre (8 du/acre) to fourteen dwelling units per acre (14 du/acre). Maximum density is twenty-two dwelling units per acre (22 du/acre). (Amended by Ordinance No. 94-30, 99-18, 16-02)*



A significant portion of the subject property has already been developed with commercial uses. Vacant lands behind the commercial businesses are well suited to develop as multi-family residential. Some realtors have indicated that the likelihood of these lands developing industrially is small. Therefore, the development potential analysis is based on adding the maximum of 22 units an acre on the 31.48 acres that are vacant or single family.

**Table 3  
Development Potential**

	Existing Development	Current Outlying Suburban FLUM <sup>1</sup>	Proposed General Interchange FLUM <sup>1</sup>
<b>Maximum Residential Dwelling units</b>	1	94 Units	693 Units
<b>Maximum Commercial SF</b>	108,236 ± SF commercial retail & offices; 2,904 SF gas station/convenience store with 12 pumps; and 106 room hotel.	314,800 SF <sup>2</sup>	314,800 SF <sup>2</sup>
<b>Maximum Industrial SF</b>	0	0	362,020 SF <sup>3</sup>

<sup>1</sup> Based on 31.48 Acres, development would be in addition to existing development

<sup>2</sup> Based on 10,000 SF/acre on 31.48 acres

<sup>3</sup> Based on 11,500 SF/acre on 31.48 acres

**Compatibility:**

The General Interchange future land use map designation allows for light industrial land uses that are not currently permitted under the Outlying Suburban category. The subject property extends about ¼ mile from Daniels Parkway and does not encroach into a residential area. The closest residential is located in the Renaissance gated community. The most likely use of the undeveloped portions of the subject property will be for multi-family residences that will serve as a buffer between the commercial uses along Daniels Parkway and the single family residences to the north. **As a result, the request is consistent with Lee Plan Policy 5.15 that protects the character of residential communities from incompatible uses.**

Objectives 2.1 and 2.2 support contiguous and compact growth patterns in urban areas where services exist. The subject property is located on Daniels Parkway within a half mile of the I-75/Daniels interchange. As provided in Table 2, the subject property is adjacent to and development in part with commercial uses that serve the traveling public. The property has access to water, sewer, solid waste, fire, EMS, schools and transit and there is adequate service available to serve the property. Daniels Parkway is a constrained six lane arterial roadway. The Transportation Circulation Analysis shows that placing 700 multi-family residences on the subject property does not create any additional transportation infrastructure deficiencies. The Analysis indicated that, “The change in land use will not cause any roadway link to fall below the acceptable Level of Service standards.” **Therefore, the request is consistent with Objectives 2.1, Policy 2.1.1, Objective 2.2 and Policy 2.2.1.** It should be noted that there are pre-existing deficiencies on Daniels Parkway which are discussed in the Transportation section of this document.



**2030 Lee Plan Planning Communities Map and Table 1(b):**

The subject property is located within the “Daniels Parkway” Planning Community. This amendment would increase the buildout population accommodation from 96 units to 700 units which results in an increase of 604 dwelling units. At buildout, the estimated population based on 2.2 person per household (2010 US Census for the Planning Community) would increase from 211 persons to 1,540.

Table 1(b) is based on the year 2030 population projections and currently allocates 32 acres for residential uses in the General Interchange future land use category within the Daniels Parkway Planning Community. To maintain the approved population total, an amendment to Table 1(b) is necessary to redistribute the allocations. Table 1 (b) is being amended to increase the General Interchange future land use category to 58 residential acres and decrease Outlying Suburban to 1,438 residential areas. See Table 1(b) in Attachment 1. The commercial and industrial allo-cations will remain the same.

**Transportation:**

A Traffic Circulation Analysis dated February 3, 2017 was prepared by TR Transportation Consultants Inc. The Analysis is based on adding a total of 700 multi-family units to the existing commercial developments within the subject property. The total new trips generated by 700 multi-family units are provided in Table 4. The trip generation under the current future land use map is provided in Table 5.

**Table 4  
Net New Trip Generation  
Proposed**

Land Use	AM Peak Hour			PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
<b>Multi-family (700 units)</b>	69	278	347	262	141	403	4,366

**Table 5  
Trip Generation  
Current Outlying Suburban FLUM**

Land Use	AM Peak Hour			PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
<b>Medical Office</b>	40	10	50	21	54	75	644
<b>Single Family 88 units</b>	17	54	71	59	35	94	934
<b>Total</b>	57	64	121	80	89	169	1,578

The analysis shows that developing the subject property under the General Interchange future land use will increase the traffic generated. As proposed, 347 AM and 403 PM peak hour trips and 4,366 daily trips would be generated by developing 700 multi-family units on the subject property. Under the current future land use designation, development on the subject property would generate 121 AM and 169 PM peak hour trips and 1,578 daily trips.

Planned Improvements: The 2040 MPO Long Range Transportation Plan, 2016/2017 - 2020/2021 Lee County Transportation Capital Improvement Plan, and the 2017-2021 FDOT Adopted Work Program provide for the extension of Three Oak Parkway from Alico Road to Daniels Parkway.

The Lee County Capital Improvement Program includes projects on Three Oaks Parkway and Palomino Lane. Three Oaks Parkway Extension North from Alico Road to Daniels Parkway is currently in the design and right-of-way acquisition phases and is programmed for construction in fiscal year 2019/20. Three Oaks Parkway improvements will include adding double left turn lanes at the existing intersection of Daniels Parkway with Fiddlesticks Boulevard/Palomino Lane and an additional southbound lane on Palomino Lane from Daniels Parkway to north of Kings Crossing/Jobe Road. The Palomino Lane Improvements project is under design, with construction funded for turn lanes at key locations and an 8-foot off-road bicycle and pedestrian path from Daniels Parkway to Penzance Boulevard.

Transportation Analysis Conclusion: The Analysis concludes that, “The addition of the project trips to the network will not cause any roadway links to fall below the recommended minimum acceptable Level of Service threshold as recommended in Policy 37.1.1. Several roadway segments in the study area are shown to operate at LOS “F” before the project trips are added to the network and therefore considered as pre-existing deficiencies not caused by the change in land use. These roadway segments include Daniels Parkway from Gateway Boulevard to Six Mile Cypress Parkway and Palomino Lane north of Daniels Parkway. All remaining roadways in the study area will operate at or below the minimum acceptable Level of Service.

The TR Transportation Consultants Inc. Traffic Circulation Analysis dated February 3, 2017 and the LCDOT memorandum dated March 6, 2017 are attached in Attachment 2.

**Mass Transit:**

The subject property is located on Lee Tran Route 50. Route 50 travels along Daniels Parkway to the Southwest Florida International Airport. Transit stops are located west of Palomino Lane and east of Pinto Lane. There are existing shared use paths on the north and south sides of Daniels Parkway and along Fiddlesticks Boulevard.

**Potable Water/Wastewater:**

The project will consist of 700 multi-family residential units with an estimated flow demand of 140,000 gallons per day. The subject property is located within the Lee County Utilities Future Service Area as depicted on Maps 6 and 7 of the Lee County Comprehensive Plan. Potable water and sanitary sewer lines are in operation adjacent, or in the vicinity of, the properties mentioned above. However, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required.

Wastewater service will be provided by the City of Fort Myers South Wastewater Treatment Plant. The Lee County Utilities Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on the existing system.

**Effluent Reuse:**

There are no reuse facilities available in the vicinity of the subject property.

**Irrigation:**

This area west of I-75 along the Daniels Road Corridor experiences extremely low water levels in the two commonly used aquifers, being the Mid Hawthorn and the Sandstone Aquifers. It is a yearly event during the dry months of the year.

**FEMA:**

Although these parcels are not in the Special Flood Hazard Area established by FEMA in 2008, it is important to note that this area lies beyond the limits of FEMA's detailed study. Therefore, it is an unstudied X Zone. The Flood Insurance Rate Map panel that includes these parcels, which is 12071C0445F, is not printed and has no base flood elevations. Without this FEMA guidance, we would rely on South Florida Water Management analysis and our own county building standards to recommend the elevation of new construction. In the case of multi-family construction, particularly construction of housing for senior citizens, or in the case of critical facilities, the FEMA regulations would require an additional 1 foot to 2 feet of elevation in constructing the first livable floor.

**Emergency Medical Services (EMS):**

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage of the subject property. EMS currently has two EMS stations in the vicinity of this project. These locations are projected to be able to meet existing service standards as required by County Ordinance 08-16. There is adequate service availability at this time.

**Solid Waste:**

The Lee County Solid Waste Division is capable of providing solid waste collection service for up to 700 multifamily residential units through our franchised hauling contractors.

**School Impacts:**

There is adequate elementary seat capacity and the project's generation of middle and high school students could be served by the contiguous Concurrency Service area.

"For multi-family homes, the generation rate is .088 and further broken down by grade level into the following, .044 for elementary, .021 for middle and .023 for high. A total of 62 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development. The Concurrency Analysis attached, displays the impact of this development. Capacity for elementary seats is not an issue within the Concurrency Service Area (CSA). For middle and high school, the development adds to the projected deficit for the CSA, however, there are sufficient seats available to serve the need within the contiguous Concurrency Service Area."

**Police:**

The request does not affect the ability of the Sheriff's Office to provide core services.

**Fire:**

The South Trail Protection and Rescue Service District is capable of providing fire protection services to any future project which results from this amendment. If there is any impact from this amendment, the use of fire impact fees generated from the growth will help assure continued capability.

**Environmental Considerations:**

This subject area is a mix of developed and undeveloped properties. Listed species known to inhabit this area include the big cypress fox squirrel. The site is also within the US Fish and Wildlife Service (USFWS) distribution area for the Florida bonneted bat. Management plans will be required as part of the local development order process.

**Historic Resources:**

The Florida Master Site File list indicates that there are no previously recorded cultural resource sites on the subject property.

## PART 4 CONCLUSIONS

For the reasons discussed in this staff report and the conclusions provided below, Staff recommends that the Board of County Commissioners *transmit* the proposed amendments.

- The General Interchange future land use map category would increase the population accommodation from 94 units to 700 (rounded from 693) units. This is a total projected increase of 606 dwelling units. Based on 2.2 persons per household (2010 U.S Census Planning Community population), the build-out population projection would increase from 207 to 1540 persons.
- To maintain the 2030 Lee County adopted population accommodations, Table 1 (b) is being amended to increase the General Interchange future land use category to 58 residential acres and to decrease Outlying Suburban future land use category to 1,438 residential areas within the Daniel Parkway community.
- The subject property extends about ¼ mile north from Daniels Parkway and does not encroach into the existing residential area. The current land use pattern provides more intense commercial uses along Daniels Parkway with residential uses north of the subject property. The existing commercial uses within the subject property are consistent with interchange uses. The proposed multi-family use would serve as a transition between the commercial along Daniels Parkway and the single family areas to the north. This supports compact and contiguous growth and is consistent with Objective 2.1.
- Light Industrial land uses would be permitted under the General Interchange not currently allowed under the Outlying Suburban future land use map category. However the subject property does not encroach into existing residential areas. The request is consistent with Lee Plan Policy 5.1.5.
- The property has access to water, sewer, solid waste, fire, EMS, schools and transit and there are adequate services available to serve the property which is consistent with Lee Plan Objective 2.2.
- The area has pre-existing transportation infrastructure issues. Portions of Daniels Parkway will fail with or without the proposed increase. Daniels Parkway is a constrained arterial roadway with little connectivity west of I-75.

- The addition of the project trips to the network will not cause any roadway links to fall below the recommended minimum acceptable Level of Service threshold as recommended in Policy 37.1.1 in the Lee County Comprehensive Plan.

## **PART 5 ATTACHMENTS**

### **Attachment 1:**

- Existing Future Land Use Map
- Proposed Future Land Use Map
- Proposed changes to Table 1 (b)

### **Attachment 2: Traffic Analysis**

- LCDOT Memorandum (3/6/2017)
- TR Transportation Consultants Inc. Traffic Circulation Analysis (2/3/17)

### **Attachment 3: Letters of Availability**

- Solid Waste Division Letter of Availability (2/13/2017)
- Potable Water and Wastewater Letter of Availability (2/17/2017)
- EMS Letter of Availability (2/14/2017)
- South Trail Fire Protection Letter of Availability (2/14/2017)
- School District Letter of Availability (2/15/2017)

**PART 6  
LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: March 27, 2017

**A. LOCAL PLANNING AGENCY REVIEW:**

Staff provided a brief presentation on the proposed amendment to designate 59.77 acres to General Interchange that included an overview, staff findings and recommendation that the amendment be transmitted to the state for review. Members of the LPA asked general questions about the amendment regarding the allowable land uses in the General Interchange future land use category and traffic considerations.

Twelve members of the public spoke against the requested amendment, one was neutral, and two spoke in favor of the amendment.

**B. SUMMARY OF LOCAL PLANNING AGENCY RECOMMENDATION AND FINDINGS OF FACT:**

- 1. RECOMMENDATION:** The LPA recommended that the Board of County Commissioners *not transmit* the amendment to the Lee Plan as proposed in the Staff Report dated March 17, 2017.
- 2. BASIS AND RECOMMENDED FINDINGS OF FACT:** The LPA did not accept the staff's basis and recommended findings of fact. The General Interchange future land use category allows light industrial uses as well as commercial and residential. The LPA found that light industrial uses were inappropriate for the subject area and could adversely impact the residential neighborhood.

**C. VOTE:**

**A motion was made recommending that the Board of County Commissioners *not transmit* the amendment based on the potential incompatibility of light industrial uses that would be allowed by the General Interchange category. The motion was passed by a 5 to 1 vote.**

<b>NOEL ANDRESS</b>	<b>AYE</b>
<b>DENNIS CHURCH</b>	<b>AYE</b>
<b>JIM GREEN</b>	<b>AYE</b>
<b>CHRISTINE SMALE</b>	<b>AYE</b>
<b>STAN STOUDE</b>	<b>AYE</b>
<b>GARY TASMAN</b>	<b>ABSENT</b>
<b>JUSTIN THIBAUT</b>	<b>NAY</b>

## **D. ADDITIONAL DISCUSSION AND ANALYSIS**

Staff continues to recommend that the Board transmit the proposed amendment and provides additional discussion and analysis below regarding issues raised and discussed at the March 27, 2017 LPA public hearing.

### **Light Industrial Land Uses:**

The General Interchange Future Land Use category allows for residential, commercial and light industrial uses. The LPA and public raised concerns about the potential for light industrial uses being developed on the vacant lands within the subject property.

The vacant lands within the subject property are within four parcels totaling 31.48 acres. One parcel is 2.33 acres in size, another is 10 acres, another is 5 acres and the School District property is 14.15 acres which is part of the larger 20 acre parcel.

Light industrial uses include quasi-industrial commercial uses where most industrial processes take place within enclosed buildings. Light Industrial uses that have activities not taking place within a building are required to enclose the yard with an opaque wall or fence. Heavy industrial uses have the potential of producing adverse impacts on surrounding land uses and/or resources. This would include uses that produce noise, odors or increased fire hazards.

### **Planned Development Zoning:**

Per Policy 7.1.6, a public hearing application to rezone the parcels to Industrial Planned Development (IPD) would need to be approved by the Board of County Commissioners in order to accommodate light industrial uses on the subject property. Lee Plan Policy 7.1.6 provides that the request would be analyzed to ensure that light industrial uses would have adequate services and facilities available, the use will not adversely impact surrounding land uses, and that natural resources are protected. Planned Development zoning allows for approvals to be conditioned to mitigate for potential impacts.

### **Reduced Boundary Avoids Encroachment into Residential Communities:**

The subject property boundaries were reduced from 137.44 acres to 59.72 to ensure the General Interchange area would not encroach into the residential areas located to the north and northwest of the subject property.

The subject property is separated from the nearest Renaissance South Golf Course Community residence by a wall, a vegetated buffer, a golf maintenance facility, golf course (hole), and a lake. The distance to the residences ranges from 400 feet to over 1,100 feet. Similarly, the nearest residences in the Danforth Lakes RPD are approximately 1,330 feet from the subject property and Cross Creek Estates is approximately 1,850 feet from the subject property.

The St. John XXIII Villas, an independent living apartment facility, is located approximately 50 feet to the north of the subject property line. The subject property is separated from the apartment house by a vegetated buffer, a 5 foot privacy fence and another vegetated buffer.

Across Apaloosa Lane, northeast of the subject property is a residence on a five acre lot. The residence is approximately 460 feet from the subject property. The residence is located towards

the west side of the five acre lot and is separated from the subject property by Apaloosa Lane and the agricultural uses on their property.

**Traffic:**

Three of the four vacant parcels within the subject property have zoning entitlements to allow commercial construction on the vacant lands. The 14.15 acre School District parcel is currently permitted to have 95,000 square feet of commercial retail and 80,000 square feet of commercial office. The 5 acre parcel is zoned CS- 2 and the 2.33 acre parcel is zoned CN-3 that primarily allows commercial offices uses. The remaining 10 acre parcel is currently zoned agriculture AG-2.

Light industrial vehicle trips are typically associated with the delivery and pick up of merchandise for distribution. As a result, light industrial uses generate less vehicle trips than retail establishments and other commercial uses that attract the public. There would be less traffic generated in the event that light industrial uses were to be placed on the vacant lands within the subject property.

As provided in the Traffic Circulation Analysis, the area has pre-existing transportation infrastructure issues. Portions of Daniels Parkway will fail with or without the proposed change in the future land use. Daniels Parkway is a constrained roadway with little connectivity west of I-75.

**Conclusion:**

The request was modified to reduce the subject property boundaries to protect the residential communities in the area. There are adequate water, sewer, solid waste, schools, fire, EMS, and police service availability to serve the subject property. The transportation issues are pre-existing, and are not caused by the proposed designation to General Commercial. Industrial Planned Development (IPD) zoning would be required in the event light industrial uses are proposed. The Board of County Commissioners could approve, approve with conditions or deny the request based on compatibility as part of a public hearing process. For the reasons provided in the staff report and the additional discussion and analysis above, Staff continues to recommend that the Board of County Commissioners **transmit** CPA2015-10.



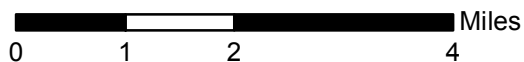
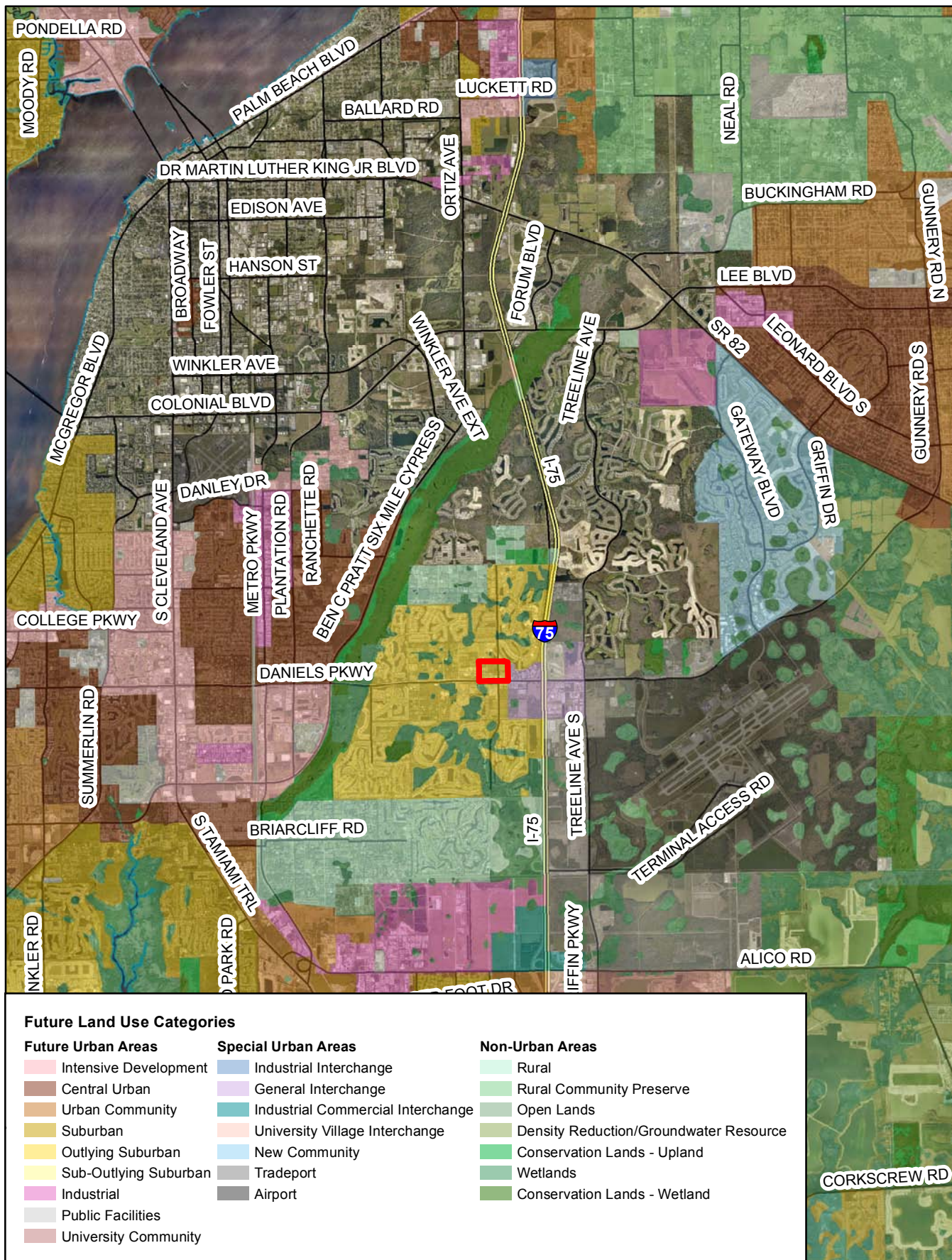
**Attachment 1:**

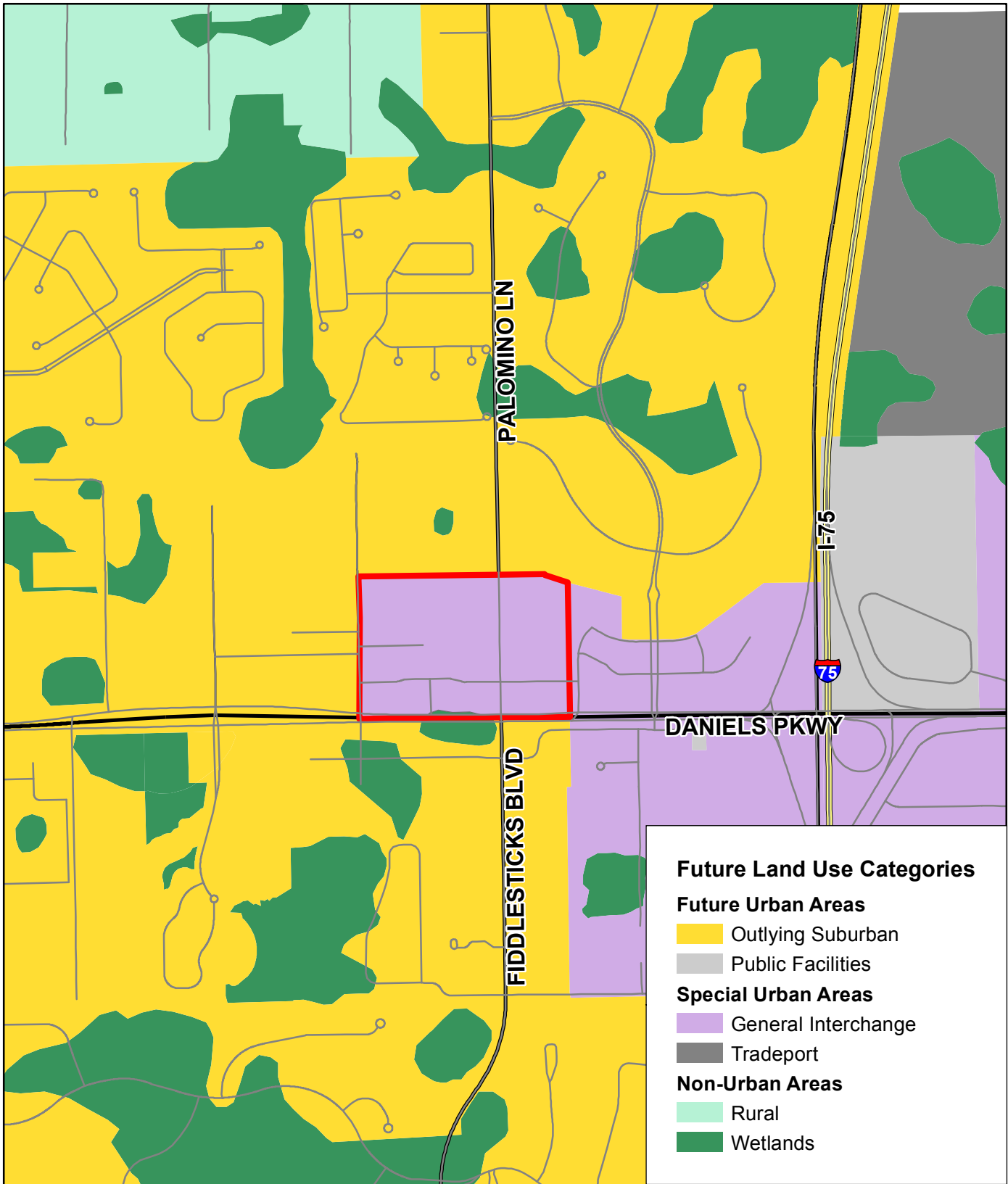
**Existing Future Land Use Map**

**Proposed Future Land Use Map**

**Proposed changes to Table 1 (b)**

# CPA2015-10 Apaloosa Lane Future Land Use Map (Current)





**Future Land Use Categories**

**Future Urban Areas**

- Outlying Suburban
- Public Facilities

**Special Urban Areas**

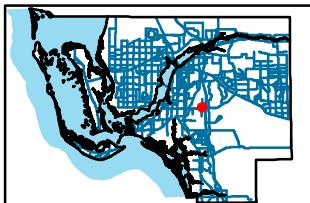
- General Interchange
- Tradeport

**Non-Urban Areas**

- Rural
- Wetlands

Lee County  
Southwest Florida

0 500 1,000 1,500 2,000  
Feet



CPA2015-00010 - Apaloosa Lane

**PROPOSED LEE PLAN  
FUTURE LAND USE MAP**

Table 1(b)  
Year 2030 Allocation  
CPA2015-00010

Future Land Use Category	Lee County Totals		Northeast Lee County	Boca Grande	Bonita Springs	Fort Myers Shores	Burnt Store	Cape Coral	Captiva	Fort Myers	Fort Myers Beach	Gateway/Airport	Daniels Parkway	
	Existing	Proposed											Existing	Proposed
Intensive Development	1,376	1,376				20		27		250				
Central Urban	14,766	14,766				225				230				
Urban Community	18,084	18,084	520	485		637						250		
Suburban	16,623	16,623				1,810				85				
Outlying Suburban	3,957	3,843	30			40	20	2	500				4,552	1,438
Sub-Outlying Suburban	1,548	1,548				367								
Commercial														
Industrial	79	79								39		20		
Public Facilities	1	1							1					
University Community	850	850												
Destination Resort Mixed Use Water Dependent	8	8												
Burnt Store Marina Village	4	4					4							
Industrial Interchange														
General Interchange	125	151										11	32	58
General Commercial Interchange														
Industrial Commercial Interchange														
University Village Interchange														
Mixed Use Interchange														
New Community	900	900										900		
Airport														
Tradeport	9	9										9		
Rural	8,313	8,313	1,948			1,400	636						1,500	1,500
Rural Community Preserve	3,100	3,100												
Coastal Rural	1,300	1,300												
Outer Island	202	202	5			1			150					
Open Lands	2,805	2,805	250				590						120	120
Density Reduction/ Groundwater Resource	6,905	6,905	711									94		
Conservation Lands Upland														
Wetlands														
Conservation Lands Wetland														
Unincorporated County Total Residential	80,955	80,867	3,464	485		4,500	1,250	29	651	604		1,284	3,204	3,116
Commercial	12,793	12,793	57	52		400	50	17	125	150		1,100	440	440
Industrial	13,801	13,801	26	3		400	5	26		300		3,100	10	10
<b>Non Regulatory Allocations</b>														
Public	82,313	82,313	7,100	421		2,000	7,000	20	1,961	350		7,500	2,477	2,477
Active AG	17,027	17,027	5,100			550	150						20	20
Passive AG	45,585	45,585	13,549			2,500	109					1,241	20	20
Conservation	81,933	81,933	2,214	611		1,142	3,236	133	1,603	748		2,798	1,733	1,733
Vacant	22,768	22,856	1,953			226	931	34		45		300	63	151
Total	357,175	357,175	33,463	1,572		11,718	12,731	259	4,340	2,197		17,323	7,967	7,967
Population Distribution (unincorporated Lee County)	495,000	495,000	5,090	1,531		30,861	3,270	225	530	5,744		15,115	16,375	16,375



Table 1(b)  
Year 2030 Allocation  
CPA2015-00010

Future Land Use Category		Iona/ McGregor	San Carlos	Sanibel	South Fort Myers	Pine Island	Lehigh Acres	Southeast Lee County	North Fort Myers	Buckingham	Estero	Bayshore	
Residential By Future Land Use Category	Intensive Development				660	3	42		365		9		
	Central Urban	375	17		3,140		8,179		2,600				
	Urban Community	850	1,000		860	500	12,422			110	450		
	Suburban	2,488	1,975		1,200	675			6,690		1,700		
	Outlying Suburban	377				600			382		454		
	Sub-Outlying Suburban		25						140	66		950	
	Commercial												
	Industrial	5	5		10								
	Public Facilities												
	University Community		850										
	Destination Resort Mixed Use Water Dependent	8											
	Burnt Store Marina Village												
	Industrial Interchange												
	General Interchange								15	31		6	30
	General Commercial Interchange												
	Industrial Commercial Interchange												
	University Village Interchange												
	Mixed Use Interchange												
	New Community												
	Airport												
	Tradeport												
	Rural		90			190	14		500	50	635	1,350	
	Rural Community Preserve									3,100			
	Coastal Rural					1,300							
	Outer Island	1				45							
	Open Lands									45		1,800	
	Density Reduction/ Groundwater Resource								4,000			2,100	
	Conservation Lands Upland												
Wetlands													
Conservation Lands Wetland													
Unincorporated County Total Residential		4,104	3,962		5,870	3,313	20,657	4,015	10,753	3,326	3,254	6,230	
Commercial		1,100	1,944		2,100	226	1,420	68	1,687	18	1,700	139	
Industrial		320	450		900	64	300	7,246	554	5	87	5	
<b>Non Regulatory Allocations</b>													
Public		3,550	3,059		3,500	2,100	15,289	12,000	4,000	1,486	7,000	1,500	
Active AG						2,400		7,171	200	411	125	900	
Passive AG						815		18,000	1,532	3,619	200	4,000	
Conservation		9,306	2,969		188	14,767	1,541	31,359	1,317	336	5,068	864	
Vacant		975	594		309	3,781	8,697	470	2,060	1,000	800	530	
Total		19,355	12,978		12,867	27,466	47,904	80,329	22,103	10,201	18,234	14,168	
Population Distribution (unincorporated Lee County)		34,538	36,963		58,363	13,265	160,405	1,270	71,001	6,117	25,577	8,760	

**Attachment 2: Traffic Analysis**

**LCDOT Memorandum (3/6/2017)**

**TR Transportation Consultants Inc. Traffic Circulation Analysis (2/3/17)**

## Memo

To: Sharon Jenkins Owen, Principal Planner - Planning

From: Andy Getch, P.E., Section Manager - Infrastructure Planning

Date: March 6, 2017

Subject: Apaloosa (CPA2015-00010)

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LCDCD Infrastructure Planning staff has reviewed the traffic analysis from TR Transportation dated February 3, 2017 to accompany CPA2015-00010. The CPA area is approximately 51.26 acres and located north of Daniels Parkway at Palomino Lane. The CPA proposes to change the future land use category from Outlying Suburban to General Interchange. Staff agrees with the analysis findings that the CPA does not create any additional transportation infrastructure deficiencies.

The submittal was coordinated with staff and utilized the standard CPA traffic analysis methodology. Based on discussions with staff, the application could potentially result in a net increase of 700 dwelling units as a result of the increase in maximum allowable density. Both land use categories allow similar commercial development. The submitted analysis estimated a potential trip end increase of 347 during the A.M. peak hour, 403 during the P.M. peak hour, and 4,366 daily for 700 multi-family dwelling units. The analysis added the estimated trip ends to traffic projections for the years 2022 and 2040.

Table 2A of the submitted analysis estimates levels of service for the year 2040 based on traffic projections from the Lee County Metropolitan Planning Organization (MPO) FSUTMS Cost Feasible Plan model. Three Oaks Parkway North extension from north of Alico Road to Daniels Parkway is in the MPO Cost Feasible Plan. The analysis indicated "The change in land use will not cause any roadway link to fall below the acceptable Level of Service standards."

The 2040 analysis shows acceptable levels of service on all study area roadway segments, except Palomino Lane with a LOS "F" from Daniels Parkway to Penzance Boulevard, both without and with the CPA.

The entire length of Daniels Parkway is designated as a controlled access facility by Lee County Board of County Commissioners Resolution 89-10-11, as most recently amended in Resolution 08-08-57. A v/c ratio greater than 1.0 is typically considered a LOS "F".

However, Daniels Parkway from I-75 to Metro Parkway is designated as a constrained roadway. Lee Plan Policy 95.1.3(7) and Policy 37.2.2 both accept a reduced level of service on constrained roadway segments, up to a vehicle-to-capacity ratio (v/c) ratio at or below 1.85. Based on data in Table 2A for the year 2040, Daniels Parkway from I-75 to Fiddlesticks Boulevard/Palomino Lane is estimated to have a v/c range of 1.10-1.27 without, and a v/c range of 1.15-1.36 with, the CPA.

Table 4A of the submitted analysis estimated levels of service in the year 2022 based on manual traffic projections. The analysis identified acceptable levels of service on all study area roadway segments. Daniels Parkway, from I-75 to Fiddlesticks Boulevard/Palomino Lane, is identified as having a v/c of 1.02 without, and a v/c of 1.06 with, the CPA.

Lee Plan Table 2(b) recommends operational improvements to preserve capacity on Daniels Parkway. Specifically signal timing progression, frontage road connections, closure of median openings at minor side streets, and access management. Daniels Parkway is part of a coordinated traffic signal system. Marketplace Road, Kings Crossing Lane, Jobe Road, Sal Rose Lane, Daniels 9300, and Cody Lee Road are frontage roads along Daniels Parkway between I-75 and Pinto Lane. Access management is accomplished by designation as a controlled access facility.

The Lee County Capital Improvement Program includes projects on Three Oaks Parkway and Palomino Lane. Three Oaks Parkway Extension North from Alico Road to Daniels Parkway is currently in the design and right-of-way acquisition phases and is programmed for construction in fiscal year 2019/20. Three Oaks Parkway improvements will include adding double left turn lanes at the existing intersection of Daniels Parkway with Fiddlesticks Boulevard/Palomino Lane and an additional southbound lane on Palomino Lane from Daniels Parkway to north of Kings Crossing/Jobe Road. The Palomino Lane Improvements project is under design, with construction funded for turn lanes at key locations and an 8-foot off-road bicycle and pedestrian path from Daniels Parkway to Penzance Boulevard.

Adjacent to the 51 acre area of the CPA, Daniels Parkway is served by Lee Tran Route 50 with eight transit stops between I-75 and Pinto Lane. There are existing shared use paths and bicycle lanes along Daniels Parkway, and a shared use path along Fiddlesticks Boulevard.

Cc: Marcus Evans (electronic copy)  
Lili Wu (electronic copy)  
Ted Treesh – TR Transportation (electronic copy)



MEMORANDUM

TO: Ms. Mikki Rozdolski  
Lee County Department of Community Development

FROM: Ted B. Treesh  
President

DATE: February 3, 2017

RE: Apaloosa and Palomino Lane Comprehensive Plan Amendment  
CPA2015-00010  
Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic circulation analysis for the proposed Comprehensive Plan Amendment for approximately 51.26 acres of property located on the north side of Daniels Parkway between Apaloosa Lane and Skyport Avenue in Lee County, Florida. This analysis will determine the impacts of the requested land use change from Outlying Suburban to General Interchange to allow for the inclusion of higher density residential land uses within the properties bounded by the land use change.

The transportation related impacts of the proposed Comprehensive Plan Amendment were evaluated pursuant to the criteria in the application document. This included an evaluation of the long range impact (20-year horizon) and short range impact (5-year horizon) the proposed amendment would have on the existing and future roadway infrastructure. Similar methodologies were utilized that were completed by the Lee County Department of Transportation staff during the initial evaluation of this land use change. The previous submittals included a much larger land area (approximately 137 acres) and a much more intense land use change (to Central Urban). The request has been modified to remove the land to the west of Apaloosa Lane and include the approximately 14-acre parcel owned by the Lee County School District to the east of Palomino Lane.

The proposed Map Amendment would change the future land use designation on the approximately 51.26 acres, which currently includes fourteen (14) separate properties, to permit the development of higher density residential uses (multi-family) on the land included in the General Interchange Future Land Use Category. Based on the existing land use designation (Outlying Suburban) the subject site could be developed with a mix of commercial and retail uses as neighborhood retail centers that do not exceed 100,000 square feet and residential uses up to three (3) units per acre. The majority of the property

that is included in the map amendment application has been developed with commercial retail and office uses.

In developing the methodology to address future trip generation characteristics of the future land use category with Lee County Staff, it was agreed that the requested land use change will not allow an increase in commercial retail development above what is currently permitted under the existing land use category. The change from Outlying Suburban to General Interchange would include the ability to develop higher density residential uses only and would presumably permit the development of multi-family residential uses on the land that obtains this land use category. Of the fourteen parcels that are subject to this amendment, one is owned by Lee County and is utilized for water management purposes for the Daniels Parkway water management permit. This site will not be developed in the future. The remaining methodology was consistent with the reports that were completed by the Lee County Department of Transportation as part of the initial review process for the land use change to the larger land area, including trip distribution, etc. The volumes utilized in the short term analysis were updated to reflect the current data available from Lee County.

Ten (10) out of the fourteen (14) parcels are currently developed with commercial uses, including retail uses, restaurants, office buildings, etc. One parcel includes a single family residence and the three remaining parcels are vacant. Based on the existing development that has occurred (most in the last 5 years), it was determined that the transportation analysis to evaluate the future traffic conditions would only account for the future development of higher density residential uses on the four remaining parcels that do not currently have commercial uses. The last vacant parcel is owned by Lee County and is utilized as a water management area of Daniels Parkway. Therefore, it was not assumed that it would be developed in the future.

**Table 1** identifies all the parcels that are included in this map amendment, their STAP numbers and the uses that are currently located on the property. Also indicated are the assumption of future uses if the property is currently vacant or will change from the current use. The ID shown references the aerial photograph included in the Appendix and indicates the location of that parcel.

**Table 1  
 Parcel Information  
 Apaloosa and Palomino Lane FLUM**

ID	STRAP	EXISTING LAND USES	CHANGE OF USE
1	21452501000000340	SINGLE FAMILY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL
2	214525120000000CE	OFFICE	
3	21452509000000050	RETAIL	
4	21452509000000030	MOTEL	
5	2145250100000036A	VACANT, WATER RETENTION	REMAINS VACANT
6	21452509000000010	RESTAURANT	
7	22452500000010000	VACANT	MULTI-FAMILY RESIDENTIAL
8	22452509000000040	OFFICE	
9	22452500000010030	VACANT	MULTI-FAMILY RESIDENTIAL
10	22452509000000020	RETAIL	
11	22452506000000040	CONVENIENCE STORE	
12	22452500000010010	VACANT, PUBLIC SCHOOL	MULTI-FAMILY RESIDENTIAL
13	22452521000000010	RETAIL	
14	22452506000000010	RESTAURANT	

The four parcels that are shown to include multi-family residential total approximately 31.48 acres (Parcel ID's #1, #7, #9 & #12). Assuming a maximum residential density of 22 units per acre yields a total unit count of 693 residential dwelling units. For this analysis, the unit count was rounded to 700 units. These units were all assumed to be multi-family residential units. Therefore, in order to evaluate the trip generation of the future land uses within the boundary of the proposed map amendment, it was assumed that an additional 700 multi-family residential units would be developed within the boundaries of the FLUM amendment. **Table 2** list the additional uses that were considered for this analysis.

**Table 2  
 Additional Land Uses Considered in FLUM  
 Apaloosa and Palomino Lane FLUM**

Land Use	Intensity
Multi-Family Units	700 dwelling units

The future trip generation estimates for the property was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9<sup>th</sup> Edition. Land Use Code 220 (Apartments) was utilized for the residential dwelling units as this density of residential uses will most likely be a multi-family product. **Table 3** indicates the trip generation assumptions of the subject parcels based on the future land use category.

**Table 3  
 Trip Generation  
 Apaloosa and Palomino Lane FLUM**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multi-Family (700 Units)	69	278	347	262	141	403	4,366

The trip generation potential of the remainder of the commercial parcels included in the FLUM are not anticipated to change as a result of the amendment. The parcels today could re-develop with commercial uses as neighborhood commercial centers and/or residential uses with up to three (3) units per acre (presumably single family residential units). The change to the General Interchange Land Use category will permit the potential development of residential units of up to a maximum of 22 units per acre (including bonus density), which is presumably multi-family residential units.

**Long Range Impacts (20-year horizon)**

The Lee County Metropolitan Planning Organization’s (MPO) 2040 Long Range Transportation Plan was reviewed to determine if any future roadway improvements were planned in the vicinity of the subject site. Based on the review, the only major roadway improvement on the 2040 Financially Feasible Plan is the extension of Three Oaks Parkway from Alico Road north to Daniels Parkway.

The Lee County Metropolitan Planning Organization’s (MPO) long range transportation travel model was also reviewed in order to determine the impacts the amendment would have on the surrounding area. The base 2040 loaded network volumes were determined for the roadways within the study area then the peak hour trips to be generated from the additional trips as shown in Table 3 were added to the projected 2040 volumes. The Level of Service for those roadways were then evaluated.

The results of the analysis indicate that the addition of the project trips to the network will not cause any roadway link to fall below the recommended minimum acceptable Level of Service thresholds as recommended in Policy 37.1.1 of the Lee County Comprehensive Plan. Several roadway segments in the study area are shown to operate at LOS “F” before the project trips are added to the network and are therefore considered as pre-existing deficiencies not caused by the change in land use. These roadway segments include Daniels Parkway from Gateway Boulevard to Six Mile Cypress Parkway and Palomino Lane north of Daniels Parkway. All remaining roadway segments in the study area will operate at or above the minimum acceptable Level of Service. **Table 1A** and **Table 2A** reflect the Level of Service analysis based on the 2040 conditions.

**Short Range Impacts (5-year horizon)**

The 2016/2017-2020/2021 Lee County Transportation Capital Improvement Plan and the 2017-2021 Florida Department of Transportation Adopted Work Program were reviewed to determine the short term impacts the proposed land use change would have on the surrounding roadways. The only improvement in the study area that is included on the short term capital improvement plan is the funding for the construction of the Three Oaks Parkway North Extension from Alico Road to Daniels Parkway. This new roadway is funded in the Lee County Capital Improvement Program to begin construction in FY 2019/2020. There are no other capacity improvements to the roadway network identified in either work program. This roadway improvement was considered in the distribution of site trips.

**Table 3A** and **Table 4A** attached to this report indicate the projected 5-year planning Level of Service on Daniels Parkway and other roadways that are within the study area. From **Table 2A**, Daniels Parkway from Fiddlesticks Boulevard to I-75 is shown to operate at LOS "F" in 2022 before the project trips are added to the network. All other roadway segments in the study area are shown to operate at an acceptable Level of Service in 2022 with the project trips added to the network. Since Daniels Parkway is shown to operate at LOS "F" before the project trips are added to the roadway, this is considered a pre-existing deficiency and is not caused by the change in land use. It should also be noted that this section of Daniels Parkway has been designated as a "Constrained Roadway" by the Lee County Board of County Commissioners. This designation allows development to occur even though the volume on the roadway has exceeded the capacity. The Lee Plan Policy (37.2.2) permits the volume to exceed the capacity by up to 85%, or a v/c ratio of 1.85. The projected v/c ratio in 2022 without the project trips would be 1.02 and the v/c ratio on Daniels Parkway after the project trips are added will be approximately 1.06, which is far below the maximum permitted v/c ratio of 1.85.

As previously indicated, the four parcels that were assumed to be developed with high density residential uses could be developed under the existing land use category with commercial or lower density residential uses. For comparison purposes, it was assumed that Parcel #9 could be developed with approximately 21,000 square feet of medical office uses and the remaining three parcels (#1, #7 & #12) could be developed with residential uses at 3 units per acre, or 88 single family units. The trip generation of these uses was computed utilizing ITE (LUC 720 for the medical office uses and LUC 210 for the Single Family uses) in order to see what the net increase in the volume to capacity ratio along this segment of Daniels Parkway would be as a result of the Land Use Change. **Table 4** illustrates the peak hour trip generation of the uses that could be developed on the four parcels under the existing land use category. These trips were then added to the roadway network and a Level of Service analysis was completed, which is reflected in the attached **Tables 5A** and **6A**.

**Table 4  
Trip Generation – Permitted Uses under Current FLUM**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Medical Office (21,000 sq. ft.)	40	10	50	21	54	75	644
Single Family (88 Units)	17	54	71	59	35	94	934
<b>Total</b>	<b>57</b>	<b>64</b>	<b>121</b>	<b>80</b>	<b>89</b>	<b>169</b>	<b>1,578</b>

Based on the data from Table 6A, the projected volume to capacity ratio on Daniels Parkway from Fiddlesticks Boulevard to I-75 would be 1.04 in the year 2022 should the vacant properties develop with uses that are currently permitted in the existing land use category. **Therefore, the incremental impacts to Daniels Parkway between Fiddlesticks Boulevard and I-75 as result of the land use change will only result in an increase of 2% in the volume to capacity ratio during the PM peak hour.**

Therefore, based on this analysis no modifications will be necessary to the Lee County or FDOT short term capital improvement program to support the change in land use. An additional analysis of the roadway links will be necessary as the parcels apply for re-zoning within the County.

**Conclusion**

The proposed Comprehensive Plan Amendment is to modify the future land use designation on the subject site from Outlying Suburban to General Interchange. The approximately 51.92-acres (comprised of 14 parcels) is located on the north side of Daniels Parkway and east of Apaloosa Lane. Based on the analysis, no modifications are necessary to the Short Term Capital Improvement Plan (5-Year) or the Long Range Transportation plan (25-Year) to support the proposed Comprehensive Plan Amendment. The projected Level of Service in both the Short Term and Long Term analysis period indicate that any roadway links that are shown to operate below the minimum acceptable Level of Service standard will be operating at this level prior to any of the project trips being added to the network. Therefore, these roadway links will experience a deficiency that is existing prior to any change to the future land use category and not as a result of the requested change in land use. **The change in land use will not cause any roadway link to fall below the acceptable Level of Service standards.** A comparison of the roadway level of service in 2022 with uses constructed on the four vacant parcels that are currently permitted in the existing land use category illustrate that the resultant land use change **will only result in an increase of approximately 2% to the volume to capacity ratio** of the one segment of Daniels Parkway that is forecasted to have a v/c ratio slightly above 1.0. The v/c ratio for this one segment of 1.06 is also **well below the maximum permitted v/c ratio of 1.85 for Daniel’s Parkway.**

**Attachments**

# APPENDIX

# **PARCEL ID MAP EXHIBIT**



# CPA2015-00010 Apaloosa and Palomino Lane



ID	STRAP	ACRES (±)	EXISTING ZONING	EXISTING LAND USES	ADDRESS	CITY	ZIP
1	21452501000000340	5.00	CS-2	SINGLE FAMILY RESIDENTIAL	13301 APALOOSA LN	FORT MYERS	33912
2	214525120000000CE	4.95	CPD	DANIELS CENTER OFFICE CONDO C/E	DANIELS CENTER DR	FORT MYERS	33912
3	21452509000000050	2.12	CPD	SHOPPING CENTER, NEIGHBORHOOD	8911 DANIELS PKWY	FORT MYERS	33912
4	21452509000000030	2.17	CPD	MOTEL	8955 DANIELS PKWY	FORT MYERS	33912
5	2145250100000036A	1.44	AG-2	ACREAGE, BUFFER - CONSERVATION, WATER RETENTION	CORNER LOT	FORT MYERS	33912
6	21452509000000010	1.52	CPD	RESTAURANT	8951 DANIELS PKWY	FORT MYERS	33912
7	22452500000010000	10.00	AG-2	VACANT RESIDENTIAL	13290 PALOMINO LN	FORT MYERS	33912
8	22452509000000040	2.09	CPD	OFFICE BUILDING, MULTI-STORY	9001 DANIELS PKWY	FORT MYERS	33912
9	22452500000010030	2.33	CG	COMMERCIAL, VACANT	13400 PALOMINO LN	FORT MYERS	33912
10	22452509000000020	1.54	CPD	SHOPPING CENTER, COMMUNITY	9011 DANIELS PKWY	FORT MYERS	33912
11	22452506000000040	1.08	CG	CONVENIENCE STORE	13420 PALOMINO LN	FORT MYERS	33912
12	22452500000010010	14.15	CPD	GOVERNMENT OWNED, PUBLIC SCHOOL (TOTAL ACREAGE 20.08)	13401 PALOMINO LN	FORT MYERS	33912
13	22452521000000010	1.85	CG	STORE, ONE (1) FLOOR	9150 KINGS CROSSING RD	FORT MYERS	33912
14	22452506000000010	1.02	CG	RESTAURANT, DRIVE-IN (TOTAL ACREAGE 1.33)	9211 DANIELS PKWY	FORT MYERS	33912
<b>TOTAL ACREAGE</b>		<b>51.26</b>					

**TABLES 1A & 2A**  
**APALOOS AND PALOMINO LANE**  
**2040 LEVEL OF SERVICE**  
**EVALUATION**

**TABLE 1A  
LEVEL OF SERVICE THRESHOLDS  
2040 LONG RANGE TRANSPORTATION ANALYSIS - APALOOSA AND PALOMINO LANE FLUM**

ROADWAY	ROADWAY SEGMENT		2040 E + C NETWORK LANES		GENERALIZED SERVICE VOLUMES				
					LOS A	LOS B	LOS C	LOS D	LOS E
					<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>	<u>VOLUME</u>
Daniels Pkwy	Chamberlin	Gateway Blvd.	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	I-75	Chamberline	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Fiddlesticks/Palomino	I-75	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
	Six Mile Cypress	Fiddlesticks/Palomino	6LD	Class I - Arterial	0	400	2,840	2,940	2,940
Treeline Ave.	Daniels Pkwy	Arborwood	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	Airport Connector	Daniels Parkway	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
I-75	Daniels Pkwy	Colonial Blvd.	6LF	Freeway	0	3,360	4,580	5,500	6,080
	Alico Road	Daniels Parkway	6LF	Freeway	0	3,360	4,580	5,500	6,080
Six Mile Cypress Pkwy	Penzance Blvd.	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
	Plantation Rd.	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Fiddesticks Blvd.	Alico Rd.	Daniels Pkwy	4LD	Class I - Arterial	0	250	1,840	1,960	1,960
Palomino Ln	Daniels Pkwy	Penzance Blvd.	2LN	Collector	0	0	310	660	740

- Denotes the LOS Standard for each roadway segment

**TABLE 2A  
2040 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS  
APALOOSA AND PALOMINO LANE FLUM**

TOTAL PM PEAK HOUR PROJECT TRAFFIC      403      VPH      IN=      262      OUT=      141

ROADWAY	ROADWAY SEGMENT		2040		AADT		100TH HIGHEST		PM PK HR	2040 BACKGROUND		PROJECT	PK DIR	2040 BACKGROUND PLUS PRO.	
	FROM	TO	FSUTMS	PEAKSEASON	BACKGROUND	K-100	HOUR	PK DIR		D	PEAK			TRAFFIC VOLUMES & LOS	TRAFFIC
			PSWDI	FACTOR	TRAFFIC	FACTOR	2-WAY VOLUME	FACTOR	DIRECTION	VOLUME	LOS	DIST.	TRAFFIC	VOLUME	LOS
Daniels Pkwy	Chamberlin	Gateway Blvd.	74,733	1.200	62,278	0.1020	6,352	0.59	EAST	3748	F	3%	8	3756	F
	I-75	Chamberline	83,991	1.200	69,993	0.0950	6,649	0.56	EAST	3723	F	5%	13	3736	F
	Fiddlesticks/Palomino	I-75	90,023	1.200	75,019	0.0960	7,202	0.54	EAST	3889	F	45%	118	4007	F
	Six Mile Cypress	Fiddlesticks/Palomino	80,386	1.200	66,988	0.0950	6,364	0.51	EAST	3246	F	50%	131	3377	F
Treeline Ave.	Daniels Pkwy	Arborwood	27,086	1.190	22,761	0.0930	2,117	0.57	EAST	1207	C	1%	3	1210	C
	Airport Connector	Daniels Parkway	27,883	1.190	23,431	0.1130	2,648	0.57	EAST	1509	C	1%	3	1512	C
I-75	Daniels Pkwy	Colonial Blvd.	108,124	1.19	90861	0.09	8,177	0.56	EAST	4579	C	20%	52	4631	D
	Alico Road	Daniels Parkway	122,721	1.19	103127	0.09	9,281	0.56	EAST	5197	D	20%	52	5249	D
Six Mile Cypress Pk	Penzance Blvd.	Daniels Pkwy	26,498	1.19	22267	0.094	2,093	0.53	EAST	1109	C	15%	39	1148	C
	Plantation Rd.	Daniels Pkwy	29,959	1.19	25176	0.095	2,392	0.56	EAST	1340	C	15%	39	1379	C
Fiddesticks Blvd.	Alico Rd.	Daniels Pkwy	13,678	1.2	11398	0.096	1,094	0.54	EAST	591	C	5%	13	604	C
Palomino Ln	Daniels Pkwy	Penzance Blvd.	20,212	1.2	16843	0.096	1,617	0.54	EAST	873	F	60%	157	1030	F

**TABLES 3A & 4A**  
**APALOOSA AND PALOMINO LANE**  
**2022 LEVEL OF SERVICE**  
**EVALUATION**

**TABLE 3A**  
**PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES**  
**APALOOSA AND PALOMINO LAND FLUM**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 347 VPH      IN= 69      OUT= 278  
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 403 VPH      IN= 262      OUT= 141

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY</u> <u>CLASS</u>	<u>LOS A</u> <u>VOLUME</u>	<u>LOS B</u> <u>VOLUME</u>	<u>LOS C</u> <u>VOLUME</u>	<u>LOS D</u> <u>VOLUME</u>	<u>LOS E</u> <u>VOLUME</u>	<u>PERCENT</u>		
								<u>PROJECT</u> <u>TRAFFIC</u>	<u>PROJECT</u> <u>TRAFFIC</u>	<u>PROJ/</u> <u>LOS C</u>
Daniels Pkwy	E. of Chamberlin	6LD	2510	3260	3260	3260	3260	3%	8	0.3%
	E. of I-75	6LD	2510	3260	3260	3260	3260	5%	14	0.4%
	E. of Fiddlesticks/Palomino	6LD	210	2830	3040	3040	3040	45%	125	4.1%
	E. of Six Mile Cypress	6LD	210	2830	3040	3040	3040	40%	111	3.7%
Treeline Ave.	N. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	3	0.1%
	S. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	3	0.1%
I-75	N. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	56	1.2%
	S. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	56	1.2%
Six Mile Cypress Pkwy	N. of Daniels Pkwy	4LD	800	1,900	1,900	1,900	1,900	15%	42	2.2%
	S. of Daniels Pkwy	4LD	0	1,740	2,000	2,000	2,000	15%	42	2.1%
Fiddesticks Blvd.	S. of Daniels Pkwy	4LD	0	250	1840	1960	1960	15%	42	2.3%
Palomino Ln	N. of Daniels Pkwy	2LN	0	0	550	860	860	60%	167	30.3%

\* Level of Service thresholds were obtained from the Lee County Link Specific Service Volume Tables

For I-75, FDOT Q/LOS Handbook, Table 7 (Dec. 2012) service volumes were utilized



**TABLE 4A  
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS  
APALOOSA AND PALOMINO LAND FLUM**

TOTAL PROJECT TRAFFIC AM = 347 VPH IN = 69 OUT= 278  
 TOTAL PROJECT TRAFFIC PM = 403 VPH IN= 262 OUT= 141

ROADWAY	SEGMENT	2015		2022			PERCENT			2022			2022		
		ANNUAL	PK HR	PK HR	PK SEASON	V/C	PROJECT	AM PROJ	PM PROJ	+ AM PROJ	V/C	+ PM PROJ	V/C		
		RATE	PEAK DIR. <sup>1</sup>	VOLUME	LOS	Ratio	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	Ratio	VOLUME	LOS	Ratio
Daniels Pkwy	E. of Chamberlin	1.00%	2,305	2,471	A	0.76	3%	8	8	2,480	A	0.76	2,479	A	0.76
	E. of I-75	1.00%	2,717	2,913	B	0.89	5%	14	13	2,927	B	0.90	2,926	B	0.90
	E. of Fiddlesticks/Palomino	1.00%	2,904	3,113	F	1.02	45%	125	118	3,238	F	1.06	3,231	F	1.06
	E. of Six Mile Cypress	1.00%	2,729	2,926	C	0.96	40%	111	105	3,037	C	0.99	3,031	C	0.99
Treeline Ave.	N. of Daniels Pkwy	1.00%	696	746	A	0.25	1%	3	3	749	A	0.25	749	A	0.25
	S. of Daniels Pwky	1.00%	1,390	1,490	A	0.50	1%	3	3	1,493	A	0.50	1,493	A	0.50
I-75	N. of Daniels Pkwy	1.00%	4,269	4,577	C	0.75	20%	56	52	4,633	D	0.76	4,629	D	0.76
	S. of Daniels Pkwy	1.00%	4,668	5,005	D	0.82	20%	56	52	5,060	D	0.83	5,057	D	0.83
Six Mile Cypress Pkwy	N. of Daniels Pkwy	1.00%	883	947	B	0.50	15%	42	39	988	B	0.52	986	B	0.52
	S. of Daniels Pkwy	1.00%	1,500	1,608	B	0.80	15%	42	39	1,650	B	0.82	1,648	B	0.82
Fiddesticks Blvd./Three Oaks Pkwy.	S. of Daniels Pkwy	1.00%	349	374	C	0.19	15%	42	39	416	C	0.21	413	C	0.21
Palomino Ln	N. of Daniels Pkwy	1.00%	324	347	C	0.40	60%	167	157	514	C	0.60	505	C	0.59

<sup>1</sup> 2015 peak hour peak season peak direction traffic volumes were obtained from the 2016 Lee County Concurrency Report

Current peak hour peak season peak direction traffic volumes for I-75 were obtained by factoring daily traffic volume from 2015 FDOT Count Report by K & D Factors



**TABLES 5A & 6A**  
**APALOOSA AND PALOMINO LANE**  
**2022 LEVEL OF SERVICE**  
**EVALUATION**  
**BASED ON EXISTING LAND USE**  
**CATEGORY IMPACTS**

**TABLE 5A  
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES  
PERMITTED USES UNDER EXISTING FLUM**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 126 VPH      IN= 65      OUT= 61  
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 125 VPH      IN= 64      OUT= 61

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY CLASS</u>	<u>LOS A VOLUME</u>	<u>LOS B VOLUME</u>	<u>LOS C VOLUME</u>	<u>LOS D VOLUME</u>	<u>LOS E VOLUME</u>	<u>PERCENT</u>		
								<u>PROJECT TRAFFIC</u>	<u>PROJECT TRAFFIC</u>	<u>PROJ/ LOS C</u>
Daniels Pkwy	E. of Chamberlin	6LD	2510	3260	3260	3260	3260	3%	2	0.1%
	E. of I-75	6LD	2510	3260	3260	3260	3260	5%	3	0.1%
	E. of Fiddlesticks/Palomino	6LD	210	2830	3040	3040	3040	45%	29	1.0%
	E. of Six Mile Cypress	6LD	210	2830	3040	3040	3040	40%	26	0.9%
Treeline Ave.	N. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	1	0.0%
	S. of Daniels Pkwy	4LD	1,530	2,980	2,980	2,980	2,980	1%	1	0.0%
I-75	N. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	13	0.3%
	S. of Daniels Pkwy	6LF	0	3,360	4,580	5,500	6,080	20%	13	0.3%
Six Mile Cypress Pkwy	N. of Daniels Pkwy	4LD	800	1,900	1,900	1,900	1,900	15%	10	0.5%
	S. of Daniels Pkwy	4LD	0	1,740	2,000	2,000	2,000	15%	10	0.5%
Fiddlesticks Blvd.	S. of Daniels Pkwy	4LD	0	250	1840	1960	1960	15%	10	0.5%
Palomino Ln	N. of Daniels Pkwy	2LN	0	0	550	860	860	60%	39	7.1%

\* Level of Service thresholds were obtained from the Lee County Link Specific Service Volume Tables

For I-75, FDOT Q/LOS Handbook, Table 7 (Dec. 2012) service volumes were utilized

**TABLE 6A  
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS  
PERMITTED USES UNDER EXISTING FLUM**

TOTAL PROJECT TRAFFIC AM =	121	VPH	IN =	57	OUT=	64
TOTAL PROJECT TRAFFIC PM =	169	VPH	IN=	80	OUT=	89

<u>ROADWAY</u>	<u>SEGMENT</u>	2015		2022		2022									
		ANNUAL	PK SEASON	PK HR	PK HR	PK SEASON	PERCENT	BCKGRND			BCKGRND				
		<u>RATE</u>	<u>PEAK DIR.<sup>1</sup></u>	<u>VOLUME</u>	<u>LOS</u>	<u>Ratio</u>	<u>TRAFFIC</u>	<u>TRAFFIC</u>	<u>TRAFFIC</u>	<u>VOLUME</u>	<u>LOS</u>	<u>Ratio</u>	<u>VOLUME</u>	<u>LOS</u>	<u>Ratio</u>
Daniels Pkwy	E. of Chamberlin	1.00%		2,305	A	0.76	3%	2	3	2,473	A	0.76	2,474	A	0.76
	E. of I-75	1.00%		2,717	B	0.89	5%	3	4	2,916	B	0.89	2,917	B	0.89
	E. of Fiddlesticks/Palomino	1.00%		2,904	F	1.02	45%	29	40	3,142	F	1.03	3,154	F	1.04
	E. of Six Mile Cypress	1.00%		2,729	C	0.96	40%	26	36	2,951	C	0.97	2,961	C	0.97
Treeline Ave.	N. of Daniels Pkwy	1.00%		696	A	0.25	1%	1	1	747	A	0.25	747	A	0.25
	S. of Daniels Pwky	1.00%		1,390	A	0.50	1%	1	1	1,491	A	0.50	1,491	A	0.50
I-75	N. of Daniels Pkwy	1.00%		4,269	C	0.75	20%	13	18	4,590	D	0.75	4,595	D	0.76
	S. of Daniels Pkwy	1.00%		4,668	D	0.82	20%	13	18	5,018	D	0.83	5,023	D	0.83
Six Mile Cypress Pkwy	N. of Daniels Pkwy	1.00%		883	B	0.50	15%	10	13	956	B	0.50	960	B	0.51
	S. of Daniels Pkwy	1.00%		1,500	B	0.80	15%	10	13	1,618	B	0.81	1,622	B	0.81
Fiddesticks Blvd./Three Oaks Pkwy	S. of Daniels Pkwy	1.00%		349	C	0.19	15%	10	13	384	C	0.20	388	C	0.20
Palomino Ln	N. of Daniels Pkwy	1.00%		324	C	0.40	60%	38	53	386	C	0.45	401	C	0.47

<sup>1</sup> 2015 peak hour peak season peak direction traffic volumes were obtained from the 2016 Lee County Concurrency Report

Current peak hour peak season peak direction traffic volumes for I-75 were obtained by factoring daily traffic volume from 2015 FDOT Count Report by K & D Factors

**LEE COUNTY GENERALIZED  
SERVICE VOLUME TABLE**

**Lee County  
Generalized Peak Hour Directional Service Volumes  
Urbanized Areas**

April 2016

c:\input5

<b>Uninterrupted Flow Highway</b>						
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
<b>Arterials</b>						
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
<b>Controlled Access Facilities</b>						
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
<b>Collectors</b>						
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.						

**LEE COUNTY LINK SPECIFIC  
SERVICE VOLUME TABLES**

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLONIAL BLVD	SIX MILE PKWY	I-75	1	0.5	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
	I-75	SR 82	1	2.4	6LD	0	2,280	3,040	3,040	3,040	0	3,800	5,070	5,070	5,070
CORKSCREW RD	US 41	SANDY LN	4	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	SANDY LN	THREE OAKS PKWY	4	0.7	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	THREE OAKS PKWY	I-75	4	0.8	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	3	1.7	2LD	0	820	1,200	1,200	1,200	0	1,580	2,310	2,310	2,310
	WILDCAT RUN DR	ALICO RD	3	2.6	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
	ALICO RD	COUNTY LINE	3	10.4	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4	0.4	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SOUTH POINT BLVD	WINKLER RD	4	0.6	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	WINKLER RD	SUMMERLIN RD	4	0.7	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,360	2,890	2,940	0	0	2,430	5,170	5,240
DANIELS PKWY	US 41	BIG PINE WAY	4	0.5	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	BIG PINE WAY	METRO PKWY	4	0.6	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	METRO PKWY	SIX MILE PKWY	4	0.8	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	SIX MILE PKWY	PALOMINO DR	4	2.2	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	PALOMINO DR	I-75	4	0.6	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	I-75	TREELINE AVE	3	0.5	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	TREELINE AVE	CHAMBERLIN PKWY	3	0.8	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
CHAMBERLIN PKWY	SR 82	3	3.8	4LD	1,620	2,160	2,160	2,160	2,160	2,700	3,600	3,600	3,600	3,600	
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	5	0.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	SE 46TH ST	CORONADO PKWY	5	0.7	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORONADO PKWY	CORNWALLIS PKWY	5	1.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORNWALLIS PKWY	VETERANS PKWY	5	0.8	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	VETERANS PKWY	HANCOCK B. PKWY	5	3.0	6LD	0	0	1,640	2,800	2,800	0	0	3,160	5,390	5,390
	HANCOCK B. PKWY	NE 6TH ST	5	0.7	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
	NE 6TH ST	SR 78	5	0.4	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
ESTERO BLVD	HICKORY BLVD	AVENIDA PESCADORA	4	2.9	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	AVENIDA PESCADORA	MID ISLAND DR	4	1.2	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	MID ISLAND DR	SAN CARLOS BLVD	4	1.8	2LD	500	568	593	632	671	980	1,113	1,162	1,239	1,316
ESTERO PKWY	US 41	BEN HILL GRIFFIN PKWY	4	2.6	4LD	0	2,000	2,000	2,000	2,000	0	3,850	3,850	3,850	3,850
FOWLER ST	US 41	N AIRPORT RD	1	1.0	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
	N AIRPORT RD	COLONIAL BLVD	1	0.3	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4	0.5	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	PINE RIDGE RD	BASS RD	4	1.6	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	BASS RD	WINKLER RD	4	0.8	6LD	0	290	2,780	2,780	2,780	0	540	5,160	5,160	5,160
	WINKLER RD	SUMMERLIN RD	4	0.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240
	SUMMERLIN RD	US 41	4	1.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240



LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
GUNNERY RD	SR 82	LEE BLVD	3	2.5	4LD	0	1,920	1,920	1,920	1,920	0	3,100	3,100	3,100	3,100
	LEE BLVD	BUCKINGHAM RD	3	1.5	2LN	0	600	1,020	1,020	1,020	0	970	1,640	1,640	1,640
HANCOCK BRIDGE PKWY	DEL PRADO BLVD	NE 24TH AVE	5	1.1	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	NE 24TH AVE	ORANGE GROVE BLVD	2	0.5	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	ORANGE GROVE BLVD	MOODY RD	2	1.2	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
	MOODY RD	US 41	2	0.9	4LD	0	1,790	1,880	1,880	1,880	0	2,890	3,030	3,030	3,030
HICKORY BLVD	BONITA BEACH RD	McLAUGHLIN BLVD	8	1.1	2LN	90	200	330	450	890	180	390	640	870	1,720
	McLAUGHLIN BLVD	MELODY LANE	8	0.7	2LN	90	200	330	450	890	180	390	640	870	1,720
	MELODY LANE	ESTERO BLVD	8	6.7	2LN	90	200	330	450	890	180	390	640	870	1,720
HOMESTEAD RD	SR 82	2 LANE END	3	3.8	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	2 LANE END	LEE BLVD	3	2.9	4LN	0	0	1,100	2,730	2,960	0	0	1,340	3,280	3,640
IMPERIAL PKWY	COUNTY LINE	BONITA BEACH RD	8	1.0	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	BONITA BEACH RD	E. TERRY ST	4	1.1	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
	E. TERRY ST	COCONUT RD	4	4.3	4LD	160	1,920	1,920	1,920	1,920	300	3,580	3,580	3,580	3,580
I-75	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BONITA BEACH RD	CORKSCREW RD	8	7.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	CORKSCREW RD	ALICO RD	4	4.3	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	ALICO RD	DANIELS PKWY	4	3.8	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	DANIELS PKWY	COLONIAL BLVD	4	4.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	COLONIAL BLVD	M.L.K.	1	1.6	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	M.L.K.	LUCKETT RD	1	1.5	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	LUCKETT RD	SR 80	1	1.9	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	SR 80	SR 78	1 & 2	2.4	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
JOEL BLVD	SR 78	COUNTY LINE	2	5.7	6LF	0	3,360	4,580	5,500	6,080	0	6,130	8,370	10,060	11,100
	BELL BLVD	COUNTRY CLUB(N)	3	0.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
	COUNTRY CLUB(N)	16TH ST	3	3.9	4LN	590	1,010	1,430	1,830	2,120	1,100	1,880	2,650	3,390	3,930
LEE BLVD	16TH ST	SR 80	3	3.1	2LN	120	300	490	670	1,010	230	560	910	1,250	1,880
	SR 82	GUNNERY RD	3	3.6	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	GUNNERY RD	HOMESTEAD RD	3	3.9	6LD	560	2,840	2,840	2,840	2,840	910	4,580	4,580	4,580	4,580
	HOMESTEAD RD	WILLIAMS AVE	3	0.3	4LD	0	1,920	1,980	1,980	1,980	0	3,100	3,200	3,200	3,200
	HOMESTEAD RD	LEELAND HEIGHTS	3	1.3	2LD	0	930	1,020	1,020	1,020	0	1,500	1,640	1,640	1,640
LEELAND HEIGHTS	HOMESTEAD RD	LEE BLVD	3	0.4	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
	LEE BLVD	JOEL BLVD	3	1.6	4LN	0	1,640	1,800	1,800	1,800	0	3,040	3,340	3,340	3,340
LUCKETT RD	ORTIZ AVE	I-75	1	0.8	2LN	0	540	880	880	880	0	1,020	1,680	1,680	1,680
McGREGOR BLVD	SANIBEL TOLL PLAZA	HARBOR DR	4	0.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	HARBOR DR	SUMMERLIN RD	4	2.2	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SUMMERLIN RD	KELLY RD	4	1.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	KELLY RD	THORNTON RD	4	0.3	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	THORNTON RD	SAN CARLOS BLVD	4	0.7	4LD	1,020	1,960	1,960	1,960	1,960	1,730	3,320	3,320	3,320	3,320
	SAN CARLOS BLVD	GRIFFIN BLVD	4	1.0	4LD	0	1,530	1,980	1,980	1,980	0	2,560	3,290	3,290	3,290

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
PINE ISLAND RD/ BAYSHORE RD (SR 78)	SANTA BARBARA BLVD	DEL PRADO BLVD	5	2.3	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	
	DEL PRADO BLVD	BARNETT RD	5	2.1	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	
	BARNETT RD	US 41	2	0.5	4LD	1,250	2,020	2,020	2,020	2,020	2,320	3,760	3,760	3,760	
	US 41	BUSINESS 41	2	1.2	4LD	0	0	1,320	1,700	1,700	0	0	2,450	3,140	3,140
	BUSINESS 41	HART RD	2	1.1	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	HART RD	BREWERS RD	2	0.4	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	BREWERS RD	SLATER RD	2	0.8	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	SLATER RD	I-75	2	2.9	4LD	1,100	1,920	1,920	1,920	1,920	2,080	3,610	3,610	3,610	
	I-75	NALLE RD	2	0.6	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080
NALLE RD	SR 31	2	2.7	2LN	130	350	580	780	1,100	250	670	1,100	1,480	2,080	
PONDELLA RD	SR 78	WESTWOOD RD	5	0.9	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	WESTWOOD RD	ORANGE GROVE BLVD	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	ORANGE GROVE BLVD	US 41	2	1.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
	US 41	BUS 41	2	0.6	4LD	0	1,890	1,890	1,890	1,890	0	3,100	3,100	3,100	
SAN CARLOS BLVD	ESTERO BLVD	MAIN ST	4	0.6	2LB	960	1,040	1,040	1,040	1,040	1,750	1,890	1,890	1,890	
	MAIN ST	SUMMERLIN RD	4	2.5	4LD	0	900	1,780	1,780	1,780	0	1,640	3,250	3,250	
	SUMMERLIN RD	KELLY RD	4	1.1	2LN	60	850	900	900	900	110	1,550	1,640	1,640	
	KELLY RD	McGREGOR BLVD	4	0.6	4LN	150	1,810	1,810	1,810	1,810	280	3,300	3,300	3,300	
SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	4	2.9	2LN	100	220	440	620	1,140	180	390	780	1,090	
SIX MILE CYPRESS	US 41	METRO PKWY	4	1.2	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	
	METRO PKWY	DANIELS PKWY	4	1.8	4LD	0	1,740	2,000	2,000	2,000	0	3,290	3,770	3,770	
	DANIELS PKWY	CHALLENGER BLVD	4	4.4	4LD	800	1,900	1,900	1,900	1,900	1,360	3,220	3,220	3,220	
	CHALLENGER BLVD	WAL-MART INTERSECTIO	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	
	WAL-MART INTERSECTIO	COLONIAL BLVD	4	0.3	6LD	1,250	2,860	2,860	2,860	2,860	2,120	4,840	4,840	4,840	
SLATER RD	SR 78	NALLE GRADE RD	2	4.0	2LN	120	290	490	660	1,010	230	550	930	1,250	
SR 31	SR 80	SR 78	2 & 3	1.4	2LN	640	1,300	1,300	1,300	1,300	1,120	2,270	2,270	2,270	
	SR 78	N. RIVER RD	2	1.3	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	
	N. RIVER RD	COUNTY LINE	2	2.0	2LN	150	420	740	1,010	1,360	270	760	1,340	1,820	
SR 80	PROSPECT AVE	ORTIZ AVE	1	1.3	4LD	0	1,650	1,820	1,820	1,820	0	2,710	3,000	3,000	
	ORTIZ AVE	I-75	1	1.2	6LD	0	2,550	2,760	2,760	2,760	0	4,190	4,520	4,520	
	I-75	SR 31	3	2.7	6LD	1,830	2,820	2,820	2,820	2,820	2,920	4,640	4,640	4,640	
	SR 31	BUCKINGHAM RD	3	2.5	4LD	1,150	1,880	1,880	1,880	1,880	1,890	3,080	3,080	3,080	
	BUCKINGHAM RD	HICKEY CREEK RD	3	2.5	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	
	HICKEY CREEK RD	MITCHELL AVE	3	0.9	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	
	MITCHELL AVE	JOEL BLVD	3	4.0	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690	
JOEL BLVD	COUNTY LINE	3	2.2	4LD	940	1,600	2,260	2,860	3,170	1,550	2,630	3,710	4,690		
STRINGFELLOW RD	1ST AVE	PINE ISLAND RD	6	7.9	2LN	130	340	570	780	1,060	250	630	1,060	1,450	
	PINE ISLAND RD	PINELAND RD	6	3.3	2LN	130	340	570	780	1,060	250	630	1,060	1,450	
	PINELAND RD	MAIN ST	6	3.7	2LN	130	340	570	780	1,060	250	630	1,060	1,450	

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
SUMMERLIN RD	McGREGOR BLVD	SAN CARLOS BLVD	4	2.2	4LD	1,620	1,980	1,980	1,980	1,980	2,850	3,490	3,490	3,490	3,490
	SAN CARLOS BLVD	PINE RIDGE RD	4	0.5	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	PINE RIDGE RD	BASS RD	4	1.7	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	BASS RD	GLADIOLUS DR	4	1.8	6LD	2,520	3,000	3,000	3,000	3,000	4,430	5,270	5,270	5,270	5,270
	GLADIOLUS DR	CYPRESS LAKE DR	4	1.8	4LD	0	1,450	1,900	1,900	1,900	0	2,590	3,400	3,400	3,400
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	COLLEGE PKWY	BOY SCOUT	4	1.9	6LD	0	2,250	2,880	2,880	2,880	0	4,020	5,140	5,140	5,140
	BOY SCOUT	COLONIAL BLVD	1	1.1	4LD	0	0	0	1,370	1,820	0	0	0	2,450	3,250
SUNSHINE BLVD	SR 82	LEE BLVD	3	3.6	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
	LEE BLVD	W 12TH ST	3	3.2	2LN	150	310	500	700	1,010	250	500	810	1,130	1,630
THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4	2.6	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	CORKSCREW RD	SAN CARLOS BLVD	4	3.1	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
	SAN CARLOS BLVD	ALICO RD	4	1.7	4LD	650	1,940	1,940	1,940	1,940	1,130	3,360	3,360	3,360	3,360
TREELINE AVE	ALICO RD	DANIELS PKWY	3	3.8	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
	DANIELS PKWY	COLONIAL BLVD	3	4.5	4LD	1,530	2,980	2,980	2,980	2,980	2,600	3,360	3,360	3,360	3,360
US 41	COLLIER CO. LINE	BONITA BEACH RD	8	1.0	6LD	0	2,400	2,740	2,740	2,740	0	4,220	4,830	4,830	4,830
	BONITA BEACH RD	TERRY ST	8	1.1	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	TERRY ST	OLD 41	8	2.3	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	OLD 41	CORKSCREW RD	8	3.5	6LD	0	2,580	3,040	3,040	3,040	0	4,610	5,430	5,430	5,430
	CORKSCREW RD	BROADWAY	4	0.7	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	BROADWAY	SANIBEL BLVD	4	1.9	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SANIBEL BLVD	ALICO RD	4	2.2	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ALICO RD	ISLAND PARK RD	4	1.0	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	ISLAND PARK RD	JAMAICA BAY W.	4	1.6	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	JAMAICA BAY W.	SIX MILE PKWY	4	0.5	6LD	480	2,940	2,940	2,940	2,940	860	5,260	5,260	5,260	5,260
	SIX MILE PKWY	ANDREA LN	4	0.5	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	ANDREA LN	DANIELS PKWY	4	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	DANIELS PKWY	COLLEGE PKWY	4	0.7	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	COLLEGE PKWY	SOUTH RD	4	1.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	SOUTH RD	BOY SCOUT RD	4	0.4	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	BOY SCOUT RD	NORTH AIRPORT RD	1	0.8	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	NORTH AIRPORT RD	COLONIAL BLVD	1	0.2	6LD	0	0	2,130	2,880	2,880	0	0	4,220	5,710	5,710
	FORT MYERS CITY LIMIT	NORTH KEY DR	1	0.4	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	NORTH KEY DR	HANCOCK BRIDGE PKWY	2	0.7	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	HANCOCK BRIDGE PKWY	PONDELLA RD	2	0.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	PONDELLA RD	SR 78	2	1.3	4LD	0	1,790	2,160	2,160	2,160	0	2,890	3,500	3,500	3,500
	SR 78	LITTLETON RD	2	1.0	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
	LITTLETON RD	BUS 41	2	1.2	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240
BUS 41	DEL PRADO BLVD	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	
DEL PRADO BLVD	TRAIL DAIRY	2	0.8	4LD	900	2,000	2,000	2,000	2,000	1,460	3,240	3,240	3,240	3,240	

**LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)**

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD	1 & 5	3.5	4LB	1,120	1,900	2,680	3,440	4,000	1,880	3,170	4,460	5,720	6,680
	DEL PRADO BLVD	SANTA BARBARA BLVD		2.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SANTA BARBARA BLVD	SKYLINE BLVD		1.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78		3.5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR		0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
	GLADIOLUS DR	BRANDYWINE CIR		0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR		0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY		0.7	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA		0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD		0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

**SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)**

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRICT	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLLECTORS					2LU	0	0	550	860	860	0	0	990	1,530	1,530
					2LD	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LU	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

**FDOT Q/LOS MANUAL SERVICE  
VOLUMES FOR URBANIZED AREAS**

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**<sup>1</sup>

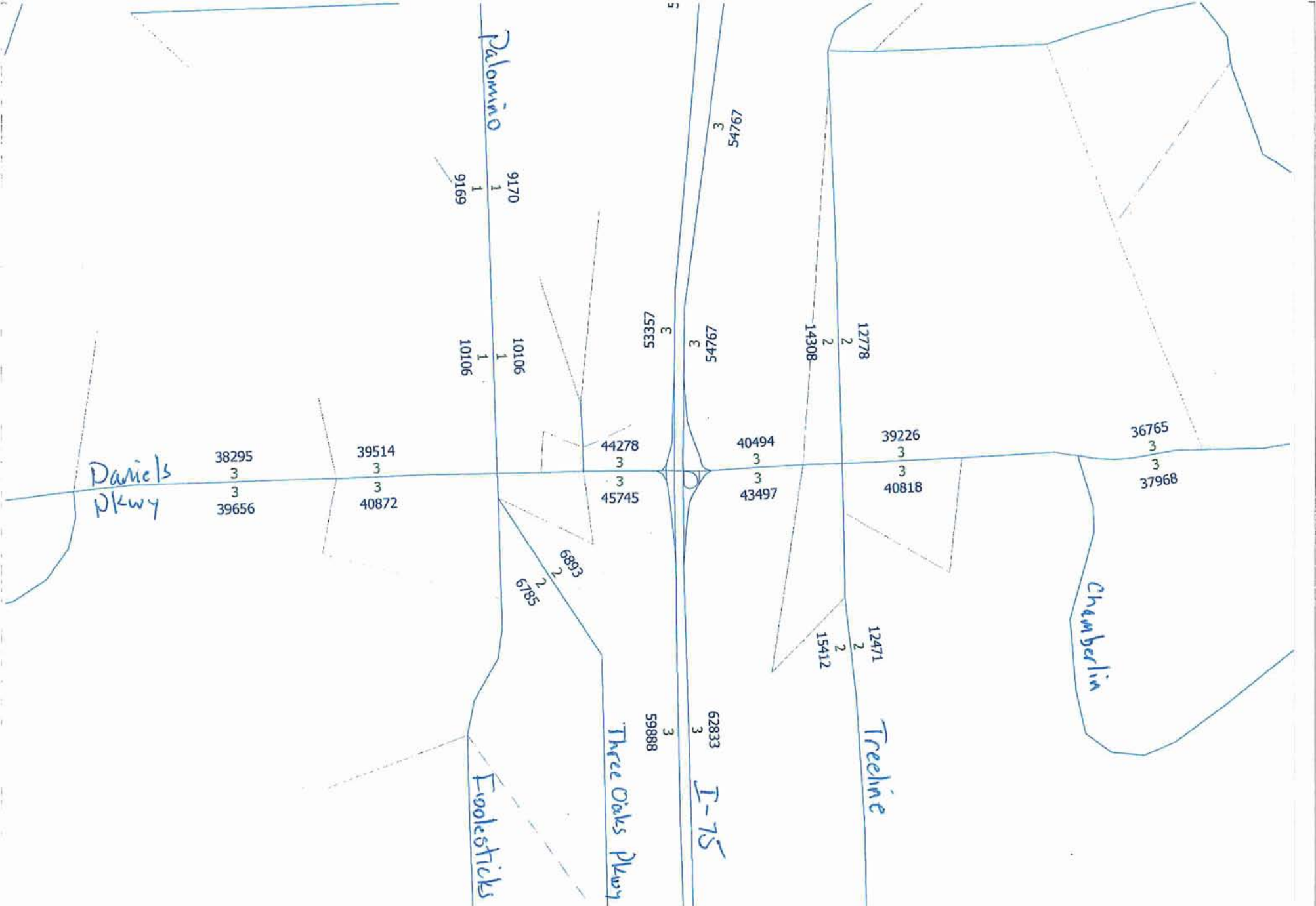
**TABLE 7**

12/18/12

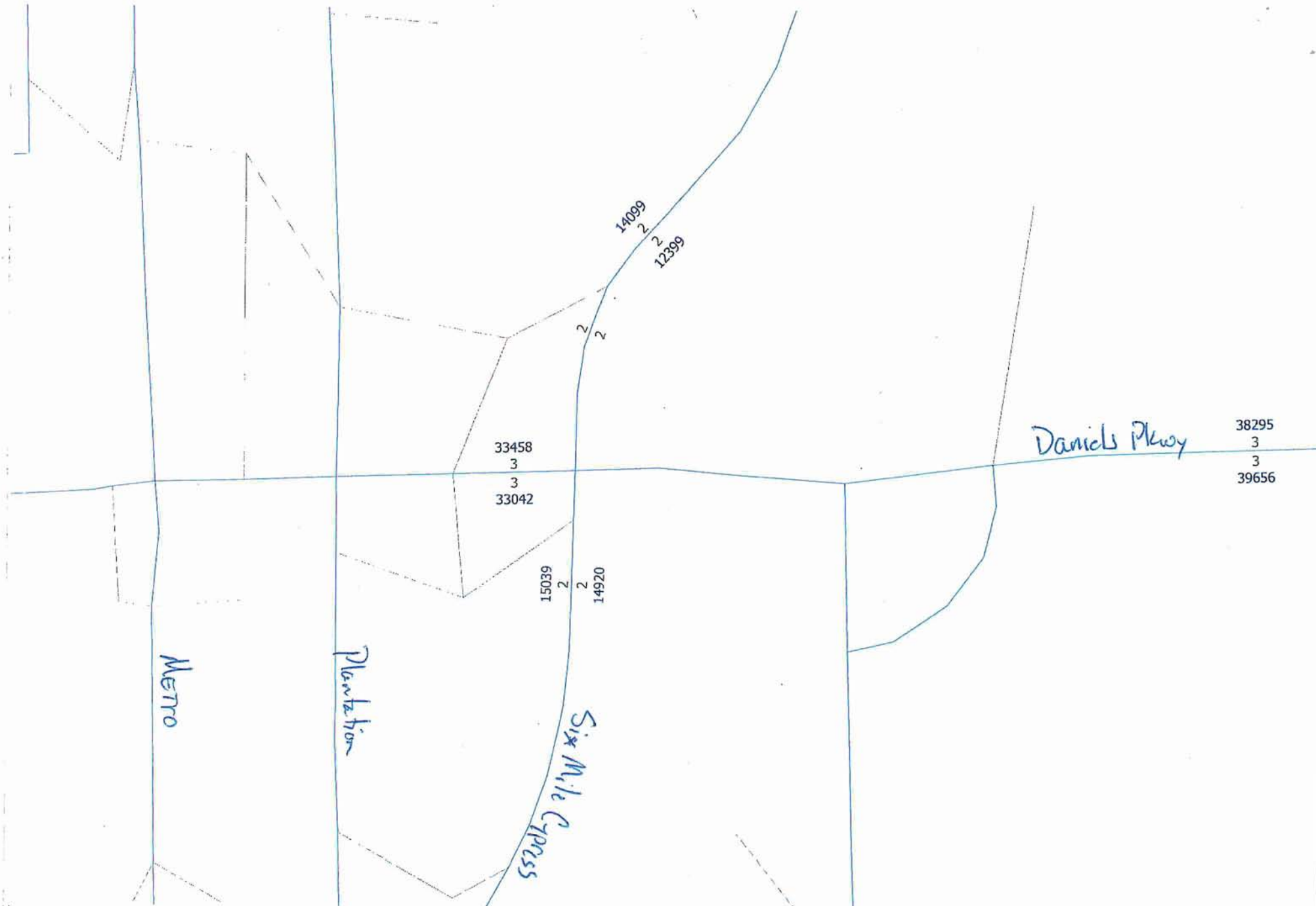
INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I</b> (40 mph or higher posted speed limit)											
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,260	3,020	3,660	3,940	
2	Divided	*	1,910	2,000	**	3	3,360	4,580	5,500	6,080	
3	Divided	*	2,940	3,020	**	4	4,500	6,080	7,320	8,220	
4	Divided	*	3,970	4,040	**	5	5,660	7,680	9,220	10,360	
						6	7,900	10,320	12,060	12,500	
<b>Class II</b> (35 mph or slower posted speed limit)						<b>Freeway Adjustments</b>					
Lanes	Median	B	C	D	E	Auxiliary Lane		Ramp Metering			
1	Undivided	*	370	750	800	+ 1,000		+ 5%			
2	Divided	*	730	1,630	1,700						
3	Divided	*	1,170	2,520	2,560						
4	Divided	*	1,610	3,390	3,420						
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)											
Non-State Signalized Roadways - 10%											
<b>Median &amp; Turn Lane Adjustments</b>											
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors							
1	Divided	Yes	No	+5%							
1	Undivided	No	No	-20%							
Multi	Undivided	Yes	No	-5%							
Multi	Undivided	No	No	-25%							
-	-	-	Yes	+ 5%							
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2											
<b>BICYCLE MODE</b> <sup>2</sup> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Paved Shoulder/Bicycle											
Lane Coverage	B	C	D	E							
0-49%	*	150	390	1,000							
50-84%	110	340	1,000	>1,000							
85-100%	470	1,000	>1,000	**							
<b>PEDESTRIAN MODE</b> <sup>2</sup> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	140	480							
50-84%	*	80	440	800							
85-100%	200	540	880	>1,000							
<b>BUS MODE (Scheduled Fixed Route)</b> <sup>3</sup> (Buses in peak hour in peak direction)											
Sidewalk Coverage	B	C	D	E							
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							
						<sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
						<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
						<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
						* 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. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
						Source: Florida Department of Transportation Systems Planning Office <a href="http://www.dot.state.fl.us/planning/systems/stm/bs/default.stm">www.dot.state.fl.us/planning/systems/stm/bs/default.stm</a>					

**2040 E + C NETWORK VOLUMES  
WITHOUT PROJECT**





2040 Financially Feasible Roadway Network  
 # of Lanes & Directional Volumes



2040 Financially Feasible Roadway Network  
# of Lanes & Directional Volumes

**TRAFFIC DATA FROM LEE COUNTY  
TRAFFIC COUNT REPORT**











STREET	LOCATION	Station #	Daily Traffic Volume (AADT)										%	Area	
			2006	2007	2008	2009	2010	2011	2012	2013	2014	2015			
VERONICA SHOEMAKER BL	N OF COLONIAL BLVD	607	2600	6600	6000	5400								20	3
SIX MILE CYPRESS PKWY	E OF US 41	386	33600	31800	29200	29400	28300				29300			46	4
SIX MILE CYPRESS PKWY	E OF METRO PKWY	387	23600	25200	22900	21600	23400				26900	26700		46	4
SIX MILE CYPRESS PKWY	N OF DANIELS PKWY	388	19200	20100	16200	17800	17900	13500			15400	17000	18200	18	3
SIX MILE CYPRESS PKWY	N OF WINKLER AVE	<u>18</u>	15700	16000	14000	13400	13500	11800	11500	14000	15200	18000			3
SLATER RD	N OF BAYSHORE RD (SR 78)	389	6500	6500	6100	6200	6400	6500			6600		7600	64	2
SOUTH POINTE BLVD	N OF CYPRESS LAKE DR	390	10100	9500	9100	9500	10900							43	3
SOLOMON BLVD	N OF COLONIAL BLVD	623	7800	7400	6700	7200								29	3
SOLOMON BLVD	N OF WINKLER AVE	622	4700	4900	5200	4800								29	3
SR 31	N OF PALM BEACH BLVD	391	12200	9900	7500	7700								11	2
SR 31	S OF CHARLOTTE CO LINE	392	9000	6900	5200	4600								34	2
STALEY RD	S OF ORANGE RIVER BLVD	398	3700	4300	4100	3000	3300	3700			3400		2600	11	3
STRINGFELLOW BLVD	N OF CASTILE RD	<u>27</u>	4600	4500	4100	4200	4000	4000	4000	4000	4200	4400			7
STRINGFELLOW BLVD	S OF PINE ISLAND RD	400	9900	10200	9300	8800								27	7
STRINGFELLOW BLVD	N OF AVENUE C	399	9000	8800	8400	7500	7400	7700	7700	8000	8100	8700		27	7
STRINGFELLOW BLVD	N OF HOWARD RD	401	3400	3300	2900	2700								27	7
SUMMERLIN RD	E OF JOHN MORRIS RD	<u>36</u>	17300	16500	17900	18200	18200	18000	18300	18900	19700	20800			7
SUMMERLIN RD	W OF SAN CARLOS BLVD	402			18600	23100	18700							36	7
SUMMERLIN RD	E OF SAN CARLOS BLVD	408					20000							19	7
SUMMERLIN RD	E OF PINE RIDGE RD	410			27400										7
SUMMERLIN RD	E OF PINE RIDGE RD	<u>19</u>				31200	30100	29700	26300	32100	33500	32000			







**TRAFFIC DATA FROM FDOT  
TRAFFIC INFORMATION ONLINE**

FLORIDA DEPARTMENT OF TRANSPORTATION  
 2015 Annual Average Daily Traffic Report - Report Type: ALL

County: 12 LEE

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" FCTR	"D" FCTR	"T" FCTR
0057		SR-93/I-75, S OF SR 884/COLONIAL BLVD/CR 884	N 41500	S 42000	83500 C	9.0	56.8F	12.1A

Site Type : Blank= Portable; T= Telemetered  
 "K" Factor : Department adopted standard K factor beginning with count year 2011  
 AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown  
 "D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref

FLORIDA DEPARTMENT OF TRANSPORTATION  
 2015 Annual Average Daily Traffic Report - Report Type: ALL

County: 12     LEE

Site	Site Type	Description	Direction		AADT	"K"	"D"	"T"
====	====	=====	====	====	====	====	====	====
			Direction 1	Direction 2	Two-Way	FCTR	FCTR	FCTR
0184	T	SR-93/I-75, 1.7 MI S OF DANIELS PKWY U/P, LEE CO	N     44274	S     45143	89417 C	9.0	58.4P	9.1A

Site Type : Blank= Portable; T= Telemetered  
 "K" Factor : Department adopted standard K factor beginning with count year 2011  
 AADT Flags : C= Computed; E= Manual Est; F= First Year Est; S= Second Year Est; T= Third Year Est; X= Unknown  
 "D/T" Flags : A= Actual; F= Factor Catg; D= Dist Funcl; P= Prior Year; S= Statewide Default; W= One-Way Road; X= Cross Ref



2015 Peak Season Factor Category Report - Report Type: ALL  
 Category: 1275 LEE I75

Week	Dates	SF	MOCF: 0.91 PSCF
1	01/01/2015 - 01/03/2015	0.94	1.03
2	01/04/2015 - 01/10/2015	0.95	1.04
3	01/11/2015 - 01/17/2015	0.97	1.07
* 4	01/18/2015 - 01/24/2015	0.95	1.04
* 5	01/25/2015 - 01/31/2015	0.93	1.02
* 6	02/01/2015 - 02/07/2015	0.91	1.00
* 7	02/08/2015 - 02/14/2015	0.89	0.98
* 8	02/15/2015 - 02/21/2015	0.89	0.98
* 9	02/22/2015 - 02/28/2015	0.88	0.97
*10	03/01/2015 - 03/07/2015	0.88	0.97
*11	03/08/2015 - 03/14/2015	0.88	0.97
*12	03/15/2015 - 03/21/2015	0.89	0.98
*13	03/22/2015 - 03/28/2015	0.91	1.00
*14	03/29/2015 - 04/04/2015	0.93	1.02
*15	04/05/2015 - 04/11/2015	0.95	1.04
*16	04/12/2015 - 04/18/2015	0.96	1.05
17	04/19/2015 - 04/25/2015	0.98	1.08
18	04/26/2015 - 05/02/2015	0.99	1.09
19	05/03/2015 - 05/09/2015	1.01	1.11
20	05/10/2015 - 05/16/2015	1.02	1.12
21	05/17/2015 - 05/23/2015	1.03	1.13
22	05/24/2015 - 05/30/2015	1.05	1.15
23	05/31/2015 - 06/06/2015	1.06	1.16
24	06/07/2015 - 06/13/2015	1.07	1.18
25	06/14/2015 - 06/20/2015	1.08	1.19
26	06/21/2015 - 06/27/2015	1.08	1.19
27	06/28/2015 - 07/04/2015	1.09	1.20
28	07/05/2015 - 07/11/2015	1.09	1.20
29	07/12/2015 - 07/18/2015	1.09	1.20
30	07/19/2015 - 07/25/2015	1.08	1.19
31	07/26/2015 - 08/01/2015	1.08	1.19
32	08/02/2015 - 08/08/2015	1.08	1.19
33	08/09/2015 - 08/15/2015	1.08	1.19
34	08/16/2015 - 08/22/2015	1.08	1.19
35	08/23/2015 - 08/29/2015	1.08	1.19
36	08/30/2015 - 09/05/2015	1.09	1.20
37	09/06/2015 - 09/12/2015	1.09	1.20
38	09/13/2015 - 09/19/2015	1.08	1.19
39	09/20/2015 - 09/26/2015	1.06	1.16
40	09/27/2015 - 10/03/2015	1.05	1.15
41	10/04/2015 - 10/10/2015	1.03	1.13
42	10/11/2015 - 10/17/2015	1.02	1.12
43	10/18/2015 - 10/24/2015	1.00	1.10
44	10/25/2015 - 10/31/2015	0.98	1.08
45	11/01/2015 - 11/07/2015	0.96	1.05
46	11/08/2015 - 11/14/2015	0.95	1.04
47	11/15/2015 - 11/21/2015	0.94	1.03
48	11/22/2015 - 11/28/2015	0.94	1.03
49	11/29/2015 - 12/05/2015	0.94	1.03
50	12/06/2015 - 12/12/2015	0.94	1.03
51	12/13/2015 - 12/19/2015	0.95	1.04
52	12/20/2015 - 12/26/2015	0.96	1.05
53	12/27/2015 - 12/31/2015	0.97	1.07

\* Peak Season

**TRAFFIC DATA FROM THE 2016 LEE  
COUNTY CONCURRENCY REPORT**



LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
05900	COLONIAL BL (SR 884)	METRO PKWY	WINKLER AVE	6LD	D	3,220	C	2,521	C	2,521	C	2,523	
06000	COLONIAL BL (SR 884)	WINKLER AVE	SIX MILE CYPRESS PKWY	6LD	D	3,220	E	3,144	E	3,144	E	3,144	
06100	COLONIAL BL (SR 884)	SIX MILE CYPRESS PKWY	I-75	6LD	D	3,220	F	3,770	F	3,770	F	3,770	FDOT evaluating improvement options
06200	COLONIAL BL	I-75	IMMOKALEE RD (SR 82)	6LD	D	3,240	B	2,199	B	2,199	B	2,199	
06300	COLUMBUS BL*	SR 82	MILWAUKEE BL	2LN	E	860	C	88	C	90	C	90	
06400	CONSTITUTION BL*	US 41	CONSTITUTION CIR	2LN	E	860	C	217	C	219	C	230	
06500	CORBETT RD**	PINE ISLAND RD	LITTLETON RD	2LN	E	860	C	22	C	22	C	22	
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	4LD	E	1,900	C	930	C	930	C	1,195	
06700	CORKSCREW RD	THREE OAKS PKWY	I-75	4LD	E	1,900	C	1,643	C	1,669	F	1,926	
06800	CORKSCREW RD	I-75	BEN HILL GRIFFIN BL	4LD	E	1,900	C	1,140	C	1,140	C	1,140	
06900	CORKSCREW RD	BEN HILL GRIFFIN BL	ALICO RD	2LD	E	1,130	D	755	E	790	E	1,061	
07000	CORKSCREW RD	ALICO RD	COLLIER COUNTY LINE	2LN	E	1,080	B	212	B	213	B	235	
07100	COUNTRY LAKES DR*	LUCKETT RD	TICE ST	2LN	E	860	C	143	C	143	C	296	
07200	CRYSTAL DR*	US 41	METRO PKWY	2LN	E	860	C	476	C	490	C	498	
07300	CRYSTAL DR*	METRO PKWY	PLANTATION RD	2LN	E	860	C	259	C	259	C	259	
07400	CYPRESS LAKE DR*	McGREGOR B	SO POINTE BL	4LD	E	1,940	D	890	D	890	D	915	
07500	CYPRESS LAKE DR	SOUTH POINTE BL	WINKLER RD	4LD	E	1,940	D	1,103	D	1,103	D	1,106	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	4LD	E	1,940	D	1,401	D	1,401	D	1,401	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	6LD	E	2,940	D	2,298	D	2,298	D	2,393	
07800	DANIELS PKWY	US 41	METRO PKWY	6LD	E	2,680	D	2,228	D	2,228	D	2,260	
07900	DANIELS PKWY	METRO PKWY	SIX MILE CYPRESS PKWY	6LD	E	2,680	E	2,575	E	2,575	F	2,847	constrained; v/c=0.96
08000	DANIELS PKWY	SIX MILE CYPRESS PKWY	PALOMINO RD	6LD	E	3,000	C	2,729	C	2,816	F	3,116	constrained; v/c=0.91
08100	DANIELS PKWY	PALOMINO RD	I-75	6LD	E	3,000	C	2,904	C	2,907	C	2,921	constrained; v/c=0.97
08200	DANIELS PKWY	I-75	TREELINE AVE	6LD	E	3,180	B	2,717	B	2,717	B	2,794	
08300	DANIELS PKWY*	TREELINE AVE	CHAMBERLIN PKWY	6LD	E	3,180	A	2,356	A	2,357	A	2,357	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BL	6LD	E	3,180	A	2,305	A	2,316	A	2,328	
08500	DANIELS PKWY	GATEWAY BL	IMMOKALEE RD (SR82)	4LD	E	2,120	A	1,674	A	1,674	B	1,772	
08600	DANLEY RD*	US 41	METRO PKWY	2LN	E	860	C	279	C	280	C	297	
08700	DAVIS RD*	McGREGOR BL	IONA RD	2LN	E	860	C	15	C	30	C	49	
08800	DEL PRADO BL*	CAPE CORAL PKWY	SE 46th ST	6LD	E	2,820	C	1,304	C	1,304	C	1,304	
08900	DEL PRADO BL*	SE 46th ST	CORONADO PKWY	6LD	E	2,820	C	1,392	C	1,392	C	1,392	
09000	DEL PRADO BL	CORONADO PKWY	CORNWALLIS PKWY	6LD	E	2,820	D	1,868	D	1,868	D	1,868	
09100	DEL PRADO BL	CORNWALLIS PKWY	VETERANS MEM PKWY	6LD	E	2,820	D	2,129	D	2,129	D	2,129	
09150	DEL PRADO BL*	VETERANS MEM PKWY	CORAL POINT DR	6LD	E	2,840	D	2,396	D	2,396	D	2,396	
09200	DEL PRADO BL	CORAL POINT DR	HANCOCK BR PKWY	6LD	E	2,840	D	2,110	D	2,110	D	2,110	
09300	DEL PRADO BL	HANCOCK BR PKWY	SR 78	6LD	E	2,800	C	2,090	C	2,090	C	2,090	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
09400	DEL PRADO BL	US 41	SLATER RD	2LN	E	860	C	349	C	349	D	847	
09470	DR ML KING BL (SR 82)	CRANFORD AVE	HIGHLAND AVE	4LD	D	1,800	C	1,363	C	1,363	C	1,363	
09480	DR ML KING BL (SR 82)	HIGHLAND AVE	MICHIGAN LINK	4LD	D	1,800	C	1,486	C	1,486	C	1,486	
09490	DR ML KING BL (SR 82)	MICHIGAN LINK	ORTIZ AVE	4LD	D	1,780	D	1,762	D	1,762	D	1,762	
09500	DR ML KING BL (SR 82)	ORTIZ AVE	I-75	6LD	D	2,680	B	2,194	B	2,194	B	2,194	
09700	EAST 21st ST*	JOEL BL	GRANT AVE	2LN	E	860	C	24	C	24	C	24	
09800	ESTERO BL*	BIG CARLOS PASS	AVENIDA PESCADORA	2LN	E	726	A	420	A	420	A	420	constrained; v/c=0.58
09900	ESTERO BL*	AVENIDA PESCADORA	VOORHIS ST	2LN	E	726	A	555	A	555	A	555	constrained; v/c=0.76; reconstruction in FY 19/20
10000	ESTERO BL	VOORHIS ST	TROPICAL SHORES WAY	2LN	E	726	B	608	B	608	C	626	constrained; v/c=0.84; reconstruction in FY 17/18
10100	ESTERO BL*	TROPICAL SHORES WAY	CENTER ST	2LN	E	671	F	716	F	716	F	779	constrained; v/c=1.07; reconstruction underway
14400	ESTERO PKWY	US 41	THREE OAKS PKWY	4LD	E	2,000	B	559	B	586	B	873	
14450	ESTERO PKWY	THREE OAKS PKWY	BEN HILL GRIFFIN PKWY	4LD	E	2,000	B	767	B	767	B	767	
10200	EVERGREEN RD*	US 41	BUS 41	2LN	E	860	C	100	C	100	C	100	
10300	FIDDLESTICKS BL*	GUARDHOUSE	DANIELS PKWY	2LU	E	860	C	349	C	350	C	382	
10400	FOWLER ST	US 41	N AIRPORT RD	6LD	E	2,580	D	1,212	D	1,212	D	1,214	
10500	FOWLER ST	N AIRPORT RD	COLONIAL BL	6LD	E	2,580	D	1,606	D	1,606	D	1,606	
10600	FOWLER ST	COLONIAL BL	WINKLER AVE	4LD	E	1,700	C	1,230	C	1,230	C	1,230	
10700	FOWLER ST	WINKLER AVE	HANSON ST	4LD	E	1,700	C	1,267	C	1,267	C	1,267	
10730	FOWLER ST (SR 739)	HANSON ST	DR ML KING BL (SR 82)	4LD	E	1,700	C	1,461	C	1,461	C	1,461	
10800	GASPARILLA BL*	FIFTH ST	CHARLOTTE COUNTY LINE	2LN	E	860	C	343	C	349	C	360	constrained; v/c=0.40
10900	GLADIOLUS DR	McGREGOR BL	PINE RIDGE RD	4LD	E	1,840	B	669	B	670	B	686	
11000	GLADIOLUS DR	PINE RIDGE RD	BASS RD	4LD	E	1,840	C	1,194	C	1,194	C	1,287	
11100	GLADIOLUS DR*	BASS RD	WINKLER RD	6LD	E	2,780	B	1,117	B	1,119	B	1,154	
11200	GLADIOLUS DR*	WINKLER RD	SUMMERLIN RD	6LD	E	2,900	B	942	B	974	B	983	
11300	GLADIOLUS RD	SUMMERLIN RD	US 41	6LD	E	2,900	C	1,958	C	1,958	C	2,103	
11400	GREENBRIAR BL*	RICHMOND AVE	JOEL BL	2LN	E	860	C	71	C	76	C	76	
11500	GUNNERY RD	IMMOKALEE RD (SR 82)	LEE BL	4LD	E	1,920	B	940	B	950	B	1,000	
11600	GUNNERY RD	LEE BL	BUCKINGHAM RD	2LN	E	1,020	C	804	C	808	C	937	
11700	HANCOCK BRIDGE PKWY	DEL PRADO BL	NE 24th AVE	4LD	E	2,000	B	1,122	B	1,122	B	1,122	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
17500	METRO PKWY (SR 739)	WAREHOUSE ST	HANSON ST	2LN	D	880	B	614	C	614	C	614	
17600	MILWAUKEE BL*	HOMESTEAD	ALEX BELL BL	2LN	E	860	C	50	C	53	C	53	
17700	MILWAUKEE BL*	ALEX BELL BL	COLUMBUS BL	2LN	E	860	C	95	C	95	C	107	
17800	MOODY RD*	HANCOCK BR PKWY	PONDELLA RD	2LN	E	860	C	182	C	182	C	182	
17900	NALLE GRADE RD*	SLATER RD	NALLE RD	2LN	E	860	C	91	C	91	C	91	
18000	NALLE RD	BAYSHORE RD	NALLE GRADE RD	2LN	E	860	C	145	C	147	C	165	
18100	NEAL RD*	ORANGE RIVER BL	BUCKINGHAM RD	2LN	E	860	C	100	C	100	C	100	
18200	NORTH RIVER RD	SR 31	FRANKLIN LOCK RD	2LN	E	1,140	A	155	A	156	B	275	
18300	NORTH RIVER RD	FRANKLIN LOCK RD	BROADWAY	2LN	E	1,140	A	155	A	157	B	301	
18400	NORTH RIVER RD	BROADWAY	HENDRY COUNTY LINE	2LN	E	1,140	A	80	A	81	A	113	
18900	OLGA RD*	SR 80 W	SR 80 E	2LN	E	860	C	82	C	83	C	83	
19000	ORANGE GROVE BL*	LOCHMOOR CC	INLET DR	2LN	E	860	C	458	C	459	C	460	
19100	ORANGE GROVE BL*	INLET DR	HANCOCK BR PKWY	4LD	E	1,790	C	458	C	458	C	552	
19200	ORANGE GROVE BL*	HANCOCK BR PKWY	PONDELLA RD	4LD	E	1,790	C	578	C	582	C	582	
19300	ORANGE RIVER BL	PALM BEACH BL	STALEY RD	2LN	E	990	C	397	C	397	C	397	
19400	ORANGE RIVER BL	STALEY RD	BUCKINGHAM RD	2LN	E	990	C	339	C	342	C	380	
19500	ORIOLE RD*	SAN CARLOS BL	ALICO RD	2LN	E	860	C	93	C	95	C	95	
19600	ORTIZ AVE*	COLONIAL BL	DR ML KING BL (SR 82)	2LN	E	900	B	745	B	745	B	745	4 Ln construction in FY 19/20
19700	ORTIZ AVE	DR ML KING BL (SR 82)	LUCKETT RD	2LN	E	900	B	740	B	742	B	757	4 Ln design & ROW acquisition underway
19800	ORTIZ AVE	LUCKETT RD	PALM BEACH BL (SR 80)	2LN	E	900	B	364	B	365	B	365	4 Ln design & ROW acquisition underway
19900	PALM BEACH BL (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,720	B	961	B	961	B	961	
20000	PALM BEACH BL (SR 80)	ORTIZ AVE	I-75	6LD	D	2,580	B	1,032	B	1,033	B	1,094	
20100	PALM BEACH BL (SR 80)	I-75	SR 31	6LD	D	2,960	A	1,726	A	1,731	A	2,018	
20200	PALM BEACH BL (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,960	B	1,658	B	1,697	B	1,865	
20300	PALM BEACH BL (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	2,940	B	1,073	B	1,078	C	1,809	
20330	PALM BEACH BL (SR 80)	WERNER DR	JOEL BL	4LD	C	2,320	A	874	A	875	A	941	
20400	PALM BEACH BL (SR 80)	JOEL BLVD	HENDRY COUNTY LINE	4LD	C	2,320	A	634	A	635	A	770	
20500	PALOMINO RD*	DANIELS PKWY	PENZANCE BL	2LN	E	860	C	324	C	332	C	350	bike path/turn-lane project in FY 16/17
20600	PARK MEADOW DR*	SUMMERLIN RD	US 41	2LN	E	860	C	133	C	133	C	135	
20800	PENZANCE BL*	RANCHETTE RD	SIX MILE CYPRESS PKWY	2LN	E	860	C	130	C	131	C	145	

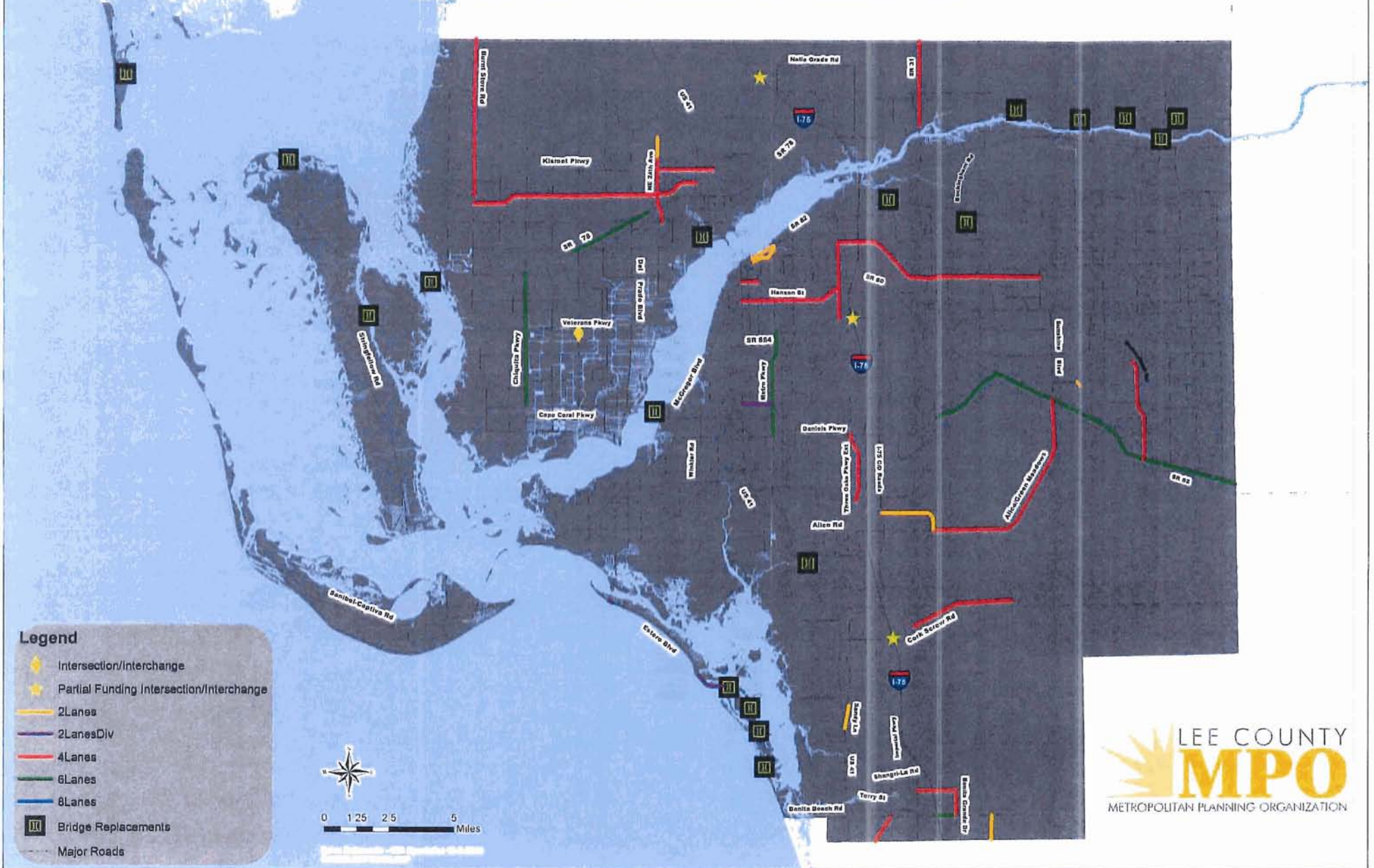
LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
23600	SIX MILE CYPRESS PKWY	METRO PKWY	DANIELS PKWY	4LD	E	1,920	B	1,500	B	1,523	B	1,547	
23700	SIX MILE CYPRESS PKWY	DANIELS PKWY	WINKLER AVE	4LD	E	1,900	B	883	B	884	B	991	
23800	SIX MILE CYPRESS PKWY	WINKLER AVE	CHALLENGER BL	4LD	E	1,900	B	935	B	935	B	935	
23900	SIX MILE CYPRESS PKWY	CHALLENGER BL	COLONIAL BL	6LD	E	2,860	A	935	A	935	A	935	
24000	SLATER RD	BAYSHORE RD (SR 78)	NALLE GRADE RD	2LN	E	1,010	C	423	C	424	C	426	
24100	SOUTH POINTE BL*	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	607	D	607	D	607	
24200	SR 31	PALM BEACH BL	BAYSHORE RD (SR78)	2LN	C	1,310	C	503	C	503	C	505	
24300	SR 31	BAYSHORE RD (SR 78)	CHARLOTTE COUNTY LINE	2LN	C	1,310	B	354	B	355	B	355	
24400	STALEY RD	ORANGE RIVER BL	LUCKETT RD	2LN	E	860	C	127	C	128	C	153	
24500	STRINGFELLOW RD	FIRST AVE	BERKSHIRE RD	2LN	E	1,060	B	307	C	324	D	667	constrained; v/c=0.29
24600	STRINGFELLOW RD	BERKSHIRE RD	PINE ISLAND RD	2LN	E	1,060	B	307	C	316	C	441	constrained; v/c=0.29
24700	STRINGFELLOW RD	PINE ISLAND RD	PINELAND RD	2LN	E	1,060	D	566	D	577	D	685	constrained; v/c=0.53
24800	STRINGFELLOW RD*	PINELAND RD	MAIN ST	2LN	E	1,060	B	178	B	185	B	275	
24900	SUMMERLIN RD	McGREGOR BL	KELLY COVE RD	4LD	E	1,980	B	1,233	B	1,233	B	1,241	
25000	SUMMERLIN RD*	KELLY COVE RD	SAN CARLOS BL	4LD	E	1,980	B	1,055	B	1,055	B	1,055	
25100	SUMMERLIN RD*	SAN CARLOS BL	PINE RIDGE RD	6LD	E	2,980	B	1,000	B	1,000	B	1,111	
25200	SUMMERLIN RD	PINE RIDGE RD	BASS RD	6LD	E	2,980	B	1,866	B	1,866	B	1,959	
25300	SUMMERLIN RD	BASS RD	GLADIOLUS DR	6LD	E	2,980	B	1,866	B	1,872	B	1,967	
25400	SUMMERLIN RD	GLADIOLUS DR	CYPRESS LAKE DR	4LD	E	1,980	B	1,390	B	1,413	B	1,528	
25500	SUMMERLIN RD	CYPRESS LAKE DR	COLLEGE PKWY	6LD	E	2,960	C	1,602	C	1,602	C	1,602	
25600	SUMMERLIN RD	COLLEGE PKWY	MAPLE DR	6LD	E	2,960	C	1,786	C	1,786	C	1,805	
25700	SUMMERLIN RD	MAPLE DR	BOY SCOUT DR	6LD	E	2,960	C	1,786	C	1,786	C	1,786	
25800	SUMMERLIN RD	BOY SCOUT DR	MATTHEWS DR	4LD	E	1,760	D	1,200	D	1,200	D	1,200	
25900	SUMMERLIN RD	MATTHEWS DR	COLONIAL BL	4LD	E	1,760	D	1,200	D	1,200	D	1,200	
26000	SUNRISE BL*	ALEX BELL BL	COLUMBUS AVE	2LN	E	860	C	44	C	45	C	55	
26100	SUNSHINE BL	IMMOKALEE RD (SR82)	SW 23rd ST	2LN	E	1,040	B	287	B	296	B	300	
26150	SUNSHINE BL*	SW 23rd ST	LEE BL	2LN	E	1,040	C	319	C	322	C	322	
26200	SUNSHINE BL*	LEE BL	W 12th ST	2LN	E	1,040	C	447	C	453	C	456	
26300	SUNSHINE BL	W 12th ST	W 75th ST	2LN	E	1,040	D	561	D	564	D	564	
26400	SW 23rd ST*	GUNNERY RD	SUNSHINE BL	2LN	E	860	D	592	D	595	D	802	
26450	TERMINAL ACCESS RD*	TREELINE AVE	AIRPORT ENT	4LD	E	1,790	D	1,501	D	1,501	D	1,501	
26500	THREE OAKS PKWY	COCONUT RD	CORKSCREW RD	4LD	E	1,940	B	1,093	B	1,099	B	1,282	
26600	THREE OAKS PKWY	CORKSCREW RD	SAN CARLOS BL	4LD	E	1,940	B	1,053	B	1,216	B	1,252	
26700	THREE OAKS PKWY	SAN CARLOS BL	ALICO RD	4LD	E	1,940	A	643	A	644	B	815	
26800	TICE ST*	PALM BEACH BL (SR 80)	ORTIZ AVE	2LN	E	860	C	83	C	84	C	88	

LINK NO.	ROADWAY LINK NAME	FROM	TO	ROAD TYPE	PERFORMANCE STANDARD		2015 100th HIGHEST HR		EST 2016 100th HIGHEST HR		FORECAST FUTURE VOL		NOTES
					LOS	CAPACITY	LOS	VOLUME	LOS	VOLUME	LOS	VOLUME	
26900	TICE ST*	ORTIZ AVE	STALEY RD	2LN	E	860	C	161	C	161	D	674	
27000	TREELINE AVE	TERMINAL ACCESS RD	DANIELS PKWY	4LD	E	1,960	B	1,390	B	1,406	B	1,569	
27030	TREELINE AVE	DANIELS PKWY	ARBORWOOD RD	4LD	E	1,960	A	696	A	701	A	708	
27070	TREELINE AVE	ARBORWOOD RD	COLONIAL BL	4LD	E	1,960	A	696	A	696	A	696	
27100	VANDERBILT BL*	COLLIER COUNTY LINE	BONITA BEACH RD	2LU	E	860	C	287	C	287	C	287	
27200	VETERANS MEM PKWY	SR78	SURFSIDE BL	4LD	D	2,080	A	811	A	812	A	812	
27250	VETERANS MEM PKWY*	SURFSIDE BL	CHIQUITA BL	4LD	E	2,080	A	664	A	664	A	664	
27300	VETERANS MEM PKWY*	CHIQUITA BL	SKYLINE DR	4LD	D	2,080	A	1,810	A	1,810	A	1,810	
27400	VETERANS MEM PKWY	SKYLINE DR	SANTA BARBARA BL	6LD	D	3,120	A	2,157	A	2,157	A	2,157	
27500	VETERANS MEM PKWY	SANTA BARBARA	COUNTRY CLUB BL	6LD	D	3,120	A	2,702	A	2,702	A	2,702	
27600	VETERANS MEM PKWY	COUNTRY CLUB BL	MIDPOINT BR TOLL PLAZA	6LD	D	3,120	B	2,878	B	2,878	B	2,878	
27700	VETERANS MEM PKWY	MIDPOINT BR TOLL PLAZA	McGREGOR BL	4LB	D	4,000	C	2,425	C	2,425	C	2,425	
27720	VIA COCONUT PT*	SOUTH END	CORKSCREW RD	4LD	E	1,790	C	249	C	249	C	249	
27900	WHISKEY CREEK DR*	COLLEGE PKWY	SAUTERN DR	2LD	E	910	C	320	C	320	C	333	
28000	WHISKEY CREEK DR*	SAUTERN DR	McGREGOR BL	2LD	E	910	C	320	C	320	C	320	
28100	WILLIAMS RD	US 41	RIVER RANCH RD	2LN	E	860	C	248	C	269	C	294	
28200	WILLIAMS AVE*	LEE BL	W 6th ST	2LN	E	860	C	538	C	543	D	595	
28300	WINKLER RD*	STOCKBRIDGE	SUMMERLIN RD	2LN	E	860	C	461	C	468	D	575	
28400	WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4LD	E	1,520	D	469	D	469	D	470	
28500	WINKLER RD*	GLADIOLUS DR	BRANDYWINE CIR	2LN	E	920	B	593	B	603	B	610	
28600	WINKLER RD*	BRANDYWINE CIR	CYPRESS LAKE DR	2LN	E	920	B	593	B	593	B	593	
28700	WINKLER RD	CYPRESS LAKE DR	COLLEGE PKWY	4LD	E	1,800	C	712	C	713	C	713	
28800	WINKLER RD*	COLLEGE PKWY	McGREGOR BL	2LN	E	840	B	350	B	350	B	352	
28900	WOODLAND BL*	US 41	CHATHAM ST	2LN	E	860	C	266	C	266	C	266	
29000	W 6th ST	WILLIAMS AVE	JOEL BL	2LN	E	860	C	146	C	146	C	146	
29100	W 12th ST*	GUNNERY RD	SUNSHINE BL	2LN	E	860	C	77	C	77	C	77	
29200	W 12th ST*	SUNSHINE BL	WILLIAMS AVE	2LN	E	860	C	76	C	77	C	166	
29300	W 12th ST*	WILLIAMS AVE	JOEL BL	2LN	E	860	C	92	C	93	C	93	
29400	W 14th ST*	SUNSHINE BL	RICHMOND AVE	2LN	E	860	C	48	C	48	C	48	
29500	US 41	COLLIER COUNTY LINE	BONITA BEACH RD	6LD	D	2,740	B	2,063	B	2,063	B	2,063	
29600	US 41	BONITA BEACH RD	WEST TERRY ST	6LD	D	3,020	B	2,954	B	2,954	B	2,954	
29700	US 41	WEST TERRY ST	OLD 41	6LD	D	3,020	B	2,792	B	2,792	B	2,792	
29800	US 41	OLD 41	CORKSCREW RD	6LD	D	3,020	B	2,564	B	2,645	B	2,738	
29900	US 41	CORKSCREW RD	SANIBEL BL	6LD	D	3,000	B	2,380	B	2,385	B	2,470	
30000	US 41	SANIBEL BL	ALICO RD	6LD	D	3,000	B	2,307	B	2,375	B	2,565	

**LEE COUNTY MPO 2040 COST  
FEASIBLE HIGHWAY MAP**

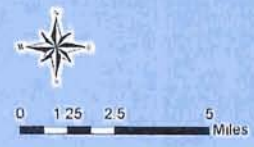


# DRAFT LEE COUNTY 2040 HIGHWAY COST FEASIBLE PLAN



**Legend**

- Intersection/Interchange
- Partial Funding Intersection/Interchange
- 2Lanes
- 2LanesDiv
- 4Lanes
- 6Lanes
- 8Lanes
- Bridge Replacements
- Major Roads





**LEE COUNTY 5-YEAR CAPITAL  
IMPROVEMENT PLAN**

PROJECTS LISTING DOT CIP

6/7/2016

All Projects

PROJ #	PROJECT NAME Major Projects (sorted alphabetically)	FISCAL YEAR					FIVE-YEAR		
		17	18	19	20	21	TOTAL		
205075	Alico Rd 4L/Ben Hill-Airport Haul Rd	\$14,800,000		\$540,000			\$15,340,000	CST in 17, LS in 19	GT,IF GIF State
209245	Alico Road Connector				\$2,240,868		\$2,240,868	Land	IF
206002	Bicycle/Pedestrian Facilities	\$3,443,861	\$2,595,910	\$1,993,259	\$1,149,680	\$1,387,945	\$10,570,655	Various	Various
205074	Big Carlos Pass Bridge		\$3,500,000			\$40,127,057	\$43,627,057	DES in 18, CST in 21	ST, State
204088	Burnt Store Road 4L	\$5,900,000	\$897,754	\$10,450,000		\$630,000	\$17,877,754	CEN Seg in 17, S Seg in 19	IF, State, GIF, ST
209248	Cape Coral Bridge WB Span Replacement			\$1,425,698	\$1,000,000	\$4,000,000	\$6,425,698	PD&E in 19	ST
209249	Colonial Alternatives Analysis			\$350,000			\$350,000	Evaluate options in 19	IF
205082	Corbett Widening/Resurfacing	\$185,000					\$185,000	CST in 17	GT
205067	Estero Blvd. Improvements								
	Segment 3 DES and CST/CEI	\$910,000	\$8,350,000				\$9,260,000		
	Segment 4 DES and CST/CEI			\$1,145,000	\$8,475,000		\$9,620,000		GT, IF, GIF
	Segment 5 DES					\$810,000	\$810,000		
205083	Hickory Boulevard Bridge Replacements		\$3,798,864			\$33,791,687	\$37,590,551	CST in 21	GT, ST, GIF
209245	Gunnery Rd./8th St. Signal-Intersection Imp.	\$1,274,819					\$1,274,819	CST in 17	State,GT
205082	Homestead 4L/Sunrise-Alabama		\$690,000				\$690,000	LS	GIF
200611	Kismet/Littleton Realignmnet	\$1,610,000	\$2,030,000				\$3,640,000	Land in 17, CST in 18	IF,Cape
205028	Littleton Road West of Corbett-41					\$2,900,000	\$2,900,000	Land and Design in 21	GIF
204061	Ortiz 4L/Colonial-MLK		\$2,250,000		\$12,450,000		\$14,700,000	DES in 18, CST in 20	IF,GIF
205081	Palomino Lane Improvements	\$1,850,000					\$1,850,000	CST in 17	GT, IF
206759	Signal System ATMS	\$750,000	\$750,000	\$750,000	\$750,000	\$750,000	\$3,750,000	on-going	GT
204053	Sunshine /8th th SW Roundabout		\$200,000	\$260,000		\$700,000	\$1,160,000	DES in 18, Land in 19, CST in 21	GT
204053	Three Oaks North	\$9,800,000	\$7,000,000		\$31,400,000		\$48,200,000	Land in 17 and 18, DES in 17, CST in 20	GIF, IF, GT
205818	Toll Interoperability	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000		ST
	Toll System Replacement	\$3,250,000	\$3,250,000				\$6,500,000		ST
	<b>Major Maintenance Projects (sorted alphabetically)</b>								
404683	Road Resurface/Rebuild Program	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$4,000,000	\$20,000,000		GT
406715	Road Resurface/Rebuild Program Lehigh	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$25,000,000		GT
405714	Master Bridge Project	\$436,995	\$554,460	\$997,890	\$1,892,360	\$250,000	\$4,131,705		GT
406024	Roadway Beautification	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000		GIF
406670	Signal Upgrades/Equipment Replacement	\$350,000	\$350,000	\$350,000	\$350,000	\$350,000	\$1,750,000		GT
406713	Master Signal Project/Major Intersections	\$1,500,000	\$650,000	\$1,300,000	\$1,200,000	\$950,000	\$5,600,000		GT

406079	ADA Plan Implementation	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000		GT
406080	Roadway Lighting Upgrade	\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	\$2,250,000		GIF
406763	Sign Replacement Program	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000		GT
406760	Cape Coral Toll Plaza Painting	\$750,000					\$750,000		ST
406761	Midpoint/Leeway Painting		\$950,000				\$950,000		ST
406762	Replace Overhead Sign Structures - Sanibel	\$750,000							ST
408944	Overhead Sign Structures Evaluation	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000	\$650,000		GT
448920	Del Prado Boulevard Landscaping	\$330,000					\$330,000		GIF
406714	Signal Network	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000	\$600,000		GT
	Wild Turkey Strand					\$133,909			GT
404007	Environmental Mit. (PW Request - DOT share)	\$58,333	\$58,333	\$58,333	\$58,333	\$58,333	\$291,665		GT
	<b>Projects that dropped out of CIP</b>								
205723	Bonita Beach Road Phase III, US 41-Old 41 - Tier 3 Priority, no joint funding from Bonita Springs								
	Crystal Drive 2LD, US 41 - Metro Parkway - Tier 3 Priority								
205077	Crystal/Plantation Roundabout - construction underway								
205080	Homestead Road Complete Street - no project defined or prioritized								
205068	Luckett Road 4L Ortiz-I-75 Tier 3 Priority								
204100	N. Airport Road Extension West - funding in current year								
204072	Ortiz Avenue 4L, MLK-Luckett - Priority #7								
205056	Ortiz Avenue 4L, Luckett- SR 82 Tier 2 Priority								

**EMAIL CORRESPONDENCE WITH  
LEE COUNTY REGARDING  
METHODOLOGY**

## Ted Treesh

---

**From:** Rozdolski, Mikki <MRozdolski@leegov.com>  
**Sent:** Tuesday, January 24, 2017 2:13 PM  
**To:** Justin Griffin  
**Cc:** Jenkins-Owen, Sharon; Ted Treesh; matthewuhle@aol.com  
**Subject:** Re: Traffic Study

Hi Justin,

We are fine with your assumption below.

Mikki

Sent from my iPhone

On Jan 23, 2017, at 1:07 PM, Justin Griffin <[justin.griffin@twineagle.com](mailto:justin.griffin@twineagle.com)> wrote:

Mikki,

First of all my apologies, but Ted has been pretty swamped and we are running slightly behind schedule on traffic study, but Ted is working to complete as soon as possible.

We did have 1 potential tweak to traffic report assumptions that we wanted to quickly run past you. As you may recall, there is a 2.33 undeveloped parcel that is on corner of Palomino & little feeder road (13400 Palomino lane—Parcel 9). Previously, we went back and forth on whether to assume this parcel is developed with multi-family units or whether it would be developed with some type of retail use. Previously, we assumed it would end up being a retail use, however after giving this some more thought we actually think it is more likely to be developed into multi-family units. Here is brief reason why:

- Parcel does not have any direct visibility on Daniel's Parkway, which really hurts its prospects as a retail parcel.
- Reality is that under current land use, it could already be used for retail, and nobody has chosen to put retail on it (**despite being the only remaining undeveloped lot**)
- Density change to allow 22 units per acre, will likely result in highest and best use of this parcel becoming multi-family
  - Similar to the other parcels, it will likely really benefit from its close proximity to retail (close walking distance to Starbuck's, restaurants & Publix)

This would increase the number of units from 649 to 700 units (increase of 51 units= $2.33 \times 22$ ), however I do think it is more indicative of reality since I believe the highest and best use of this parcel will be multi-family if the proposed land use change is approved.

Please let us know if you are ok with that minor tweak in assumptions. Feel free to call me if you would like to discuss.

Best Regards,

Justin  
(281) 653-0898 office  
(979) 571-3249 cell

<Apaloosa Parcels (4).pdf>

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Please note: Florida has a very broad public records law. Most written communications to or from County Employees and officials regarding County business are public records available to the public and media upon request. Your email communication may be subject to public disclosure.

Under Florida law, email addresses are public records. If you do not want your email address released in response to a public records request, do not send electronic mail to this entity. Instead, contact this office by phone or in writing.

## Ted Treesh

---

**From:** Getch, Andrew <AGetch@leegov.com>  
**Sent:** Monday, December 12, 2016 1:35 PM  
**To:** Ted Treesh; Rozdolski, Mikki  
**Cc:** Jenkins-Owen, Sharon; Wu, Lili; Justin Griffin; matthewuhle@aol.com  
**Subject:** RE: Apaloosa Plan Amendment

Vacant buildings typically generate very few trips and would not be included in the latest LCDOT Traffic Count Report volumes on road segments. Once a C.O. is issued, the D.O. traffic numbers are also not included in the forecast future volume column in the concurrency report. I do not suggest including vacant project building square footage in a 5 year analysis of background traffic.

However, my understanding is the CPA proposed land use category would not change the allowable commercial square footage. As a result, the amount of total commercial square footage in 2040 would be the same with and without the CPA. The amount of commercial square footage in background traffic will not affect the 2040 analysis LOS projection.

Andy Getch, P.E.  
Section Manager, Infrastructure Planning  
Lee County Department of Community Development  
2nd floor  
1500 Monroe Street  
Fort Myers, Florida 33901  
direct line (239) 533-8510  
DCD department line (239) 533-8585  
FAX (239) 485-8344  
AGetch@leegov.com

---

**From:** Ted Treesh [mailto:tbt@trtrans.net]  
**Sent:** Friday, December 09, 2016 10:47 AM  
**To:** Rozdolski, Mikki  
**Cc:** Jenkins-Owen, Sharon; Wu, Lili; Getch, Andrew; Justin Griffin; matthewuhle@aol.com  
**Subject:** RE: Apaloosa Plan Amendment

Thanks for providing the floor area for Parcel #2.

You indicate that if it is under construction, it cannot be included in the background, which I agree with. What lots would you consider under construction?

Parcel #10 has been there since early 2014 and Parcel #6 previously had a previous use that was redeveloped. I think the floor area increased some but it was a restaurant before. All of the other parcels have been completed for a number of years.

Let me know what floor areas to back out of the background list that the County would consider "under construction".

With that, I think we are all set.

Thanks



Ted Treesh  
TR Transportation Consultants, Inc.  
2726 Oak Ridge Ct. STE 503  
Fort Myers, FL 33901  
239-278-3090 (o)  
239-278-1906 (f)  
239-292-6746 (c)  
[www.trtrans.net](http://www.trtrans.net)

**From:** Rozdolski, Mikki [<mailto:MRozdolski@leegov.com>]  
**Sent:** Friday, December 09, 2016 10:39 AM  
**To:** Ted Treesh <[tbt@trtrans.net](mailto:tbt@trtrans.net)>  
**Cc:** Jenkins-Owen, Sharon <[SJenkins-Owen@leegov.com](mailto:SJenkins-Owen@leegov.com)>; Wu, Lili <[LWu@leegov.com](mailto:LWu@leegov.com)>; Getch, Andrew <[AGetch@leegov.com](mailto:AGetch@leegov.com)>; Justin Griffin <[justin.griffin@twineagle.com](mailto:justin.griffin@twineagle.com)>; [matthewuhle@aol.com](mailto:matthewuhle@aol.com)  
**Subject:** FW: Apaloosa Plan Amendment

Hi Ted,

Please see comments below.

Mikki Rozdolski  
Manager of Planning  
Lee County Community Development  
email: [mrozdolski@leegov.com](mailto:mrozdolski@leegov.com)  
phone: 239-533-8309

---

**From:** Ted Treesh [<mailto:tbt@trtrans.net>]  
**Sent:** Wednesday, December 07, 2016 4:06 PM  
**To:** Rozdolski, Mikki; Jenkins-Owen, Sharon  
**Cc:** [matthewuhle@aol.com](mailto:matthewuhle@aol.com); Getch, Andrew; Wu, Lili; Justin Griffin  
**Subject:** RE: Apaloosa Plan Amendment

Mikki/Sharon

Based on what information that the County provided for the parcels that are subject to this comp plan amendment, I would propose the following methodology in terms of assumptions for uses to compute the trip generation of trips that would be added to the network as part of the analysis:

The attached PDF highlights the parcels that are subject to the Comp Plan Amendment to be placed in the General Interchange Land Use Category. There are a total of 12 parcels identified and the attached Excel spreadsheet gives the details on each one. Based on data from the Lee County Property Appraiser's website and Development Order plans from recent construction activity, I compute the following floor areas on the parcels that have existing uses:

Parcel #2 – ~~30,000~~ 36,240 square feet (per DO Plan) (this is an assumption as there is no data on Leepa)  
Parcel #3 – 16,878 square feet  
Parcel #4 – 50,241 square feet  
Parcel #6 - 9,390 square feet (per DO Plans)  
Parcel #8 – 25,090 square feet  
Parcel #10 – 8,424 square feet (Per DO Plan)  
Parcel #11 – 2,904 square feet  
Parcel #13 – 14,446 square feet

Parcel #14 – 3,819 square feet

Total Existing Floor Area – ~~161,192~~ 167,480 on approximately 18.65 Acres

That is an average of ~~8,643~~ 8,980 sq. ft. per acre

So, for the Commercial parcel left to be developed (Parcel #9) we would assume 9,000 sq. ft. per acre on the 2.33 acre site for a total commercial floor area of 20,970 square feet, or round it up to a nice 21,000 square feet of commercial uses.

The residential density would be calculated based on the 22/units per acre on Parcels 1, 7, & 12 (29.5 Acres) for a total density of 649 units.

Since the majority if not all the existing commercial floor area is relatively new, I wouldn't assume any redevelopment of this area in the in short term (5-year) or long term (2040) analysis. All 161,192 square feet would be considered in the background traffic volumes. **\*All 167,480 cannot be considered background. If it is under construction the traffic does not exist yet.**

I would only generate trips to add to the network based on the additional commercial floor area of 21,000 sq. ft. and the additional residential density of 649 units. **\*Again, all 167,480 cannot be considered background.**

I would assume all 649 units are multi-family units and not single family units. **\*OK**

Parcel #5 would not have any uses on it at all since this parcel is owned by Lee County and due to the size and storm water management features that are currently on the site, development of this site in the future is not likely. **\*OK**

Since we are changing the Future Land Use from Outlying Suburban to General Interchange, there are densities and intensities that are currently permitted on the vacant land. For instance, residential is permitted at 3 units per acre, so for Parcels 1, 7 & 12 (29.5 acres), a total of 88 units are currently permitted. Therefore, the incremental increase from Outlying Suburban to General Interchange is only 561 units (649 – 88). So the question is do I only include trips in the long range analysis for the 561 units as the 88 units are currently permitted? **\*No, include trips for all 649 units.**

The same question applies to the commercial for Parcel #9. Commercial uses are permitted in Outlying Suburban, so in the 2040 plan, there really isn't any change for Parcel #9 when going from Outlying Suburban to General Interchange. So the question is for the long term analysis, do I include Parcel #9 or not? **\*Include Parcel #9.**

Please let me know the answers to these questions and if you and the other staff are in agreement with the remainder of the land use assumptions for the vacant land that will be part of this revised map amendment application.

Based on my earlier email correspondence with Andy and Wu, I believe the remainder the transportation methodology has been agreed upon with respect to the short term and long term analysis.

If you have any questions, please do not hesitate to contact me.

Ted Treesh  
TR Transportation Consultants, Inc.  
2726 Oak Ridge Ct. STE 503  
Fort Myers, FL 33901  
239-278-3090 (o)  
239-278-1906 (f)

# **TRIP GENERATION EQUATIONS**

**TRIP GENERATION EQUATIONS  
 APALOOSA AND PALOMINO LANE  
 ITE TRIP GENERATION REPORT, 9<sup>th</sup> EDITION**

Land Use	Weekday AM Peak Hour	Weekday PM Peak Hour	Daily (2-way)
Apartments (LUC 220)	$T = 0.49 (X) + 3.73$ (20% In/80% Out)	$T = 0.55 (X) + 17.65$ (65% In/35% Out)	$T = 6.06 (X) + 123.56$
T = Number of Trips, X = Number of dwelling units			
Medical Office (LUC 720)	$T = 2.39 (X)$ (79% In/21% Out)	$\ln (T) = 0.90 \ln(X) + 1.53$ (28% In/72% Out)	$T = 40.89 (X) - 214.97$
T = Number of Trips, X = 1,000's Sq. Ft. of Gross Floor Area			
Single Family Homes (LUC 210)	$T = 0.70 (X) + 9.74$ (25% In/75% Out)	$\ln (T) = 0.90 \ln(X) + 0.51$ (63% In/37% Out)	$\ln (T) = 0.92 \ln(X) + 2.72$
T = Number of Trips, X = Number of dwelling units			

**Attachment 3: Letters of Availability**

**Solid Waste Division Letter of Availability (2/13/2017)**

**Potable Water and Wastewater Letter of Availability (2/17/2017)**

**EMS Letter of Availability (2/14/2017)**

**South Trail Fire Protection Letter of Availability (2/14/2017)**

**School District Letter of Availability (2/15/2017)**



**LEE COUNTY**  
SOUTHWEST FLORIDA  
BOARD OF COUNTY COMMISSIONERS

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*County Manager*

Richard Wm. Wesch  
*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

Sharon Jenkins-Owen  
Principal Planner  
Lee County Community Development  
1500 Monroe Street  
Fort Myers, FL 33902

February 13, 2017

**SUBJECT: Case CPA 2015-00010**  
**Letter of Availability**

Dear Mrs. Jenkins-Owen:

The Lee County Solid Waste Division is capable of providing solid waste collection service for the approx. 700 planned multi-family units located on the north side of Daniels Parkway off Palomino Lane and Appaloosa Lane through our franchised hauling contractors.

Disposal of the solid waste from developments within that area will be accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill. Plans have been made, allowing for growth, to maintain long-term disposal capacity at these facilities.

If you have any questions, please call me at (239) 533-8000.

Sincerely,

Brigitte Kantor  
Manager, Public Utilities  
Lee County Solid Waste Division



John E. Manning  
*District One*

February 17, 2017

Via E-Mail

Cecil L Pendergrass  
*District Two*

Sharon Jenkins-Owens

Larry Kiker  
*District Three*

Lee County Community Development

Brian Hamman  
*District Four*

1500 Monroe Street

Frank Mann  
*District Five*

Fort Myers, FL 33901

**RE: Potable Water and Wastewater Availability  
Appaloosa and Palomino Lane, Case Number CPA2015-00010  
STRAP #s: See attached.**

Roger Desjarlais  
*County Manager*

Richard Wm Wesch  
*County Attorney*

Dear Ms. Jenkins-Owens:

Donna Marie Collins  
*County Chief  
Hearing Examiner*

The subject parcels are located within Lee County Utilities Future Service Area as depicted on Maps 6 and 7 of the Lee County Comprehensive Land Use Plan. Potable water and wastewater lines are in operation adjacent to the parcel mentioned above. However, in order to provide service to them, developer funded system enhancements such as line extensions may be required.

You have indicated that this project will consist of 700 multi-family residential units with an estimated flow demand of approximately 140,000 gallons per day. Lee County Utilities presently has sufficient capacity to provide potable water and wastewater service as estimated above.

Availability of potable water and wastewater service is contingent upon final acceptance of the infrastructure to be constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through the Corkscrew Water Treatment Plant.

Wastewater service will be provided by the City of Fort Myers South Wastewater Treatment Plant. The Lee County Utilities' Design Manual requires the project engineer to perform hydraulic computations to determine what impact this project will have on our existing system.

With regard to effluent reuse service; there are currently no reuse facilities available in the vicinity of the project site and therefore, Lee County does not have the capability of providing service at this time.

Prior to beginning design work on this project, please meet with LCU Staff to determine the best point of connection and discuss requirements for construction.





This letter should not be construed as a commitment to serve, but only as to the availability of service. Lee County Utilities will commit to serve only upon receipt of all appropriate connection fees, a signed request for service, and the approval of all State and local regulatory agencies.

Further, this letter of availability of potable water and wastewater service is to be utilized for Comprehensive Plan Amendment Review only. Individual letters of availability will be required for the purpose of obtaining building permits.

Sincerely,

A handwritten signature in black ink, appearing to read 'Nathan Beals', with a long horizontal flourish extending to the right.

Nathan Beals, PMP  
Principal Planner  
(239) 533-8157  
LEE COUNTY UTILITIES

# CPA2015-00010 Apaloosa and Palomino Lane



ID	STRAP	ACRES (±)	EXISTING ZONING	EXISTING LAND USES	ADDRESS	CITY	ZIP
1	21452501000000340	5.00	CS-2	SINGLE FAMILY RESIDENTIAL	13301 APALOOSA LN	FORT MYERS	33912
2	214525120000000CE	4.95	CPD	DANIELS CENTER OFFICE CONDO C/E	DANIELS CENTER DR	FORT MYERS	33912
3	21452509000000050	2.12	CPD	SHOPPING CENTER, NEIGHBORHOOD	8911 DANIELS PKWY	FORT MYERS	33912
4	21452509000000030	2.17	CPD	MOTEL	8955 DANIELS PKWY	FORT MYERS	33912
5	2145250100000036A	1.44	AG-2	ACREAGE, BUFFER - CONSERVATION, WATER RETENTION	CORNER LOT	FORT MYERS	33912
6	21452509000000010	1.52	CPD	RESTAURANT	8951 DANIELS PKWY	FORT MYERS	33912
7	22452500000010000	10.00	AG-2	VACANT RESIDENTIAL	13290 PALOMINO LN	FORT MYERS	33912
8	22452509000000040	2.09	CPD	OFFICE BUILDING, MULTI-STORY	9001 DANIELS PKWY	FORT MYERS	33912
9	22452500000010030	2.33	CG	COMMERCIAL, VACANT	13400 PALOMINO LN	FORT MYERS	33912
10	22452509000000020	1.54	CPD	SHOPPING CENTER, COMMUNITY	9011 DANIELS PKWY	FORT MYERS	33912
11	22452506000000040	1.08	CG	CONVENIENCE STORE	13420 PALOMINO LN	FORT MYERS	33912
12	22452500000010010	14.15	CPD	GOVERNMENT OWNED, PUBLIC SCHOOL (TOTAL ACREAGE 20.08)	13401 PALOMINO LN	FORT MYERS	33912
13	22452521000000010	1.85	CG	STORE, ONE (1) FLOOR	9150 KINGS CROSSING RD	FORT MYERS	33912
14	22452506000000010	1.02	CG	RESTAURANT, DRIVE-IN (TOTAL ACREAGE 1.33)	9211 DANIELS PKWY	FORT MYERS	33912
<b>TOTAL ACREAGE</b>		<b>51.26</b>					





# LEE COUNTY

SOUTHWEST FLORIDA

## BOARD OF COUNTY COMMISSIONERS

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*District One*

February 14, 2017

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*County Manager*

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*County Attorney*

Donna Marie Collins  
*Hearing Examiner*

Sharon Jenkins-Owen  
Principal Planner  
Lee County Department of Community Development  
1500 Monroe St.  
Fort Myers, FL 33901

Re: Letter of Service Availability

Ms. Jenkins-Owen,

I am in receipt of your request for a Letter of Service Availability for CPA2015-00010. This is regarding a subject property on the north side of Daniels Parkway near Palomino Lane.

Lee County Emergency Medical Services is the primary EMS transport agency responsible for coverage at the address you have provided. Because we currently serve this area and have a sufficient response data sample, we evaluated response times in this vicinity to simulate the anticipated demand and response.

EMS currently has two EMS stations in the vicinity of this project. These locations are projected to be able to meet existing service standards as required in County Ordinance 08-16.

It is our opinion that the service availability for the proposed development of this property is adequate at this time. Should the plans change, a new analysis of this impact would be required.

Sincerely,

Benjamin Abes  
Deputy Chief, Operations  
Division of Emergency Medical Services



## SOUTH TRAIL FIRE PROTECTION & RESCUE SERVICE DISTRICT

Established 1965

**"Compassion, Commitment, Courage"**

February 14, 2017

#### Board of Commissioners

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Chairman

Larry Hirshman  
Vice-Chairman

John F. Anderson II  
Secretary-Treasurer

Jeff Haugh  
Commissioner

Ron Tarantino  
Commissioner

#### Administration

William B. Lombardo  
Chief

Benjamin A. Bengston  
Assistant Chief

Sharon Jenkins-Owen, Principal Planner  
Lee County Planning  
PO Box 398  
Fort Myers, FL 33902-0398

#### **Subject: Letter of Service Availability**

Dear Ms. Jenkins-Owen:

In your letter dated February 13, 2017 you indicated Lee County is seeking a letter of availability for fire protection services for a county initiated comprehensive plan amendment known as Case Number CPA2015-00010. The subject property boundaries have been reduced from  $\pm 105$  acres to 51 acres, located north of Daniels Parkway between Skyport Avenue and Appaloosa Lane. You further indicated the plan amendment would re-designate the area from *Outlying Suburban* to *Interchange*, and 700 multi-family dwelling units will be added to this area.

Per your request, please accept this correspondence as documentation that our agency is capable of providing fire protection services to any future project which results from this amendment. If there is any impact from this amendment, the use of fire impact fees generated from the growth will help assure our continued capability.

Please contact me should you have any questions or need anything further.

Yours in Service,

  
William B. Lombardo, Fire Chief

#### Administration

Phone: 239.433.0080  
Fax: 239.433.1941

#### Prevention

Phone 239.482.8030  
Fax: 239.433.2185

#### Safety House

Phone: 239.936.5281

5531 Halifax Ave. Fort Myers, FL 33912-4403  
WWW.SOUTHTRAILFIRE.ORG



# THE SCHOOL DISTRICT OF LEE COUNTY

2855 COLONIAL BLVD. ♦ FORT MYERS, FLORIDA 33966 ♦ WWW.LEESCHOOLS.NET

DAWN HUFF  
LONG RANGE PLANNER  
239-337-8142  
DAWNMHU@LEESCHOOLS.NET

MARY FISCHER  
CHAIRMAN, DISTRICT 1  
JANE E. KUCKEL, PHD  
VICE CHAIRMAN, DISTRICT 6  
MELISA W. GIOVANNELLI  
DISTRICT 2  
CHRIS N. PATRICCA  
DISTRICT 3  
STEVEN K. TEUBER  
DISTRICT 4  
PAMELA H. LARIVIERE  
DISTRICT 5  
CATHLEEN O'DANIEL MORGAN  
DISTRICT 7  
GREGORY K. ADKINS, ED. D.  
SUPERINTENDENT  
KEITH B. MARTIN, ESQ.  
BOARD ATTORNEY

February 15, 2017

Sharon Jenkins-Owens, AICP  
Lee County Division of Planning  
1500 Monroe Street  
Fort Myers, Florida 33902-0398

RE: Comprehensive Plan Amendment  
CPA2015-00010

Dear Ms. Jenkins-Owens:

This letter is in response to your request for comments dated February 13, 2017 for the Comprehensive Plan Amendment in regard to educational impact. This project is located in the South Choice Zone, Sub Zone 1.

The request is for a final plat submittal to include 700 multi-family dwelling units. With regard to the inter-local agreement for school concurrency, the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family homes, the generation rate is .088 and further broken down by grade level into the following, .044 for elementary, .021 for middle and .023 for high. A total of 62 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development. The Concurrency Analysis attached, displays the impact of this development. Capacities for elementary seats is not an issue within the Concurrency Service Area (CSA). For middle and high school, the development adds to the projected deficit for the CSA, however, there are sufficient seats available to serve the need within the contiguous CSA.

Thank you for your attention to this issue. If I may be of further assistance, please call.

Sincerely,

*Dawn Huff*

Dawn Huff,  
Long Range Planner



## LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

**REVIEWING AUTHORITY** Lee School District  
**NAME/CASE NUMBER** Comprehensive Plan Amendment/CPA2015-00010  
**OWNER/AGENT** Multiple Owners  
**ITEM DESCRIPTION** various amendments; all impacts in South CSA, sub area S1

**LOCATION** Northwest corner of Daniels Pkwy and Palomino Ln  
**ACRES** 105.00  
**CURRENT FLU** Outlying Suburban (OS)  
**CURRENT ZONING** Agricultural (AG2), General Commercial (CG), Commercial Planned Development (CPD) & Commercial Facilities Planned Development (CFPD)

PROPOSED DWELLING UNITS BY TYPE	Single Family	Multi Family	Mobile Home
	0	700	0

STUDENT GENERATION	Student Generation Rates			Projected Students
	SF	MF	MH	
Elementary School		0.044		30.80
Middle School		0.021		14.70
High School		0.023		16.10

Source: Lee County School District, February 15, 2017 letter

CSA SCHOOL NAME 2020/21	CSA Capacity (1)	CSA Projected Enrollment (2)	CSA Available Capacity	Projected Impact of Project	Available Capacity W/Impact	LOS is 100% Perm FISH Capacity	Adjacent CSA Available Capacity w/Impact
South CSA, Elementary	12,413	11,358	1,055	31	1024	92%	
South CSA, Middle	5,621	5,862	-241	15	-256	105%	
South CSA, High	7,070	8,236	-1,166	16	-1182	117%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan  
 (2) Projected Enrollment per the five (5) years of the School District's Five Year Plan plus any reserved capacity (development has a valid finding of capacity)  
 (3) Available Adjacent CSA capacity is subject to adjacency criteria as outlined in the Interlocal Agreement and the School District's School Concurrency Manual

Prepared by: Dawn Huff, Long Range Planner

CPA2017-00001

Growth Management



# Summary Sheet

## Growth Management, CPA2017-01

### Request:

Amend the Lee Plan to align land use and transportation policies. The amendments that deal with land use will: clarify existing requirements; reorganize the goals, objectives, and policies to group topics such as development standards, growth management, and mixed use; and, provide for alternative development regulations that allow for urban forms of development within the Mixed Use Overlay. The amendments that address transportation will: reduce redundancies; align with state statutes; recognize a multi-modal transportation network; and allow for different roadway cross-sections based on location. The amendments as proposed by staff will not change allowable densities and intensities within Lee County.

### Public Comments:

Seven members of the public spoke in favor of the proposed amendments. Public comment mostly addressed the level of commercial development that could be developed on the property located at the southeast corner of the intersection of State Route 31 and North River Road. A change to Policy 6.1.2 was introduced by the owner of the property at the southeast corner of the SR 31 and North River Road intersection that would increase the allowable commercial on each property.

### LPA Motion:

The LPA recommends the Board of County Commissioners ***transmit*** CPA2017-01 including a change to Policy 6.1.2 requested by a member of the public. The motion was passed 5 to 1.

<b>NOEL ANDRESS</b>	<b>AYE</b>
<b>DENNIS CHURCH</b>	<b>AYE</b>
<b>JIM GREEN</b>	<b>NAY</b>
<b>CHRISTINE SMALE</b>	<b>AYE</b>
<b>STAN STOUER</b>	<b>AYE</b>
<b>GARY TASMAN</b>	<b>ABSENT</b>
<b>JUSTIN THIBAUT</b>	<b>AYE</b>

### Staff Recommendation:

Staff recommends the Board of County Commissioners ***transmit*** the amendments, as proposed by staff, to the state reviewing agencies.

STAFF REPORT FOR  
CPA2017-01: Growth Management  
County Initiated **Text and Map** Amendments to the Lee Plan



**Applicant:**

Board of County  
Commissioners

**Representative:**

Department of  
Community  
Development

**Location:**

County Wide

**Amended Elements:**

Future Land Use  
Transportation  
Housing  
Glossary

**Attachments:**

Text amendments  
Map 3D  
Map 19  
Map 22

**Hearing Dates:**

LPA: 3/27/2017

BoCC Transmittal:  
6/21/2017

**REQUEST**

Amend the Lee Plan to align land use and transportation policies. The amendments that deal with land use will: clarify existing requirements; reorganize the goals, objectives, and policies to group topics such as development standards, growth management, and mixed use; and, provide for alternative development regulations that allow for urban forms of development within the Mixed Use Overlay. The amendments that address transportation will: reduce redundancies; align with state statutes; recognize a multi-modal transportation network; and allow for different roadway cross-sections based on location. **The proposed amendments will not change allowable densities and intensities within Lee County.**

**RECOMMENDATIONS**

Staff recommends that the Board of County Commissioners *transmit* the proposed amendment based on the analysis and findings in this staff report.

**SUMMARY OF SUBSTANTIVE CHANGES**

- Distinguish between Future Urban, Suburban, and Non-Urban Areas based on future land use category designation.
- Clarify how to calculate density in Future Urban Areas and the Mixed Use Overlay.
- Update or remove references to commercial site location standards as needed for consistency.
- Reorganize and relocate provisions regarding mixed use development into a single Lee Plan Goal, "Goal 11: Mixed Use."
- Reorganize and clarify provisions relating to the Southeast Lee County TDR Program and Mixed-Use Communities and relocate regulatory and procedural provisions to the Land Development and Administrative Codes for consistency with the Greater Pine Island and Wetlands TDR Programs.
- Update or remove redundant and outdated provisions from both the Future Land Use and Transportation Elements.
- Substantiate amendments to the Land Development Code (LDC) to implement the proposed Lee Plan amendments. LDC amendments will include:
  - Different roadway cross-sections based on location using context sensitive design for Future Urban, Suburban, or Non-Urban Areas; and
  - Alternate development regulations to make urban type development patterns and design more feasible within the Mixed Use Overlay.

**PART 1**  
**BACKGROUND INFORMATION**

The Lee Plan, for many years, has encouraged mixed use, infill, and redevelopment. However, mechanisms to facilitate these strategies were not fully created or implemented.

On November 17, 2015, the Board of County Commissioners provided direction for staff to complete a coordinated planning review to identify Lee Plan amendments that: better align with the BoCC strategic planning initiatives; streamline; eliminate potential liabilities; reduce redundancy and conflict within and between Lee Plan Goals; and, relocate regulatory provisions to the Land Development Code. Based on this direction, staff identified and presented potential amendments to the Board at the May 3, 2016 Board Work Session.

These Growth Management amendments are intended to align Lee County's Land Use and Transportation Goals based on the Board's strategic policy priority of managing growth. Staff made presentations to the Board at their November 15, 2016 and January 25, 2017 Work Sessions regarding the objectives of these amendments further discussed below.

**PART 2**  
**STAFF DISCUSSION and ANALYSIS**

The proposed amendments are based on the following three objectives:

1. Integrate land use and transportation planning;
2. Encourage dense and intense development in appropriate locations and facilitate infill development and redevelopment; and
3. Better organize and streamline the Lee Plan and LDC where appropriate.

**Amendment Objective 1: Integrate land use and transportation planning**

The need to coordinate transportation and land use planning is becoming widely acknowledged and is a strategic policy priority of the Board of County Commissioners.

The Lee Plan and LDC currently do not differentiate transportation infrastructure and facilities based on location within the County. Historically, there were also state transportation concurrency requirements and Lee County commercial site location standards that unintentionally encouraged a patchwork development pattern. As a result, development form is consistent throughout Lee County regardless of location or intended users. Staff is recommending amendments to the Lee Plan that will recognize different infrastructure and facility needs in urban versus non-urban locations.

In order to facilitate context sensitive transportation facility design, the existing future land use categories are being grouped as Future Urban, Suburban and Non-Urban Areas based on allowed uses and maximum densities. Figure 1 illustrates the areas of Lee County defined as Future Urban, Suburban and Non-Urban Areas. The proposed definitions are provided in Attachment 1.

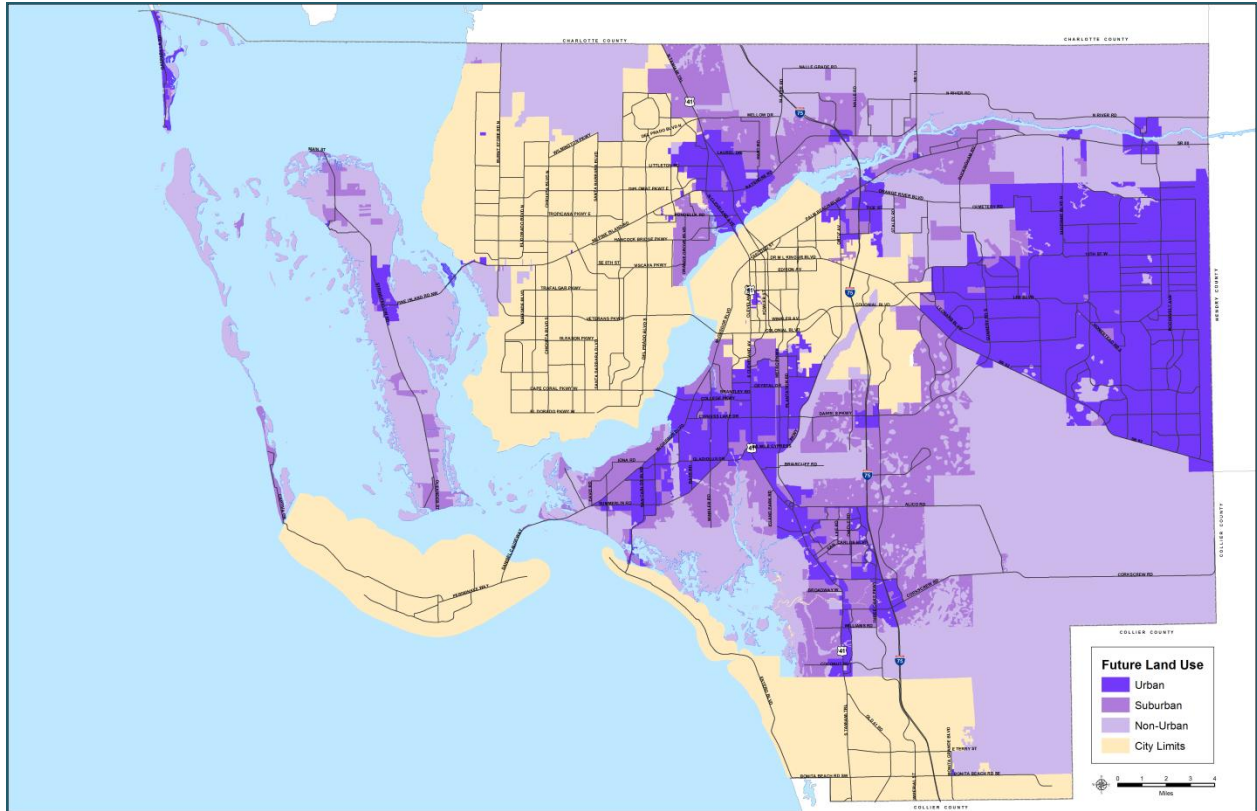


Figure 1: Future Urban, Future Suburban, and Future Non-Urban Areas as proposed to be defined in the Glossary. This Figure is for illustrative purposes and not proposed to be adopted into the Lee Plan.

In the LDC a distinction in roadway cross-sections, connection separations, and pedestrian, bicycle, and transit facility requirements will be made based on location within the Future Urban, Suburban, and Non-Urban Areas. An example is provided in the three cross sections below for Minor Collector Roadways in Future Urban, Suburban and Non-Urban Areas:

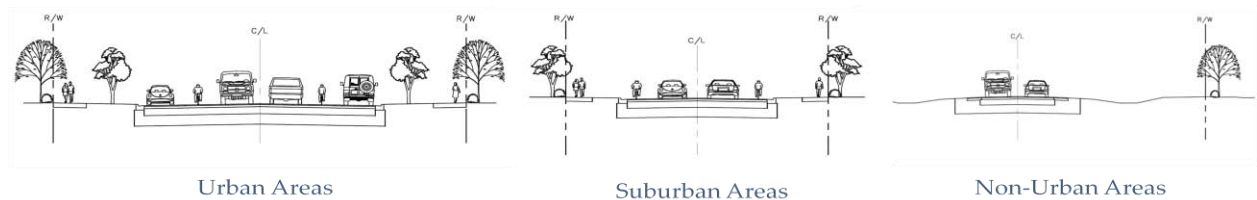


Figure 2: Examples of varying minor collector roadway cross sections in Future Urban, Suburban, and Non-Urban Areas within Lee County that will be provided for in the LDC.

By planning and providing for transportation based on location, Lee County will be better able to serve anticipated users of the transportation system.

**Amendment Objective 2: Encourage dense and intense development in appropriate locations and facilitate infill development and redevelopment**

The Lee Plan currently encourages mixed use development, infill development, and redevelopment; however, these provisions are difficult to understand and implement which hinders development and

redevelopment in areas where it is desired, such as in the Mixed Use Overlay. Lee Plan goals, objectives, and policies that impede development and redevelopment in Lee County’s Future Urban Areas are indirectly encouraging the proliferation of development within Future Non-Urban Areas.

In order to make it easier “to do business” within areas appropriate for more dense and intense development, staff is proposing amendments that will provide for more development opportunities in the Mixed Use Overlay by incorporating urban design standards in the LDC. The Mixed Use Overlay areas are shown in Figure 2. Also by reorganizing existing provisions and proposing clear and purposeful revisions, the regulations and process becomes more transparent and predictable.

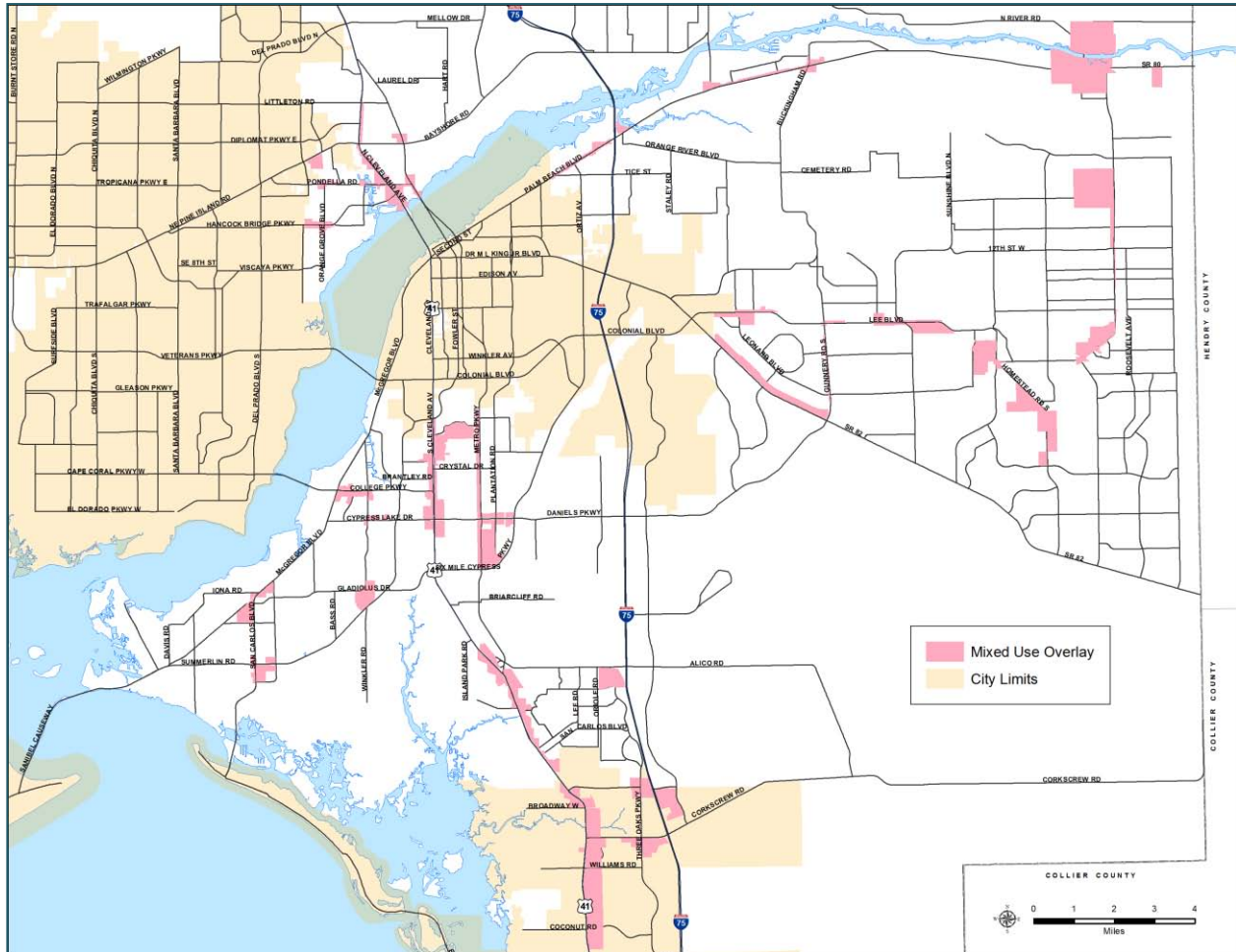


Figure 3: Mixed Use Overlay.

As set forth in the Lee Plan, the Mixed Use Overlay (Map 1, Page 6) identifies “locations desirable for mixed use that are located in close proximity to: public transit routes; education facilities; recreation opportunities; and existing residential, shopping and employment centers.” The Mixed Use Overlay was adopted by Lee County Ordinance 07-15 on May 16, 2007, as recommended by staff in CPA2005-37. The Staff Report for CPA2005-37 provided that:

*“The intent of the Mixed Use Overlay is to designate areas where commercial activity can occur with the added element of residential uses. In order to implement many of the principles of Smart Growth*

*and New Urbanism it is critical that the selection of these sites follow a firm set of criteria. The objective specifies the desired development pattern will be mixed use, traditional neighborhood, and transit oriented designs. Clearly, transit oriented developments require close proximity to transit routes. Currently, Lee County's only transit system is the Lee Tran bus system. Therefore, overlay locations will be evaluated for proximity to existing and future routes on this system. When possible, access to multiple routes is preferred to allow residents access to a greater array of destinations from a single site as well as access to the site from a variety of areas of the county without the need to transfer between routes."*

Since the Mixed Use Overlay was adopted it has been expanded three times through adoption of community plans, and once through the University Highlands DRI related amendment (The University Highlands DRI is now within the Village of Estero). Staff is not proposing any additions to or deletions from the Mixed Use Overlay at this time.

The proposed amendments will allow for land development regulations that will create a more dense, intense and mixed-use form of development in Future Urban Areas and the Mixed Use Overlay by supporting development at maximum allowable densities, allowing density to be calculated using residential and non-residential areas of developments and utilizing conventional zoning districts such as C-1, C-1A and C-2. Subsequent amendments to the LDC will provide alternate development regulations within the Mixed Use Overlay for height, setbacks, landscape requirements, and parking requirements. **The proposed amendments do not increase allowable densities or intensities within any future land use category, but will allow for redevelopment, infill, and continued growth of Lee County's Future Urban Areas.**

The proposed amendments will help accommodate Lee County's anticipated growth, in appropriate locations, through the year 2040. Figure 4, shows the distribution of Lee County's 2010 residential population density based on 2010 census data and Lee County's 2040 projected population based on Lee County Metropolitan Planning Organization's (MPO) adopted 2040 Transportation Model.



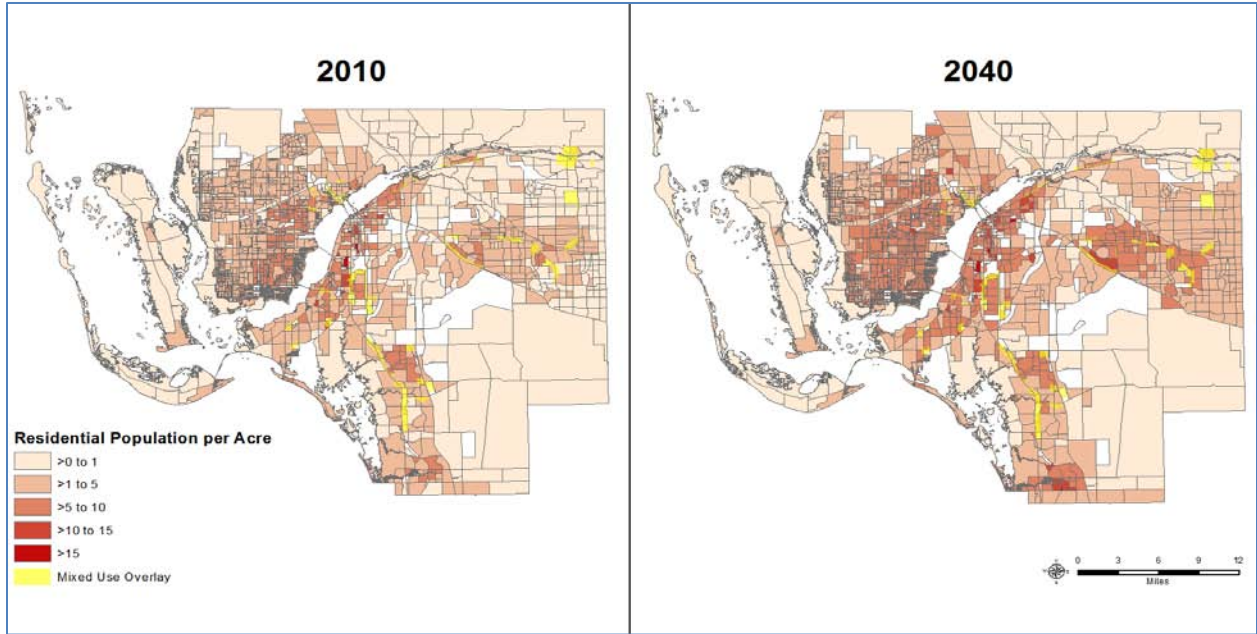


Figure 4: 2010 and 2040 (Projected) residential population densities per acre.

The proposed amendment will also help to accommodate anticipated employment density in the areas in Lee County where employment is project to increase. Figure 5, shows employment density based on 2010 employment data and the 2040 Transportation Model adopted by the MPO.

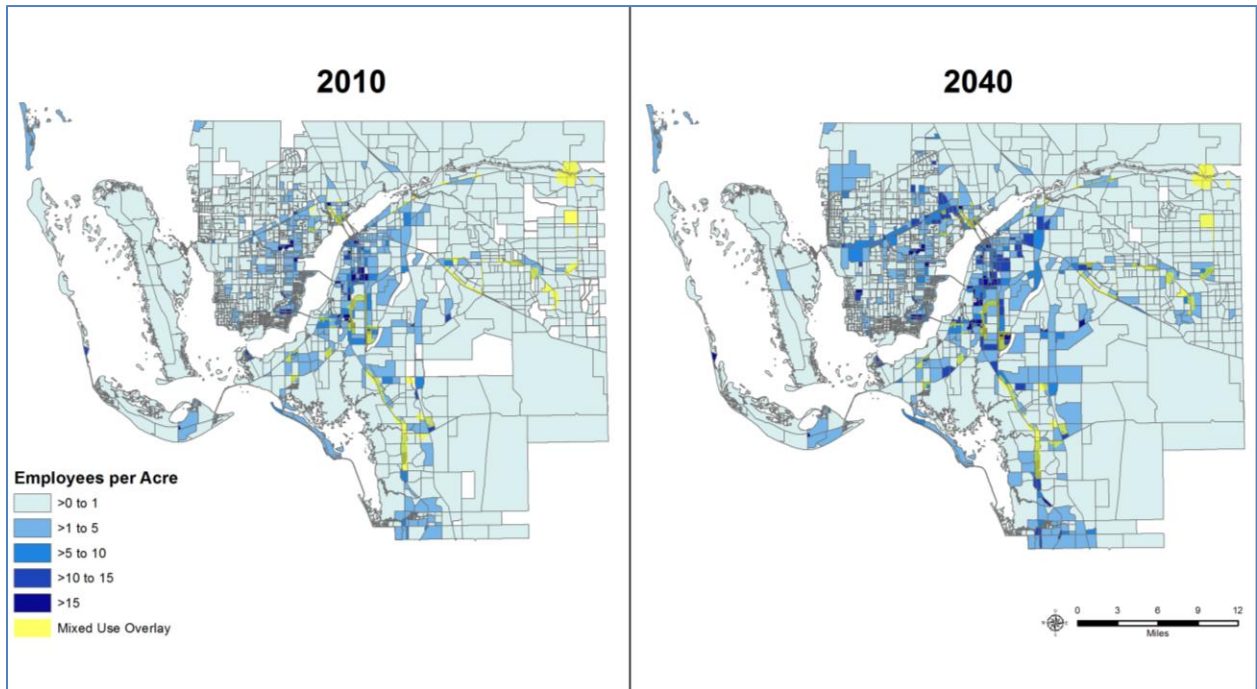


Figure 5: 2010 and 2040 (Projected) employment densities per acre.

Accommodation of the projected 2040 population and employment distribution (based on state population projections and adopted MPO projected distribution) helps to assure that the Lee Plan remains consistent with state and regional plans.



The proposed amendments play a significant role in where Lee County plans to accommodate anticipated residential and non-residential growth and in making certain that it occurs in the appropriate areas. Goal 2 of the Lee Plan addresses “Growth Management” and Objective 2.1 specifically addresses “Development Location.” The Growth Management provisions of the Lee Plan encourage contiguous and compact growth patterns within Future Urban Areas in order to contain urban sprawl, conserve land, water, and natural resources, and minimize the cost of services. Goal 2, Objective 2.1, and Policy 2.1.1 are provided below:

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

**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, prevent development patterns where large tracts of land are by-passed in favor of development more distant from services and existing communities. (Amended by Ordinance No. 94-30, 00-22)

**POLICY 2.1.1:** Most residential, commercial, industrial, and public development is expected to occur within the designated Future Urban Areas on the Future Land Use Map through the assignment of very low densities to the non-urban categories.

The proposed amendments are intended to help accommodate increased development within the defined Future Urban Areas and the Mixed Use Overlay. The amendments will further the Growth Management goals, objectives and policies currently in the Lee Plan by allowing for a more urban, compact development form within these defined areas. Creating a more compact form of development will minimize the per capita cost of public services and infrastructure such as transportation and utilities facilities. Therefore, the proposed amendments are consistent with the Lee Plan.

### **Amendment Objective 3: Better organize and streamline the Lee Plan and LDC where appropriate**

Over the past two decades there have been numerous publically and privately initiated Lee Plan amendments which have inadvertently resulted in redundancies, outdated cross-references and an unpredictable organization. Also, there are many provisions of the Lee Plan that are regulatory in nature and better suited to be in the Land Development Code. Staff is proposing amendments to create a more user friendly document by:

- Relocating policies as necessary to provide rational continuity throughout Lee Plan;
- Revising or rewriting certain policies in an effort to make them more clear and concise;
- Relocating portions of the Southeast Lee County TDR Program to the LDC for consistency with Lee County’s other TDR programs;
- Relocating regulatory language to the LDC and procedural language to the Administrative Code; and
- Removing duplicative policies and updating cross-references.

**PART 3**  
**SUMMARY OF AMENDMENTS**

Below is a summary of the proposed amendments. The full proposed strikethrough and underline text and map amendments are included in Attachment 1. The page numbers in parentheses in this portion of the staff report refer to the page number of the corresponding amendments in Attachment 1.

**Chapter 2 (Future Land Use Element)**

Objective 1.1, 1.3 (Page 1)

**Change:** Amend Objectives 1.1, 1.3, Policies 1.1.5, 1.1.6, 1.1.7, 1.1.10, 1.1.11, and 1.4.3. These amendments help to clarify the distinction between urban and suburban areas within the Lee Plan, update cross references, and eliminate references to commercial site Location Standards.

**Reason:** Cleanup site location standards and clarify urban, suburban and non-urban areas.

Objective 2.12 (Page 3)

**Change:** Relocate Objective 2.12 to a new Goal 11: Mixed Use Development.

**Reason:** Move provisions addressing mixed use development to one location.

Goal 4 (Page 4)

**Change:** Rename existing Goal 4: Sustainable Development Standards to Goal 4: General Development Standards. Lee Plan language from Goal 11: Water, Sewer, and Environmental Review Standards are relocated into this goal, and revised to update cross references to Florida Statutes and remove traffic requirements that are duplicated in the Land Development Code (LDC). Existing language from Objective 4.1 and Policy 4.1.2 are deleted since they are superfluous.

**Reason:** This change provides better organization of the Lee Plan and removes language that is duplicative of language elsewhere in the Plan or LDC.

Objective 4.2 (Page 5)

**Change:** Relocate Objective 4.2 to a new Goal 11: Mixed Use Development.

**Reason:** Move provisions addressing mixed use development to one location.

Objective 4.3 (Page 6)

**Change:** Delete Objective 4.3 and Policies 4.3.1 through 4.3.9 and move the allowance to calculate residential density from non-residential areas within the Mixed Use Overlay to Goal 11.

**Reason:** Move provisions addressing mixed use development to one location.

Objective 4.4 (Page 9)

**Change:** Move Objective 4.4 to the Community Facility and Services Element of the Lee Plan at Objective 61.4.

**Reason:** This change provides better organization of the Lee Plan.

Policies 6.1.2, 6.1.8 and 9.2.2; Objective 10.3 (Page 9)

**Change:** Amend Objective 10.3, and Policies 6.1.2, 6.1.8, and 9.2.2. These amendments help to clarify the distinction between urban and suburban areas within the Lee Plan and the commercial uses that may be permitted within non-urban areas.

**Reason:** Cleanup site location standards and clarify urban, suburban and non-urban areas. Clarify what commercial uses are permitted within non-urban areas.

Goal 11 (existing)(Page 10)

**Change:** Incorporate the existing Goal 11: Water, Sewer, and Environmental Review Standards into a new Goal 4: General Development Standards.

**Reason:** This change provides better organization of the Lee Plan and removes language that is duplicative of language elsewhere in the Plan or the LDC.

Goal 11 (proposed)(Page 12)

**Change:** Create a new Goal 11 titled “Mixed Use Development.” The proposed Goal includes existing language from Objective 2.12 of Goal 2: Growth Management and Objective 4.2 of Goal 4: Sustainable Development Design. In addition, there is a new policy that allows for the LDC to provide more urban site development standards within the Mixed Use Overlay. These amendments also clarify how density is to be calculated in the Mixed Use Overlay and provides criteria to add properties to the Mixed Use Overlay.

**Reason:** This change provides better organization of the Lee Plan and encourages infill and redevelopment of the County’s urban and mixed use areas.

Policy 16.2.7 (Page 14)

**Change:** Amend Policy 16.2.7 to update the cross reference to the Southeast Lee County TDR program.

**Reason:** Update cross reference.

Objective 21.2; Policies 18.1.7, 20.1.2, 21.2.1 21.2.2 (Page 14)

**Change:** Amend Objective 21.2, and Policies 18.1.7, 20.1.2, 21.2.1, and 21.2.2. These amendments help to clarify the distinction between urban and suburban areas within the Lee Plan and eliminate references to commercial site location standards.

**Reason:** Cleanup site location standards and clarify urban, suburban and non-urban areas.

Objective 27.2, Policies 27.2.1, 27.2.2, 27.2.3, and 27.5.2 (Page 15)

**Change:** Amend Objective 27.2 and subsequent policies. The amendments to Objective 27.2, Policy 27.2.3 and 27.5.2 update the cross reference from the Page Park Overlay Map to Map 1, Page 7, the Page Park Mixed Use Overlay Map. Policy 27.2.1 and Policy 27.2.2 are proposed to be deleted. These policies directed Lee County to add Page Park to the Mixed Use Overlay and create LDCs for the Page Park Community. These actions have been completed and the policies are no longer needed in the Lee Plan.

**Reason:** Update cross references and remove outdated policies.

Policies 28.2.5, 28.2.6 and, 30.1.2 (Page 16)

**Change:** Amend Policies 28.2.5, 28.2.6 and, 30.1.2. These amendments eliminate references to commercial site location standards.

**Reason:** Cleanup commercial site location standards.

Policy 32.2.10 (Page 17)

**Change:** Add new policy to allow the Lehigh Acres Specialized Mixed Use Nodes to develop using Mixed Use Overlay standards.

**Reason:** Allow for a more urban form of development.

Objective 33.3 and Objective 33.4 (and subsequent policies) (Page 17)

**Change:** Amend Objective 33.3: Residential and Mixed Use Development within Goal 33 for Southeast Lee County. The updates are primarily to combine the Southeast Lee County Transfer of Development Rights (TDR) Program into one new Objective, Objective 33.4: Southeast Lee County Transfer of Development Rights (TDR) Program. The Southeast Lee County TDR Program was originally established in 2010, and the new Objective does not change the way Transferable Development Units (TDUs) created from Density Reduction/Groundwater Resource (DR/GR) are calculated or the receiving areas where those TDUs can be used. Amend Objective 33.3 to remove references to Chapter 32 of the LDC (Compact Communities), and also provide development alternatives for Mixed-Use Communities identified on Map 17. Objective 33.4, as proposed, provides the generation rates for the Southeast Lee County TDR program and identifies possible receiving areas. The details of the program are proposed to be in Chapter 2 of the LDC where the TDR programs for Wetlands and Greater Pine Island are currently located.

**Reason:** This change provides better organization of the Lee Plan, reorganizes the structure of the Southeast Lee County TDR program to be consistent with Lee County's other TDR programs, and eliminates references to Chapter 32 and compact communities.

### **Chapter 3 (Transportation Element)**

Goal 36 and Objective 36.1 (Page 25)

**Change:** Amend Goal 36 and Objective 36.1 to add reference to the Metropolitan Planning Organization (MPO) transportation maps, which will allow Lee County to coordinate with the MPO and ensure the MPO Plan and the Lee Plan remain consistent. Amendments also eliminate out of date references (Rule 9J-5, project specific policy for Coconut Point DRI in the Village of Estero) or update as needed (the 2030 Long Range Transportation).

**Reason:** These amendments assure consistency with Chapter 163 of the Florida Statutes, remove redundant language, and relocate regulations and codes to the appropriate place in the LDC or administrative codes.

Objective 36.2 (Page 26)

**Change:** Delete Objective 36.2, Official Trafficways Map.

**Reason:** Eliminate out of date map reference (Trafficways Map) and redundancies (with Map 3A and 3B).

Goal 37, Objective 37.1 (Page 27)

**Change:** Amend Goal 37 and Objective 37.1 to make consistent with Florida Statute 163.3177. Eliminate internal redundancies with Policy 95.1.3. Modify out of date references to concurrency and LOS.

**Reason:** This change provides better organization of the Lee Plan by relocating regulations and processes to the LDC and removing redundancies.

Objective 37.2 (Page 28)

**Change:** Amend Objective 37.2 to make consistent with Florida Statute 163.3177, eliminate internal redundancies, modify out of date references to concurrency and LOS, and update improvements that may be made to constrained roads.

**Reason:** These amendments assure consistency with Chapter 163 of the Florida Statutes, align with BOCC direction, remove redundant language, and relocate regulations and codes to the appropriate place in the LDC or administrative codes.

Objective 37.4 (Page 29)

**Change:** Amend Objective 37.4 to make consistent with Florida Statute 163.3180 and update procedures (proportionate share) and remove references to concurrency. Relocate regulations and processes (proportionate share to LDC Division 2 and AC-13-17). Align with BOCC strategic planning initiative (integrated transportation and land use planning).

**Reason:** Remove out of date cross references, and provide better organization of Lee County's regulations

Goal 38, Objective 38.1 (Page 29)

**Change:** Amend Goal 38 and Objective 38.1 to make consistent with F.S. 163.3180; reduce redundancies within plan (internally to Objective 38.1 and with Goal 39); update procedures; and relocate regulations and processes (LDC 2-275 and AC-11-5 (Road Impact Fees), LDC 10-287 (Development Orders), and AC-3-15 (MSTBU)).

**Reason:** Align with BOCC strategic planning initiative (integrated transportation and land use planning).

Objective 38.2 (Page 31)

**Change:** Amend Objective 38.2 to update prioritization for transportation projects; update procedures (concurrency consistency with F.S. 163.3180); reduce redundancies (internal to Objective 38.2 and with Goal 95); relocate regulations and processes (LDC Division 2, and AC-13-17 (Development Agreements)).

**Reason:** Alignment with strategic planning initiatives, updates administrative procedures, and better organizes the Lee Plan.

Goal 39, Objective 39.1 (Page 32)

**Change:** Amend Goal 39 and Objective 39.1 for consistency with F.S. 163.3180 and 380.06; reduce redundancies (internal within Objective 39.1 and with Goal 11); relocate regulations and processes (LDC Chapter 2, Chapter 10, and AC-11-5, for access management and site-related improvements)

**Reason:** Consistency with state statutes, updates administrative procedures, and better organizes the Lee Plan.

Objective 39.2 (Page 33)

**Change:** Amend Objective 39.2 to allow for context sensitive design of roadways; encourage higher density development at appropriate locations, infill and redevelopment; and consistency with F.S. 163.3180.

**Reason:** Alignment with strategic planning initiatives (integrated transportation and land use planning).

Goal 40 (Page 35)

**Change:** Delete Goal 40 and Objective 40.1.

**Reason:** Reduce redundancies (combined with Goal 39). Relocate regulations and processes (LDC Chapter 10-285, AC-11-3 access management and frontage roads).

Objective 40.2 (renumbered to Objective 39.3 and Objective 39.4)(Page 36)

**Change:** Move Objective 40.2 to Objective 39.3 and Objective 39.4 and create amendments that will facilitate infill and redevelopment, system management and efficiency.

**Reason:** Consistency with F.S. 163.3180, reduce redundancies, and provide better organization of the Lee Plan.

Objective 40.3 (renumbered to Objective 39.5)(Page 37)

**Change:** Move Objective 40.3 to Objective 39.5 and allow for context sensitive design; system management; reduce redundancies (internal within Objective 39.5); and relocate regulations and processes (LDC Chapter 10-296 (design), LeeScape Master Plan).

**Reason:** Alignment with strategic planning initiatives (integrated transportation and land use planning).

Objective 40.4 (renumbered to Objective 39.6)(Page 38)

**Change:** Move Objective 40.4 to Objective 36.6 and allow for context sensitive design; system management; reduce redundancies (internal within Objective 39.6 and with Objective 39.2); relocate regulations and processes (LDC Chapter 10-256, 10-296 and AC-11-9 (bicycle pedestrian design)).

**Reason:** Alignment with strategic planning initiatives (integrated transportation and land use planning).

Goal 41 (renumbered to Objective 39.7)(Page 39)

**Change:** Renumber Goal 41 to Objective 37.1; create amendments that promote infill and redevelopment; reduce redundancies (internal within Objective 41.1 and with Objective 39.2); and, relocate regulations and processes (AC-11-14 traffic calming).

**Reason:** Alignment with strategic planning initiatives (integrated transportation and land use planning).

Goal 43, Objective 43.1 (Page 40)

**Change:** Reword Goal 43 to make more concise. Eliminate last clause of Objective 43.1 to eliminate the reference to transit ridership revenues in 1999. Eliminate the rest of the policies (except 43.1.8, which is changed 43.1.3) related to the expansion and maintenance of transit services. Add Policy 43.1.4, which establishes the development and maintenance of a convenient public transit network between the county's communities, the Southwest Florida International Airport, and Florida Gulf Coast University.

**Reason:** Reduce redundancies (internal within Objective 43.1 and within Objective 39.1 and new Objective 39.4).

Objective 43.2 (Page 42)

**Change:** Delete Objective 43.2 related to new developments providing access to mass transit in order to reduce redundancies (with Objective 39.1) and relocate regulations to LDC 10-256, 10-442.

**Reason:** Reduce redundancies (with Objective 39.1).

Objective 43.3 (Page 42)

**Change:** Add language for disseminating information about mass transit scheduling and service information to coordinate with Transit Development Plan (TDP). Eliminate language regarding transit revenue and ridership.

**Reason:** Evaluate done by dates and update procedures.

Policy 43.4.1, Policy 43.4.2, Policy 43.4.3, Policy 43.4.4, Policy 43.4.5 (Page 43)

**Change:** Eliminate policy regarding transit accessibility for elderly and disabled residents.

**Reason:** Reduce redundancies (Objective 43.1).



Objective 43.5 (Page 43)

**Change:** Delete.

**Reason:** Reduce redundancies and improve clarity.

Objective 44.1 (Page 43)

**Change:** Include language indicating updates will happen as needed, and adds language regarding queue line, exclusive bus lanes, and signal priority for transit vehicles.

**Reason:** Update procedures for the TDP.

## **Chapter 8 (Housing)**

Policy 135.1.4 (Page 43)

**Change:** Eliminate, “as set forth in the Land Development Code (LDC), Sections 34-1511 to 34-1520”.

**Reason:** Correct an out of date cross reference.

## **Glossary (Page 44)**

**Added definitions:** Future Suburban Areas, Future Non-urban Areas, Transfer Development Rights (TDR) Program, and Transfer Development Unit (TDU).

**Reason:** To define terms that are proposed to be added to the Lee Plan.

**Deleted Definitions:** Corner Store Commercial, Extended Pedestrian Shed, Façade, Form-Based Code, Streetscape, and Village Commercial.

**Reason:** To delete terms that are no longer used within the Lee Plan.

### **Amended Definitions**

Density, paragraph 3

**Change:** Eliminate language related to density calculation in areas identified on Mixed Use Overlay Map.

**Reason:** Duplicates Policy 11.2.8

Density, paragraph 4

**Change:** Eliminate language related to areas in the Captiva community identified by Policy 13.2.1, pertaining to commercial development that includes commercial and residential uses within the same project or the same building that do not have to exclude the commercial lands from the density calculation.

**Reason:** Duplicates Policy 13.2.1.

Density, paragraph 5

**Change:** Eliminate language regarding calculating density in Future Urban land use categories when development is mixed use.

**Reason:** Duplicates Policy 11.1.2.

Future Urban Areas

**Change:** Add, “Future urban...that...allow for bonus density, and encourage a mixture of uses: General Interchange, and...” Eliminate language listing land uses after “Urban Community”.

**Reason:** Clarify urban, suburban and non-urban areas.

#### Pedestrian Shed

**Change:** Add, “The extended pedestrian shed is ½ mile, or an 8 or 10 minute walk from the common destination. This is the estimated distance that a person is willing to walk under special circumstances in order to reach a destination.”

**Reason:** Combine definitions for “extended pedestrian shed” and “pedestrian shed”.

### **Lee Plan Maps**

#### Map 3D: Existing and Proposed Walkways & Bikeways

**Change:** Combined Map 3D-1 (Bikeways/Walkways Facility Plan – Planned Facilities) and Map 3D-1 (Bikeways/Walkways Facility Plan – Planned Facilities).

**Reason:** Reduce redundancies and eliminate out of date information.

#### Map 19: Commercial Site Location Standards

**Change:** Delete.

**Reason:** Cleanup commercial site location standards.

#### Map 22: Lee County Greenways Master Plan

##### **Changes (Numbers correspond to numbers on Existing Map 22):**

1. Removed; trail cut through Yucca Pens Wildlife Management Area
2. Realigned to existing and planned shared use path along US 41 and Business 41; original trail cut through Prairie Pines Preserve
3. Removed; trail cut through Telegraph Creek Preserve
4. Removed section and realigned to N River Rd; original trail cut through Daniels Preserve at Spanish Creek
5. Removed; trail outside of Lee County boundary
6. Realigned to existing and planned shared use path along SR 80 (Palm Beach Blvd); original trail along FPL easement
7. Realigned to Tice St to Staley Rd to Orange River Blvd to align with planned shared use paths
8. Removed; trail along FPL easement adjacent to Waste-to-Energy facility
9. Realigned to existing shared use path along Lee Blvd; original trail along canal
10. Removed; trail along canal and cut through Hickey’s Creek Mitigation Park
11. Realigned to planned shared use path along Greenbriar Blvd to Joel Blvd; Removed section from Joel Blvd east to Lee County line
12. Realigned to planned shared use path along Bell Blvd
13. Removed; trail along canal
14. Removed; trail along canal
15. Added connector trail along existing and planned share use path along SR 80 (Palm Beach Blvd)
16. Removed for map clarity at this scale
17. Streamlined map title to “Lee County Greenways Master Plan”
18. Depicting existing and proposed shared use paths to provide consistency between Map 3D and Map 22
19. Removed from map

## **PART 4 CONCLUSIONS**

Staff is recommending amendments to the Lee Plan that will help to achieve the Board of County Commissioner's strategic policy priority of managing growth by: integrating land use and transportation planning; encouraging dense and intense development in appropriate locations and facilitate infill development and redevelopment; and, better organizing and streamlining the Lee Plan and LDC where appropriate.

**Integrate land use and transportation planning:** The amendments allow for land development regulations that make a distinction in roadway cross-sections; connection separations; pedestrian, bicycle, and transit facility requirements; based on location within the Future Urban, Suburban, and Non-Urban Areas. This will allow Lee County to better serve the anticipated users of our transportation system within a given area and help efficiently allocate funding for transportation system improvements by designing and constructing facilities that are needed.

**Encourage dense and intense development in appropriate locations and facilitate infill development and redevelopment:** There are several existing provisions of the Lee County Comprehensive Plan and Land Development Code that impede urban/mixed use development, infill, and redevelopment in areas where it is desired, such as the Mixed Use Overlay. The proposed amendments will allow for redevelopment, infill, and continued growth of Lee County's Future Urban Areas and Mixed Use Overlay, but do not increase allowable densities or intensities within any future land use category. The amendments are consistent with Lee Plan Goal 2: Growth Management and the subsequent objectives and policies.

**Organize and Streamline:** Over the past two decades there have been numerous publically and privately initiated amendments to the Lee Plan have resulted in an unintuitive organization of the Lee Plan. The Lee Plan also contains many out of date cross-references and directives to Lee County staff. The proposed amendments aim to create a more user friendly document.

**PART 5  
LOCAL PLANNING AGENCY  
REVIEW AND RECOMMENDATION**

DATE OF PUBLIC HEARING: March 27, 2017

**A. LOCAL PLANNING AGENCY REVIEW:**

Staff provided a brief presentation for the proposed amendments which covered consistency with the Lee Plan, reasons for the proposed amendments, and staff recommendation. Following staff's presentation members of the LPA asked questions about use of conventional industrial zoning districts, commercial development within Northeast Lee County, and pedestrian requirements.

Seven members of the public spoke in favor of the proposed amendments. Public comment mostly addressed the level of commercial development that could be developed on the property located at the southeast corner of the intersection of State Route 31 and North River Road. A change to Policy 6.1.2 was introduced by the property owner's representative as follows (in double-underline):

**POLICY 6.1.2:** Commercial development in non-urban future land use categories is limited to ~~Minor Commercial~~ except that Neighborhood Commercial uses serving the Lee County Civic Center are permitted within one quarter mile of SR31 between North River Road and the Caloosahatchee River. Neighborhood Commercial may be expanded to Community Commercial when approved as part of a Planned Development that is located at the intersection of two arterial roadways and has direct access to, or the ability to extend, existing water and sanitary sewer utilities. ~~Minor Commercial~~ Commercial development may include limited commercial uses serving rural areas and agricultural needs, and commercial marinas. ~~and Minor Commercial~~ development must be located so that the retail use, including buildings and outdoor sales area, is located at the intersection (within 330 feet of the adjoining rights-of-way of the intersecting roads) of arterial and collector roads or two collector roads with direct access to both intersecting roads. Direct access may be achieved with an internal access road to either intersecting roads. On islands, without an intersecting network of collector and arterial roads, commercial development may be located at the intersection of local and collector, or local and arterial, or collector and collector roads.

A member of the LPA asked for clarification of the difference in the level of commercial development allowed by the proposed change. It was clarified that Neighborhood Commercial allowed up to 100,000 square feet of retail commercial and Community Commercial allowed up to 400,000 square feet of retail commercial development.

One member of the LPA asked if the proposed amendments had been presented to the North Olga Planning Panel. Staff stated that there had not been formal presentations specific to the North Olga Community because the staff proposed amendments are county-wide text and map amendments.

Two members of the LPA expressed concern that the changes requested by the public at the meeting were not discussed with the affected communities. Other members were not opposed to the change requested by the public, because any commercial development would require a rezoning and they believed this area would be a future commercial node due to Babcock Ranch.

Staff clarified that that the amendments presented by staff only relocate and clarify existing language in Policy 6.1.8 to Policy 6.1.2, and the language being requested on behalf of a property owner today is to increase the potential allowable retail commercial development at the intersection.

**B. LOCAL PLANNING AGENCY RECOMMENDATION:**

A motion was made to recommend that the Board of County Commissioners *transmit* CPA2017-00001 including the change to Policy 6.1.2 requested by a member of the public. The motion was passed 5 to 1.

**VOTE:**

<b>NOEL ANDRESS</b>	<b>AYE</b>
<b>DENNIS CHURCH</b>	<b>AYE</b>
<b>JIM GREEN</b>	<b>NAY</b>
<b>CHRISTINE SMALE</b>	<b>AYE</b>
<b>STAN STOUDE</b>	<b>AYE</b>
<b>GARY TASMAN</b>	<b>ABSENT</b>
<b>JUSTIN THIBAUT</b>	<b>AYE</b>

**C. STAFF RESPONSE TO LPA RECOMMENDATION:**

Staff does not recommend the proposed change requested the public to Policy 6.1.2 for the following reasons:

- Staff does not have sufficient data to analyze the impact on traffic, potable water, and sanitary sewer the increased commercial development would have; the amendment as proposed by staff does not change the intensity of development currently contemplated within the Lee Plan.
- Staff believes the changes requested to Policy 6.1.2 should be reviewed through a privately initiated amendment application with community input as required by Policy 34.5.2 if the property owner wishes to pursue the privately initiated.

However, to avoid an interpretation of staff proposed Policy 6.1.2 that is potentially inconsistent with Policy 20.1.2 (Bayshore), staff recommends the following additional amendment to Policy 6.1.2 (in double-underline):

**POLICY 6.1.2:** Commercial development in non-urban future land use categories is limited to Minor Commercial except that Neighborhood Commercial uses serving the Lee County Civic Center are permitted within one quarter mile of SR31 between North River Road and the Caloosahatchee River in the North Olga Community Planning Area. Minor Commercial development may include limited commercial uses serving rural areas and agricultural needs, and commercial marinas. and Minor Commercial development must be located so that the retail use, including buildings and outdoor sales area, is located at the intersection (within 330 feet of the adjoining rights-of-way of the intersecting roads) of arterial and collector roads or two collector roads with direct access to both intersecting roads. Direct access may be achieved with an internal access road to either intersecting roads. On islands, without an intersecting

network of collector and arterial roads, commercial development may be located at the intersection of local and collector, or local and arterial, or collector and collector roads.

Staff recommends that the Board of County Commissioners transmit CPA2017-00001 without the change requested by members of the public to Policy 6.1.2. Staff's complete and updated recommendation is included within Attachment 1 to the staff report.



**Text Amendments:**

**OBJECTIVE 1.1: FUTURE URBAN AND SUBURBAN AREAS.** ~~Designate Areas with varying intensities designated by category on the Future Land Use Map (Map 1) categories of varying intensities to that provide for a full range of urban activities. These designations are based upon soil conditions, historic and developing growth patterns, and existing or future availability of public facilities and services. (The Future Land Use Map series also contains Map 2 and additional maps located in the appendix. A colored wall size reproduction of Map 1 is also available.)~~

**POLICY 1.1.5:** The Suburban ~~areas~~ future land use category ~~are or will consist of be~~ predominantly residential areas that are either on the fringe of the Central Urban or Urban Community ~~areas~~ future land use categories or in areas where it is appropriate to protect existing or emerging residential neighborhoods. ~~These areas~~ This category provides housing near the more urban areas but ~~does~~ not provide the full mix of land uses typical of urban areas. ~~Commercial development greater than neighborhood centers, and~~ Industrial land uses are not permitted. This category has a standard density range from one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre). The maximum total density may only be increased to eight dwelling units per acre (8 du/acre) utilizing Greater Pine Island Transfer of Development Units except in areas that specifically prohibit bonus density. Other forms of bonus densities are not allowed. (Amended by Ordinance No. 94-30, 16-07)

**POLICY 1.1.6:** The Outlying Suburban ~~areas~~ future land use category ~~is~~ characterized by ~~their~~ its peripheral location in relation to established urban areas. In general, ~~these areas are~~ this category ~~is~~ rural in nature or contains existing low-density development. Some, ~~but not all~~, of the requisite infrastructure needed for higher density development is ~~generally~~ planned or in place. ~~It is intended that these areas will develop at lower residential densities than other Future Urban Areas. As in the Suburban areas, higher densities, commercial development greater than neighborhood centers, and~~ Industrial land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to three dwelling units per acre (3 du/acre). Bonus densities are not allowed. (Amended by Ordinance 91-19, 03-20, 07-09)

**POLICY 1.1.7:** The Industrial Development future land use category ~~areas~~ plays an important role in strengthening the county's economic base and will become increasingly important as the county grows in size and urban complexity. To a great extent these are the areas to which Lee County must look for expanded job opportunities, investments and production opportunities, and a balanced and sufficient tax base. ~~These areas~~ uses have special locational requirements that are more stringent than those for residential areas, including transportation needs (e.g., air, rail, highway); industrial levels of water, sewer, fire protection, and other urban services; and locations that are convenient for employees to reach. ~~Whereas, the other Future urban areas will include a broad combination of residential, commercial, public and limited industrial land uses,~~ ~~†The Industrial Development area~~ future land use category ~~is to be~~ reserved mainly for industrial activities ~~per se, as well as for~~ and selective land use mixtures, ~~such as the combined uses of~~ Appropriate land use mixtures include industrial, manufacturing, research, ~~properly buffered~~ recreational uses (~~except where precluded by airport hazard zone regulations~~) and office complex (if specifically related to adjoining industrial uses) that constitute a growing part of Florida's economic development sector. ~~New limerock mining and fill dirt operations must be approved through the Mine Excavation Planned Development rezoning process in accordance with the Lee County Land Development Code. The 14± acre parcel redesignated by CPA2006 14 from the~~

~~Suburban to the Industrial Development future land use category, located north of Bayshore road and south of ACL Railroad right of way in Section 20, Township 43 South, Range 25 East will have a maximum Floor Area Ratio of 0.3. The 138± acres redesignated by CPA2008-07 from the Central Urban and Urban Community categories to the Industrial Development future land use category, within the Lehigh Acres Planning Community, will have a maximum Floor Area Ratio of 1.0. Retail, recreational and Retail and commercial service uses supporting neighboring industrial uses are allowed as follows if the following criteria are met:~~

- ~~1. Retailing and/or wholesaling of products manufactured or directly related to that manufactured on the premises; or~~
- ~~2. Commercial uses are integrated into the primary Research & Development/Industrial development; or,~~
- ~~23. Commercial-Recreational, service and retail uses may not exceed 20% of the total acreage within the Industrial Development future land use categories of areas per each Planning Community.~~

(Amended by Ordinance No. 94-30, 98-09, 99-15, 02-02, 09-06, 09-12, 10-14, 10-16, 10-20)

**POLICY 1.1.10:** ~~The Commercial future land use category is areas are~~ located in close proximity to existing commercial areas or corridors accommodating employment centers, tourist oriented areas, and where commercial services are necessary to meet the projected needs of the residential areas of the County. These areas are specifically designated for commercial uses. Residential uses, other than bona fide caretaker residences, are not permitted in this future land use category except to the extent provided in Chapter XIII ~~of the Plan~~. ~~The Commercial areas are~~ future land use category is in areas where residential uses are not expected or compatible due to the nature of the surrounding land uses and their location along major travel corridors. The commercial ~~designation~~ category is intended for use where residential development would increase densities in areas such as the Coastal High Hazard Areas of the County or areas such as Lehigh Acres where residential uses are abundant and existing commercial areas serving the residential needs are extremely limited.

The requisite infrastructure needed for commercial development is generally planned or in place. New developments in this category must connect to a potable water and sanitary sewer system. Commercial retail developments, hotels and motels, banks, all types of office development, research and development, public, and other similar development will be predominate in the Commercial ~~areas~~ future land use category. Limited light industrial uses are also permitted, excluding outdoor storage type uses. Any redesignation of land to the Commercial land use category should occur along major travel corridors and at road intersections. The planned development rezoning process must be used to prevent adverse impacts to the surrounding areas and to ensure that appropriate site development regulations are incorporated into the development plans of each site. ~~A maximum Floor Area Ratio (FAR) of 1 will be used as an index of intensity of development in the commercial category. Lee Plan Policies 28.2.11 and 29.1.8 specify portions of the North Fort Myers and Fort Myers Shores Planning Communities, where the maximum permitted FAR is 0.26 and 0.25 respectively. Development in this future land use category is not required to comply with the site location criteria provided in Goal 6 when appropriate site development regulations are incorporated into the planned development.~~ (Added by Ordinance No. 07-09, Amended by Ordinance No. 10-34)

**POLICY 1.1.11:** The Sub-Outlying Suburban ~~areas~~ future land use category is characterized by are low density residential areas that are predominantly low density development. Generally the

~~requisite~~ infrastructure needed for higher density development is not planned or in place. ~~It is intended that these areas~~ This future land use category will ~~be develop~~ at lower residential densities than other Future Urban Areas and are placed in areas within communities where higher densities ~~would be~~ are incompatible with the surrounding area and ~~or~~ where there is a desire to retain a low-density community character. ~~Higher densities, commercial development greater than neighborhood centers, and I-Industrial~~ land uses are not permitted. The standard density range is from one dwelling unit per acre (1 du/acre) to two dwelling units per acre (2 du/acre). Bonus densities are not allowed.

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**OBJECTIVE 1.3: INTERSTATE HIGHWAY INTERCHANGE AREAS.** ~~Designate Special areas adjacent to the interchanges of Interstate 75 on the Future Land Use Map specialized categories for land adjacent to the interchanges of Interstate 75. It is important to make maximum beneficial that maximize use of these critical access points and at the same time avoid irreconcilable conflicts between competing demands will be designated on the Future Land Use Map, such as through traffic vs. local traffic, conservation vs. development, commercial development vs. industrial development, and tourist commercial facilities vs. general shopping facilities.~~ Development in these areas must minimize adverse traffic impacts and provide appropriate buffers, visual amenities, and safety measures. Each interchange area is designated for a specific primary role: General, General Commercial, Industrial Commercial, Industrial, and University Village. Residential uses are only permitted in these categories in accordance with Chapter XIII or as provided in Policy 1.3.2. ~~These areas are also considered Future urban areas.~~ (Amended by Ordinance No. 94-30, 99-18, 00-22, 16-02)

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**POLICY 1.4.3:** ~~The Rural Community Preserves are established following special studies of Lee County's intact rural communities. Within these areas, future land use category requires special design approaches are to be used to maintain the existing rural character, for example: conservation easements, flexible road design standards (including relocation of future arterials not serving the rural community), special fencing and commercial sign standards, and retention of historic rural uses. These areas are not to be programmed to receive urban-type capital improvements. Lands within this category are not intended to be converted to any Future urban or suburban areas; rather, they are to remain permanently rural in character and use. These areas are restricted to low density residential uses (with minimum lot size requirements), agricultural uses, and minimal non-residential uses that are needed to serve the rural community. Property in this category may not be rezoned to any RV district. Additional goals, objectives, policies, and standards for these areas may be included in this plan based on the special studies (see for example, Goal 17).~~ Maximum density is one dwelling unit per acre (1 du/acre). (Amended by Ordinance No. 91-19, 94-30)

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**OBJECTIVE 2.12: DIVERSIFIED CLUSTER DEVELOPMENT** ~~The County in several future land use categories allows the potential for a mixture of different land uses including: residential, commercial/office, research and development, and light industrial.~~ (Added by Ordinance No. 09-06)

**POLICY 2.12.1:** ~~The County encourages and promotes clustered, mixed use development within certain Future Urban Area land use categories to spur cluster development and smart growth within those areas of Lee County where sufficient infrastructure exists to support development, as~~

well as continue to improve the economic well being of the County; provide for diversified land development; and provide for cohesive, viable, well integrated, and pedestrian and transit oriented projects. This is intended to encourage development to be consistent with Smart Growth principles.

(Added by Ordinance No. 09-06)

~~**POLICY 2.12.2:** Future development within the Tradeport and Industrial Development future land use categories is strongly encouraged to be designed to include a mixture of research and development, industrial, and related office uses, where appropriate. (Added by Ordinance No. 09-06)~~

~~**POLICY 2.12.3:** Future development within the Intensive Development, Central Urban, and Urban Community future land use categories is strongly encouraged to be development as a mixed use with two or more of the following uses: residential, commercial (including office), and light industrial (including research and development use). When residential use is one of three uses proposed, in a mixed use development, residential densities may be developed as provided for under the Glossary terms: "Mixed Use", "Mixed Use Building", and "Density". (Added by Ordinance No. 09-06)~~

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~~**GOAL 4: SUSTAINABLE GENERAL DEVELOPMENT STANDARDS DESIGN.** To pursue or maintain land development regulations which protect the public health, safety and welfare, encourage creative site designs and balance development with service availability and protection of natural resources. mixed use developments. Using an overlay, locate appropriate areas for Mixed Use, Traditional Neighborhood Development, and Transit Oriented Development. (Amended by Ordinance No. 94-30, 07-15)~~

~~**OBJECTIVE 4.1:** Maintain the current planned development rezoning process which combines site planning flexibility with rigorous review. (Amended by Ordinance No. 91-19, 94-30, 07-15)~~

~~**POLICY 4.1.1:** Development designs will be evaluated to ensure that land uses and structures are well integrated, properly oriented, and functionally related to the topographic and natural features of the site, and that the placement of uses or structures within the development minimizes the expansion and construction of street and utility improvements. (Amended by Ordinance No. 91-19, 00-22)~~

~~**POLICY 4.1.2:** Development designs will be evaluated to ensure that the internal street system is designed for the efficient and safe flow of vehicles and pedestrians without having a disruptive effect on the activities and functions contained within or adjacent to the development. (Amended by Ordinance 91-19, 00-22)~~

~~**OBJECTIVE 4.1 GOAL 11: WATER, SEWER, TRAFFIC, AND ENVIRONMENTAL REVIEW STANDARDS.** To insure Consider that appropriate water, sewer, traffic, and environmental review standards during the rezoning process. Ensure the standards are met prior to issuing a are considered in reviewing rezoning applications and are met prior to issuance of a county Local dDevelopment oOrder.~~

~~**STANDARD 11.3: TRAFFIC.**~~

- ~~1. A traffic impact statement must be submitted to and accepted by the county DOT for the following developments:
  - ~~Developments of Regional Impact (D.R.I.'s);~~~~

- ~~Planned Developments (as specified in the Zoning Regulations); and~~
  - ~~Developments requiring a county development order, as specified in the Land Development Code.~~
2. ~~The form, content, and level of detail required in the traffic impact statement will be established by Lee County by ordinance, administrative code, or other regulations. AC 13-17 will need to be updated. Ask Marcus and Andy/Wu to work on revisions.~~
3. ~~Lee County will establish criteria or thresholds to determine the scope of the traffic impact statement required:~~
- ~~if the development meets or exceeds the established thresholds, the traffic impact statement will provide a comprehensive assessment of the development's impacts on the surrounding road system;~~
  - ~~if the development does not meet or exceed these thresholds, the traffic impact statement will provide information regarding traffic generation and impacts at the development's access points to the adjacent street system. (Amended by Ordinance No. 94-30, 00-22)~~

**STANDARD 4.1.3 ~~4.1.4~~: ENVIRONMENTAL REVIEW FACTORS.**

1. ~~In any case where there exists or there is the probability of environmentally sensitive areas (as identified by Lee County, the Corps of Engineers, Department of Environmental Protection, South Florida Water Management District, or other applicable regulatory agency), the developer/applicant must prepare an environmental assessment that examines the existing conditions, addresses the existing or anticipated environmental problems, and proposes means and mechanisms to protect, conserve, or preserve the environmental and natural resources. (Amended by Ordinance No. 94-30, 00-22)~~
2. **POLICY 4.1.1:** ~~Development designs will be evaluated to e~~Ensure that land uses and structures are well integrated, properly oriented, and functionally related to the topographic and natural features of the site, ~~and that the placement of uses or structures within the Ensure development minimizes the need for expansion and construction of street and utility improvements. (Amended by Ordinance No. 91-19, 00-22)~~

**OBJECTIVE 4.2: MIXED-USE OVERLAY** ~~Designate areas on the Future Land Use Map for Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns. (Added by Ordinance No. 07-15)~~

**POLICY 4.2.1:** ~~The County will maintain an overlay in the future land use map series identifying locations desirable for mixed use that are located in close proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Appropriate locations will have a positive impact on transportation facilities though increased transit service, internal trip capture, and reduced travel distance (preference will be given to locations serviced by multiple transit routes). An analysis showing the number of existing and potential residential units within the immediate and extended pedestrian shed (measured through connections and delineating pedestrian barriers) will be considered in identifying appropriate locations. (Added by Ordinance No. 07-15)~~

**POLICY 4.2.2:** ~~The Mixed Use Overlay will not intrude into established single family neighborhoods. Connections to existing residential neighborhoods will be provided upon the residential neighborhood's desire and not precluded by the Mixed Use Development's design. (Added by Ordinance No. 07-15)~~

~~**POLICY 4.2.3:** Any Planned Development project adhering to the Mixed Use Overlay standards, at the discretion of the Board of County Commissioners, may extend beyond the Mixed Use Overlay zone up to one quarter mile. (Added by Ordinance No. 07-15)~~

~~**POLICY 4.2.4:** The Mixed Use Overlay may include areas within the Coastal High Hazard Area when unique public benefits exist. Such benefits may include providing workforce housing options for employees of businesses located on barrier islands when transit is provided between the workforce housing and the employment areas. Bonus densities within the Coastal High Hazard Area may only be achieved through the site built affordable housing program.~~

~~**POLICY 4.2.5:** Encourage mixed use developments on sites that have existing connectivity to adjacent neighborhoods, qualify as a grayfield or brownfield sites, or are candidates for Transit Oriented Development. Properties lacking potential interconnections to adjacent properties will not be considered as preferred locations for the Mixed Use Overlay. (Added by Ordinance No. 07-15)~~

~~**POLICY 4.2.6:** Staff will work with communities, specifically during the community planning process, to explain the benefits and address concerns related to mixed use/higher density developments to build the consensus needed to identify appropriate locations for the Mixed Use Overlay. (Added by Ordinance No. 07-15)~~

~~**POLICY 4.2.7:** Development located in the Mixed Use Overlay applying Chapter 32 — Compact Communities of the Lee County Land Development Code will not be subject to the site location standards listed in Policy 6.1.2 and 6.1.2.7. (Added by Ordinance No. 11-18)~~

~~**OBJECTIVE 4.3:** Development, redevelopment, and infill rezonings located within the Mixed Use Overlay that utilize the Mixed Use Planned Development (MPD) zoning category and that incorporate the following Mixed Use, New Urbanism, Traditional Neighborhood Development (TND), and Transit Oriented Development (TOD) criteria will be allowed to use the area of commercial, office, light industrial, natural water bodies and other non residential uses in their density calculations. These areas will be compact, multi purpose, mixed use centers which integrate commercial development with residential, civic, and open space within the same neighborhood and buildings. (Added by Ordinance No. 07-15)~~

~~**POLICY 4.3.1:** Developments within the Mixed Use Overlay conforming to Chapter 32 — Compact Communities of the Land Development Code, will be deemed as meeting the principles listed in this objective. (Added by Ordinance No. 07-15, Amended by Ordinance No. 11-18)~~

~~**POLICY 4.3.2: Mixed Uses:** A balanced mixture of uses will be provided to reduce overall trip lengths, to support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes:~~

- ~~a. Mixed uses will be encouraged within individual buildings (e.g. residential above retail or office space).~~
- ~~b. Mixed Use Overlay areas will provide civic uses, such as green spaces or community centers.~~
- ~~c. Mixed uses will be integrated within an overall design framework to create a pedestrian friendly, human scale environment, through objective, measurable criteria including size, scale, proportion, and materials detailed in the land development regulations. Flexibility in design will allow for choice and variety in architectural style.~~
- ~~d. Primary and secondary uses will be determined based upon the needs of the community, character of the surrounding area, and characteristics of the transportation network.~~



(Added by Ordinance No. 07-15)

~~**POLICY 4.3.3:** Site and Building Design: Integrate commercial, residential, civic, and open spaces to create multipurpose developments that feature unique style and ambiance through design, encouraging civic involvement and events to promote community interaction.~~

- ~~a. Provisions for outdoor livability, including interconnected pedestrian and bike facilities, walkways, public plazas, ample seating, and walkable block size.~~
- ~~b. Well defined centers and edges with public or civic space creating an element around which other development is located.~~
- ~~c. Development plans will create focal points of signature buildings, civic spaces, natural amenities, and other prominent features through placement or street layout.~~
- ~~d. Link pedestrian routes and bikeways with the street system or other public space such as parks or squares avoiding routes through parking lots and other locations out of the public realm.~~
- ~~e. When necessary, development density and intensity will gradient from the center to the edge suitable to integrated surrounding land uses.~~
- ~~f. The designs will include a pedestrian circulation system to connect the nonresidential uses with residential uses and areas.~~
- ~~g. Local climate and history will dictate the architectural and landscape design and natural methods of cooling and heating will be encouraged. Evaluate Green Building techniques as an alternative way to provide open space.~~
- ~~h. Streets and roads will be fronted by design features including sidewalks which define and contribute to a pedestrian street character. Building design, placement, and entrances will be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.~~
- ~~i. The street system will equally serve automobile and non-automobile modes of transportation. Development will provide pedestrian and bicycle friendly access, and will provide transit facilities to the development and the surrounding community.~~
- ~~j. Large scale nonresidential establishments will incorporate development design techniques to integrate the establishment into the surrounding community. Such design techniques will include:
  - ~~1. creation of a series of smaller, well defined customer entrances to break up long facades and provide pedestrian scale and variety, that may be achieved through the use of liner buildings.~~
  - ~~2. limited number and size of signs.~~
  - ~~3. landscaping and use of pocket parks and courtyards adequate to soften large building masses.~~~~
- ~~k. An "A/B" street grid system may be utilized where "A" streets meet all pedestrian oriented standards and create a continuous uninterrupted pedestrian friendly streetscape, while "B" streets may include a limited amount of properly designed non-pedestrian oriented uses.~~
- ~~l. Crime Prevention Through Environmental Design (CPTED) guidelines will be incorporated to the maximum extent possible.~~

(Added by Ordinance No. 07-15)

~~**POLICY 4.3.4:** Parking: Parking areas will be designed to minimize intrusiveness and impacts on the pedestrian character, through the following techniques:~~

- ~~a. On street parking with landscaping and design features, such as corner and mid-street bump outs, that afford traffic calming and produce a comfortable and safe pedestrian environment will be promoted.~~
- ~~b. Parking lot locations will not separate pedestrian areas including sidewalks, squares, and plazas from the front of buildings containing the primary entrance.~~

- ~~e. Parking lots will be screened from streets, sidewalks, and open spaces, and will be designed to maintain or enhance the street edge.~~
- ~~d. Parking lots will be designed with safe pedestrian connections to business entrances and public space to create a park-once environment.~~
- ~~e. Reduction of paved parking areas will be evaluated wherever practicable through measures such as provision of shared parking and parking structures to serve multiple uses and alternative paving materials. Large expanses of pavement will be discouraged. Reduced ratios of required parking for non-residential uses will be provided in the land development regulations.~~

~~(Added by Ordinance No. 07-15)~~

~~**POLICY 4.3.5: Automobile Access:** Automobile facilities will be designed to provide safe access to the development.~~

- ~~a. Internal traffic circulation system design will include:
 
  - ~~1. traffic calming techniques to maintain safe multi-modal transportation.~~
  - ~~2. an interconnected street grid system extended to adjacent sites at the least intrusive locations.~~
  - ~~3. maximum use of common access drives.~~
  - ~~4. a system of alleyways for service vehicles and access to parking.~~
  - ~~5. convenient access to transit facilities.~~~~
- ~~b. Points of ingress to and egress from arterial roads carrying through traffic will be located at the allowed intersection spacing and connect to the internal traffic circulation system.~~
- ~~c. A connector street system will provide multiple vehicular, bicycle, and pedestrian linkages to adjacent local destinations, including residential neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of natural environmental features.~~
- ~~d. Automobile-oriented uses will have a limited number of driveways, and drive-in or driveup windows will be located to avoid conflict with pedestrian and bicycle traffic.~~
- ~~e. Block sizes will be small enough to create an easily dispersed traffic flow.~~

~~(Added by Ordinance No. 07-15)~~

~~**POLICY 4.3.6: Community Green Space:** Public space and landscaping will be provided that includes:~~

- ~~a. Public areas will provide adequate urban landscaping that includes street trees, planted areas, and street furniture.~~
- ~~b. Required surface and storm water management facilities will be designed as an integral physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas.~~
- ~~c. Paved areas (including parking) will require overhead shading from tree canopy or building features based on factors such as scale of development and performance standards.~~

~~(Added by Ordinance No. 07-15)~~

~~**POLICY 4.3.7: Connectivity and Buffering:** Mixed use developments will be well integrated both internally and externally.~~

- ~~a. Automotive, pedestrian and/or bicycle connections to adjacent commercial development will be provided.~~
- ~~b. Connections to adjacent residential neighborhoods will not be precluded by the Mixed Use Development's design.~~
- ~~c. Buffering of uses internal to a Mixed Uses development are not required.~~
- ~~d. Buffering from adjacent developments, when deemed absolutely necessary, will not preclude future interconnectivity.~~

(Added by Ordinance No. 07-15)

~~**POLICY 4.3.8:** Properties in a Mixed Use Overlay are preferred receiving areas for achieving allowable bonus density. Projects utilizing Greater Pine Island TDUs are eligible for increased maximum total densities, as set forth in this plan, and additional development incentives to encourage a compact and functional development pattern.~~

~~**POLICY 4.3.9:** The owner or agent for a rezoning request utilizing the Mixed Use Overlay must conduct one publicly noticed informational session, before sufficiency, where the agent will, at a minimum, present an overview of the project's consistency with this objective. Subsequent to this meeting, the applicant must provide County staff with a meeting summary document that contains the following information: the date, time, and location of the meeting; a list of attendees; a summary of the concerns or issues that were raised at the meeting; and a proposal for how the applicant will respond to any issues that were raised. (Added by Ordinance No. 07-15)~~

~~**OBJECTIVE 4.4:** Work with the appropriate permitting agencies to develop a common set of local permitting criteria, incentives, and regulatory measures specifically for Southwest Florida conditions. (Added by Ordinance No. 07-16)~~

~~**POLICY 4.4.1:** The permitting measures developed should aim towards rehydrating the region and attaining minimum flows and levels for County waterbodies. (Added by Ordinance No. 07-16)~~

~~**POLICY 4.4.2:** The permitting measures developed should improve the storage within existing natural and manmade flowways. (Added by Ordinance No. 07-16)~~

~~**POLICY 4.4.3:** The permitting measures should reevaluate the relationship of volume/area to stormwater management and storage. (Added by Ordinance No. 07-16)~~

~~**POLICY 4.4.4:** The permitting measures should link Best Management Practices (BMPs) to impervious cover of the impacted sub-watershed and to runoff from various land use types. (Added by Ordinance No. 07-16)~~

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**POLICY 6.1.2:** Commercial development in non-urban future land use categories is limited to ~~Minor Commercial~~ except that Neighborhood Commercial uses serving the Lee County Civic Center are permitted within one quarter mile of SR31 between North River Road and the Caloosahatchee River in the North Olga Community Planning Area. Minor Commercial development may include limited commercial uses serving rural areas and agricultural needs, and commercial marinas. ~~and Minor Commercial development must be located so that the retail use, including buildings and outdoor sales area, is located at the intersection (within 330 feet of the adjoining rights-of-way of the intersecting roads) of arterial and collector roads or two collector roads with direct access to both intersecting roads. Direct access may be achieved with an internal access road to either intersecting roads. On islands, without an intersecting network of collector and arterial roads, commercial development may be located at the intersection of local and collector, or local and arterial, or collector and collector roads. (Amended by Ordinance No. 93-25, 94-30, 98-09, 99-15, 99-18, 00-22, 02-02, 07-09, 10-05, 10-16, 10-19, 10-40, 11-18, 16-07)~~

~~**POLICY 6.1.8:** Commercial development may take place, when properly zoned and when meeting the standards in Policy 6.1.2, within the Future Urban Areas. Minor commercial uses which serve rural residents or marine traffic, neighborhood commercial uses which serve major non-commercial public attractions (e.g. Lee County Civic Center), limited agricultural-commercial uses which serve rural areas and agriculturally related needs, and limited commercial marinas (not including heavy marine commercial, such as extensive storage and hull, engine, and electronic repairs) may be permitted in non-urban areas. (Amended by Ordinance No. 94-30, 98-09)~~

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~~**POLICY 9.2.2:** Planned Development rezonings within the Future urban areas must not establish new, or expand existing, agricultural uses. Bona fide agricultural uses that exist at the time of rezoning may be approved and the use allowed to continue until development commences. The approved existing agricultural uses must not expand beyond the boundaries that existed at the time of rezoning. Existing agricultural uses within any tract or phase must be discontinued upon local development order approval including that tract or phase. (Added by Ordinance No. 00-22)~~

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**GOAL 10: NATURAL RESOURCE EXTRACTION.**

**OBJECTIVE 10.3:** Determine and maintain a balance between the County's petroleum resources and the public health, safety and welfare of the residents of its Future urban areas. (Added by Ordinance No. 98-09, Renumbered by Ordinance No. 10-20)

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~~**GOAL 11: WATER, SEWER, TRAFFIC, AND ENVIRONMENTAL REVIEW STANDARDS.** To insure that appropriate water, sewer, traffic, and environmental review standards are considered in reviewing rezoning applications and are met prior to issuance of a county development order.~~

~~**STANDARD 11.1: 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 Chapter 17-22, F.A.C.).~~
- ~~2. If the proposed development lies within the boundaries of a water utility's certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 6), then the development must be connected to that utility.~~
- ~~3. The developer must provide proof that the prior commitments of the water utility, plus the projected need of the developer, do not exceed the supply and facility capacity of the utility.~~
- ~~4. All waterline extensions to new development will be designed to provide minimum fire flows, as well as adequate domestic services as required by Chapter 10D-4, F.A.C.~~
- ~~5. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 6), and the utility cannot provide the service or cannot provide the service except at a clearly unreasonable cost to the developer, the developer is encouraged to petition the appropriate regulatory agency to contract the service area so that the development may establish its own community water system or invite another adjacent utility to expand its service area in order to provide the required service.~~
- ~~6. If a development lies outside any service area as described above, the developer may:~~

- request that the service area of an adjacent water utility be extended to incorporate the property;
- establish a community water system for the development; or
- develop at an intensity that does not require a community water system.

(Amended by Ordinance No. 94-30, 00-22)

**STANDARD 11.2: 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.
2. If the proposed development exceeds the thresholds listed above and lies within the boundaries of a sewer utility's certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 7), and that utility has sufficient capacity to provide minimum service to the development, then the development must connect to that sewer utility if there is existing infrastructure adequate to accept the effluents of the development within 1/4 mile from any part of the development.
3. If there is not sufficient capacity nor adequate infrastructure within 1/4 mile of the development, the developer must provide proof in the form of a clearly stated rejection of service.
4. If a new development is located in a certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 7), and the utility cannot provide the service, or cannot provide the service except at a clearly unreasonable cost to the developer, the developer may establish on a temporary basis a self-provided sanitary sewer facility for the development, to be abated when the utility extends service to the site. The developer may also petition the appropriate regulatory agency to contract the service area of the utility in order that another utility may be invited to provide the service.
5. If a development lies outside any service area as described above, the developer may:
  - request that the service area of an adjacent sewer utility be expanded to incorporate the property;
  - establish a self-provided sanitary sewer system for the development;
  - develop at an intensity that does not require sanitary sewer service; or
  - if no more than 5000 gallons of effluent per day per parcel is produced, an individual sewage disposal system per Chapter 10D-6 may be utilized, contingent on approval by all relevant authorities.

(Amended by Ordinance No. 94-30, 00-22)

**STANDARD 11.3: TRAFFIC.**

1. A traffic impact statement must be submitted to and accepted by the county DOT for the following developments:
  - Developments of Regional Impact (D.R.I.'s);
  - Planned Developments (as specified in the Zoning Regulations); and
  - Developments requiring a county development order, as specified in the Land Development Code.
2. The form, content, and level of detail required in the traffic impact statement will be established by Lee County by ordinance, administrative code, or other regulations. Lee County will establish criteria or thresholds to determine the scope of the traffic impact statement required:
  - if the development meets or exceeds the established thresholds, the traffic impact statement will provide a comprehensive assessment of the development's impacts on the surrounding road system;

- if the development does not meet or exceed these thresholds, the traffic impact statement will provide information regarding traffic generation and impacts at the development's access points to the adjacent street system.  
(Amended by Ordinance No. 94-30, 00-22)

~~**STANDARD 11.4: ENVIRONMENTAL REVIEW FACTORS.** In any case where there exists or there is the probability of environmentally sensitive areas (as identified by Lee County, the Corps of Engineers, Department of Environmental Protection, South Florida Water Management District, or other applicable regulatory agency), the developer/applicant must prepare an environmental assessment that examines the existing conditions, addresses the environmental problems, and proposes means and mechanisms to protect, conserve, or preserve the environmental and natural resources. (Amended by Ordinance No. 94-30, 00-22)~~

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

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

~~**POLICY 11.1.12.12.3:** Future development within the Intensive Development, Central Urban, and Urban Community future land use categories Developments located within the Intensive Development, Central Urban, or Urban Community future land use categories that have existing connectivity or can demonstrate connectivity can be created to adjacent neighborhoods are is strongly encouraged to be developed ~~ment~~ as a mixed use with two or more of the following uses: residential, commercial (including office), and light industrial (including research and development use).~~

**POLICY 11.1.2:** Residential densities may be calculated from the entire project area when the development is consistent with the following:

- At least three uses are proposed and must include residential, commercial (including office) and light industrial (including research and development use).
- The development is located in the Intensive Development, Central Urban, or Urban Community future land use categories.

~~When residential use is one of three uses proposed in a mixed use development residential densities may be developed as provided for under the Glossary terms: "Mixed Use", "Mixed Use Building", and "Density". (Added by Ordinance No. 09-06)~~

**OBJECTIVE 11.24.2: MIXED-USE OVERLAY.** ~~Designate areas on the Future Land Use Map for Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns. **POLICY 4.2.1:** The County will maintain an overlay in the future land use map series identifying locations desirable appropriate for mixed use that are located in close proximity to: public transit routes; education facilities; recreation opportunities; and, existing residential, shopping and employment centers. Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns are encouraged and preferred within the Mixed Use Overlay.~~



**POLICY 11.2.1**—~~Appropriate~~ The Mixed Use Overlay identifies locations where mixed use development will have a positive impact on transportation facilities through increased transit service, internal trip capture, and reduced travel distance. (preference will be given to locations serviced by multiple transit routes). An analysis showing the number of existing and potential residential units within the immediate and extended pedestrian shed (measured through connections and delineating pedestrian barriers) will be considered in identifying appropriate locations. Requests to expand the Mixed Use Overlay will be evaluated based on all of the following criteria:

1. Located within the extended pedestrian shed of established transit routes; and,
  2. Distinct pedestrian and automobile connections to adjacent uses can be achieved without accessing arterial roadways; and,
  3. Located within the Intensive Development, Central Urban, or Urban Community future land use categories; and,
  4. Availability of adequate public facilities and infrastructure.
  5. Will not intrude into predominately single-family residential neighborhoods.
- (Added by Ordinance No. 07-15)

**POLICY 11.2.2:** Development in the Mixed Use Overlay should accommodate connections to adjacent uses. The Mixed Use Overlay will not intrude into established single family neighborhoods. Connections to existing residential neighborhoods will be provided upon the residential neighborhood's desire and not precluded by the Mixed Use Development's design.  
(Added by Ordinance No. 07-15)

**POLICY 11.2.3:** At the discretion of the Board of County Commissioners, the Mixed Use Overlay boundary may be extended up to one quarter mile to accommodate developments located partially within a Mixed Use Overlay or immediately adjacent to a Mixed Use Overlay. Any Planned Development project adhering to the Mixed Use Overlay standards, at the discretion of the Board of County Commissioners, may extend beyond the Mixed Use Overlay zone up to one quarter mile. (Added by Ordinance No. 07-15)

**POLICY 11.2.5:** Use of conventional zoning districts will be encouraged within the Mixed Use Overlay in order to promote continued redevelopment.

**POLICY 11.2.6:** Lee County will maintain land development regulations for properties within the Mixed Use Overlay that allow for urban forms of development and a variety of uses.

**POLICY 4.3.811.2.7:** Properties in a Mixed Use Overlay are encouraged to utilize preferred areas for achieving allowable bonus density. Projects utilizing Greater Pine Island TDUs are eligible for increased maximum total densities, as set forth in this plan, and additional development incentives as set forth in this plan to encourage a compact and functional development pattern.

**POLICY 11.2.8OBJECTIVE 4.3:** Development, redevelopment, and infill rezonings development located within the Mixed Use Overlay that utilize the Mixed Use Planned Development (MPD) zoning category and that incorporate the following Mixed Use, New Urbanism, Traditional Neighborhood Development (TND), and Transit Oriented Development (TOD) criteria will be allowed to may use the area of commercial, office, light industrial, natural water bodies and other non-residential uses in their density calculations. These areas will be compact, multi purpose, mixed use centers which integrate commercial development with

~~residential, civic, and open space within the same neighborhood and buildings.~~ (Added by Ordinance No. 07-15)

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**POLICY 16.2.7:** Time share, fractional ownership units, or Bed and Breakfast establishments will only be permitted in a designated Rural Golf Residential Overlay area as specified on Map 17 and may only be constructed through transferring density in accordance with ~~Policy 33.3.2(1)~~ the Southeast Lee County TDR Program. Each TDR credit that is eligible to be transferred to a Mixed-Use Community on Map 17 can be redeemed for one timeshare unit, one fractional ownership unit, or two Bed and Breakfast bedrooms. (Added by Ordinance No. 10-43)

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**OBJECTIVE 18.1: FUTURE LAND USE**

**POLICY 18.1.7:** A diverse mixture of land uses will be encouraged within the University Community. ~~Compatibility will be addressed through project design, including adequate buffering or other performance measures, therefore allowing adjacent appropriate industrial, residential and commercial land uses where such locations represent good planning. In reviewing zoning requests within the University Community, Lee County will consider noise, odor, visual, security and traffic impacts in determining land use compatibility. Because of the required cooperative master planning with and approval by the Board of Regents, the required compatibility review and the requirement that commercial land uses within the University Village be related to the University, development within the University Community will not be subject to the site location standards set forth in Goal 6 of the Lee Plan.~~ (Amended by Ordinance No. 94-30, 00-22)

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**GOAL 20: BAYSHORE COMMUNITY.**

**POLICY 20.1.2:** ~~Commercial stables or tack and feed stores are exempt from meeting commercial site location standards. The following properties are deemed consistent with Policy 20.1.1: t~~The existing 7.1 acre +/- retail commercial center at 10440 Bayshore Road, the 0.66 acre +/- retail commercial property at 19451 SR 31, the 0.83 +/- acre retail commercial property at 17270 Durrance Road, and the 0.36 +/- acre retail commercial property described in resolution Z-72-93, which is part of the property at 6600 Nalle Grade Road, ~~will be deemed consistent with Policy 20.1.1.~~ (Added by Ordinance No. 03-02)

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**GOAL 21: CALOOSAHATCHEE SHORES**

**OBJECTIVE 21.2: COMMERCIAL LAND USES.** New commercial uses will be limited to properties already zoned for commercial uses as well as ~~commercial centers designated on Map 19, properties located at the intersection of I-75 and S.R. 80, the intersection of S.R. 31 and S.R. 80, properties located in and in the State Route 80 Corridor Overlay District, the Verandah Boulevard commercial node, lands with and the Commercial, Central Urban and Suburban Future Land Use designation, and Future urban areas including the central urban and suburban categories adjacent to S.R. 80.~~ New commercial zoning must be approved through the Planned Development rezoning process. ~~Existing and f~~Future county development regulations, land use interpretations, policies, zoning approvals, and administrative actions should ~~be undertaken in an effort to~~ promote the goal of commercial redevelopment along SR 80 and increased commercial opportunities to service the needs

of the Caloosahatchee Shores community and surrounding areas. ~~County regulations should attempt to ensure that commercial areas maintain a unified and pleasing aesthetic/visual quality in landscaping, architecture, lighting and signage. Commercial land uses must be designed to be compatible with and further the historic character and identity of existing rural Old Florida and Florida Vernacular styles of architecture and the historic identity of Olga. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)~~

**POLICY 21.2.1:** To service the retail needs of Caloosahatchee Shores and the surrounding rural communities, the intersection of SR 80 and SR 31, north of SR 80 and east and west of SR 31 are designated as commercial nodes to allow for greater commercial intensity. Commercial nodes are intended for development or redevelopment at Community Commercial levels as defined in Policy 6.1.2 of the Glossary Lee Plan.

The Verandah Boulevard commercial node is intended for Minor Commercial levels as defined in ~~Policy 6.1.2~~ the Glossary. Office and residential uses consistent with the Suburban designation are also allowed in this Minor Commercial node.  
(Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

**POLICY 21.2.2:** ~~In order to protect the rural residential character of Buckingham Road, n~~New retail uses along Buckingham Road will be limited to the intersection of S.R. 80 and Buckingham Road outside the commercial node identified on Map 19, will be prohibited. (Added by Ordinance No. 03-21, Amended by Ordinance No. 11-24)

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**OBJECTIVE 27.2: MIXED USE OVERLAY.** Encourage mixed use developments throughout Page Park in a manner that is consistent with the Page Park Vision Statement, Goal 27, and Map 1, Page 7, the Page Park Overlay Map. (Added by Ordinance No. 09-08)

**POLICY 27.2.1:** ~~By the end of 2009, the area known as Page Park Community will adopt and be designated as a Mixed Use Overlay on the Lee County Future Land Use Map. (Added by Ordinance No. 09-08)~~

**POLICY 27.2.2:** ~~By the end of 2009, the Page Park Planning Panel will propose regulations that encourage and allow mixed use developments within the Page Park Mixed Use Overlay as depicted on Map 1 of the Lee Plan, page 6 of 6, Mixed Use Overlay Map. (Added by Ordinance No. 09-08)~~

**POLICY 27.2.31:** Encourage Mixed use developments with mixed use buildings, as defined in the Lee Plan, and mixed use developments containing both commercial and residential uses within the same structure are strongly encouraged throughout the commercial/mixed use overlay depicted on Map 1, Page 7. ~~areas of Page Park.~~ (Added by Ordinance No. 09-08)

**POLICY 27.5.1:** ~~By the end of 2009 the Page Park Planning Panel will submit regulations that will provide standards for “live-work” housing within Page Park for Lee County to review, amend or adopt. (Added by Ordinance No. 09-08)~~

**POLICY 27.5.21:** ~~The County will e~~Encourage “live-work”<sup>2</sup> housing units within the commercial/mixed use overlay depicted on Map 1, Page 7. Page Park Community’s Mixed Use Overlay, whereby the occupant can live and work from within the same building structure. (Added by Ordinance No. 09-08)

~~**POLICY 27.5.32:** The County will continue to enforce minimum standards of housing and sanitation and require prompt action after the identification of abandoned or dilapidated property that may need to be demolished in accord with the Lee County Land Development Code. (Added by Ordinance No. 09-08)~~

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**GOAL 28: NORTH FORT MYERS.**

**OBJECTIVE 28.2: LAND USE: CENTERS AND CORRIDORS.**

**POLICY 28.2.5:** Designation of Neighborhood Centers. The North Fort Myers Community Plan designates the following areas as Neighborhood Centers appropriate for moderate intensity, pedestrian-oriented, mixed use development:

- Littleton and North Cleveland Avenue;
- North Tamiami Trail and Del Prado Boulevard;
- North Tamiami Trail and Nalle Grade Road;
- Hancock Bridge Parkway and Orange Grove Boulevard;
- North Tamiami Trail and Pine Island/Bayshore Roads;
- Bayshore Road and Slater Road; and
- Bayshore Road and Hart Road

For these areas, ~~the community favors~~ neighborhood-serving, mixed use development; pedestrian friendly street, site, and building designs; the incorporation of live/work, multi-family, and attached housing; and sidewalk and path connections to nearby neighborhoods, parks, and public uses are preferred. ~~These Neighborhood Center designations are intended to replace the designations show on Commercial Site Location Standards Map (Lee Plan Map 19).~~ (Added by Ordinance No. 09-11)

**POLICY 28.2.6:** Neighborhood Center Overlay District. Development regulations fFor areas ~~preliminarily~~ identified as Neighborhood Centers, ~~the North Fort Myers community, Department of Community Development, and Smart Growth Department will work together to prepare a Neighborhood Center Overlay District will be incorporated into the Land Development Code.~~ providing the following:

- ~~Permitted and prohibited uses;~~
- ~~Standards for building, site, landscape, and sign design;~~
- ~~Standards for pedestrian and bicycle facilities;~~
- ~~Building setbacks and build to lines;~~
- ~~Conservation of natural features and native vegetation;~~
- ~~Requirements for shared access and side/rear yard parking;~~
- ~~Incentives (e.g. regulatory relief, increased height and density, etc.) for the redevelopment of obsolete and poorly performing commercial centers; and~~
- ~~Incentives for projects incorporating mixed uses, public amenities, and affordable housing.~~ (Added by Ordinance No. 09-11)

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**GOAL 30: BURNT STORE MARINA VILLAGE**

**OBJECTIVE 30.1**

**POLICY 30.1.2:** ~~Development and Redevelopment of any uses within the Burnt Store Marina Village must be accomplished through the Planned Development rezoning process. In order to properly accommodate existing conditions, the proposed redevelopment plan, prevent adverse impacts to the surrounding areas and to ensure that appropriate site development regulations are incorporated into the development plans. Development in this future land use category is not required to comply with the site location criteria provided in Goal 6 if appropriate site development regulations are adopted into the planned development. New development in this category must connect to a potable water and sanitary sewer system. (Added by Ordinance No. 09-16)~~

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**GOAL 32: LEHIGH ACRES**

**OBJECTIVE 32.2: SPECIALIZED MIXED USE NODES**

**POLICY 32.2.10:** Development within Specialized Mixed Use Nodes may use the development standards allowed within the Mixed Use Overlay.

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**GOAL 33: SOUTHEAST LEE COUNTY**

**POLICY 33.3.1:** Existing acreage subdivisions are shown on Map 17. These subdivisions should be protected from adverse external impacts, ~~such as natural resource extraction.~~ (Added by Ordinance No. 10-43)

**POLICY 33.3.2:** ~~Unsubdivided land is too valuable to be consumed by inefficient land use patterns. Although additional acreage or ranchette subdivisions may be needed in the future, the Map 17 identifies future locations for Mixed-Use Communities where development rights can be concentrated from large Southeast Lee County tracts into Traditional Neighborhood Developments. The preferred pattern for using existing residential development rights from large tracts is to concentrate them as compact internally connected cluster density within Mixed-Use Communities along existing roads and away from Future Limerock Mining areas. Map 17 identifies future locations for Mixed-Use Communities where development rights can be concentrated from major DR/GR tracts into traditional neighborhood developments (see glossary).~~

1. Southeast Lee County Mixed-Use Communities must be concentrated from contiguous property owned under single ownership or control. Allowable residential development without the benefit of TDR credits is limited to the existing allowable dwelling units from Residential density is calculated from the upland and wetland acreage of the entire contiguous DR/GR Southeast Lee County property tract. The only net increases in dwelling units will be Increases in residential densities may be approved through incentives as specified in the LDC for permanent protection of indigenous native uplands on the contiguous tract (up to one extra dwelling unit allowed for each five acres of preserved or restored indigenous native uplands) and through the acquisition of TDUsR credits from TDR sending areas within Southeast Lee County as provided in Objective 33.4 Policies 33.3.5 and 33.3.6.
  - a. ~~When expanded with transferred development rights, the~~ The maximum gross density is 5 dwelling units per acre of total land designated as a Mixed-Use Community as shown on Map 17 when TDUs are used.

- ~~b. The maximum basic intensity of non residential development is 75 square feet, per by right clustered dwelling unit.~~
  - ~~b. Properties that concentrate development rights and/or use TDUs created from Southeast Lee County within the Mixed-Use Communities identified on Map 17 will be allowed to develop using permitted uses and the property development regulations for the C-2A zoning district.~~
  - ~~c. The aAdditional intensity that can be created using TDUs R credits may not exceed 300,000 square feet of non-residential floor area in any for the entire Mixed-Use Community.~~
  - ~~d. These limits on dwelling units and non residential floor area do not apply to any land in a Mixed-Use Community that is designated Central Urban rather than DR/GR. Numerical limits for Central Urban land are as provided elsewhere in the Lee Plan.~~
2. Contiguous property under the same ownership may be developed as part of a Mixed-Use Community provided it the property under contiguous ownership does not extend more than 400 feet beyond the perimeter of the Mixed-Use Community as designated on Map 17.
3. Central water and wastewater services are required to develop a Mixed-Use Community.
- ~~3. In 2010 an exception was made to the requirement in Policy 1.4.5 that DR/GR land uses must demonstrate compatibility with maintaining surface and groundwater levels at their historic levels. Under this exception, construction may occur on land designated as a Mixed Use Community on Map 17 provided the impacts to natural resources, including water levels and wetlands, are offset through appropriate mitigation within Southeast Lee County. Appropriate mitigation for water levels will be based upon site specific data and modeling acceptable to the Division of Natural Resources. Appropriate wetland mitigation may be provided by preservation of high quality indigenous habitat, restoration or reconnection of historic flowways, connectivity to public conservation lands, restoration of historic ecosystems or other mitigation measures as deemed sufficient by the Division of Environmental Sciences. When possible, it is recommended that wetland mitigation be located within Southeast Lee County. The Land Development Code will be revised to include provisions to implement this policy.~~
4. ~~To create walkable neighborhoods that reduce automobile usage and minimize the amount of DR/GR land consumed by development, the Land Development Code will specify how each Mixed Use Community will provide:~~
- ~~a. A compact physical form with identifiable centers and edges, with opportunities for shopping and workplaces near residential neighborhoods;~~
  - ~~b. A highly interconnected street network, to disperse traffic and provide convenient routes for pedestrians and bicyclists;~~
  - ~~c. High quality public spaces, with building facades having windows and doors facing treelined streets, plazas, squares, or parks;~~
  - ~~d. Diversity not homogeneity, with a variety of building types, street types, open spaces, and land uses providing for people of all ages and every form of mobility; and~~
  - ~~e. Resiliency and sustainability, allowing adaptation over time to changing economic conditions and broader transportation options.~~
- (Added by Ordinance No. 10-43, Amended by Ordinance No. 12-24)

**POLICY 33.3.3:** Properties within ~~DR/GR~~ Southeast Lee County that have existing approvals for residential development inconsistent with the current DR/GR or Wetlands density requirements, may ~~damage~~ have a negative impact on surface and sub-surface water resources, impact habitat, and may encroach on environmentally important land if developed consistent with the vested approvals. As an incentive to reduce these potential impacts, additional densities may be granted if strict criteria improving the adverse impacts are followed.



1. These properties may be designated on Map 17 as “Improved Residential Communities,” provided they meet all of the following requirements:
  - a. Abut lands designated as future urban areas;
  - b. Adjacent to and eligible for public water and sewer services;
  - c. Can provide two (2) direct accesses to an arterial roadway, and;
  - d. Is not already designated on Lee Plan Map 17 as an Existing Acreage Subdivision or a Mixed Use Community.
  
2. In order to request an increase in density, the property must be rezoned to a Residential Planned Development (RPD) that demonstrates and is conditioned to provide the following:
  - a. Reduced stress to the onsite potable aquifers and is more consistent with water resource goals of Lee County in the ~~DR/GR~~ Southeast Lee County than the existing development approvals.
  - b. Increased conservation areas, relative to the existing approvals, with a restoration plan and long term maintenance commitment.
  - c. Active and passive recreational amenities to promote a healthy lifestyle.
  - d. Demonstrates a net benefit for water resources, relative to the existing approvals that demonstrates the following.
    - (1) Lower irrigation demand.
    - (2) Eliminates private irrigation wells
    - (3) Protects Public wells by meeting or exceeding the requirements of the Well Field Protection Ordinance.
    - (4) Uses Florida Friendly Plantings with low irrigation requirements in Common Elements.
    - (5) Connects to public water and sewer service, and must connect to reclaimed water when available.
    - (6) Reduces impervious area relative to existing approvals improving opportunities for groundwater recharge.
    - (7) Designed to accommodate existing or historic flowways.
  - e. Includes an enhanced lake management plan, that addresses at a minimum the following issues:
    - (1) Best management practices for fertilizers and pesticides
    - (2) Erosion control and bank stabilization
    - (3) Lake maintenance requirements
    - (4) Public well field protection
  - f. Indigenous Management Plans must address human-wildlife coexistence.
  
3. Properties meeting the above criteria and requirements may be permitted additional residential dwelling units in addition to the already existing approvals, but in no case in excess of three (3) dwelling units per DR/GR upland acre. The application for Residential Planned Development must identify the source of the additional residential dwelling units from the criteria below. Approval of the rezoning will be conditioned to reflect the source of additional dwelling units:
  - a. 2 dwelling units for every acre of offsite DR/GR property acquired for conservation purposes with the possibility of passive recreation activities.
  - b. 2 dwelling units for every additional acre of offsite DR/GR property put under a conservation easement dedicated to Lee County.
  - c. 1.5 dwelling units for every additional acre of onsite property put under a conservation easement.
  - d. 1 dwelling unit for every acre of onsite restoration, subject to restoration plan approval as part of the Planned Development rezoning process.
  - e. 2 dwelling units for every acre of non-isolated DR/GR preserved primary and secondary panther habitat.

- f. 2 dwelling units for every acre of protected onsite wetlands connected to a regionally significant flowway identified in the Lee Plan.
- g. 1 dwelling unit for every \$8,500 (the current estimated cost to purchase an acre of Southeast DR/GR land) the applicant provides to the county to extinguish density on other Southeast DR/GR parcels.
- h. 1 dwelling unit for every \$8,500 the applicant provides to the county to construct a planned large mammal roadway crossing in the Southeast DR/GR area. The improvements or acquisition of properties serve to mitigate impacts of the increased density. Future “Improved Residential Communities” proposed to be added to Map 17 must provide a reanalysis of the cost to purchase one acre of DR/GR property if criteria (g.) or (h.) are used to account for the increased density. (Added by Ordinance No. 12-24)

**POLICY 33.3.4:** ~~Properties~~ Lands that provide a significant regional hydrological and wildlife connection have the potential to improve, preserve, and restore regional surface and groundwater resources and indigenous wildlife habitats. These ~~properties-lands~~, located along Corkscrew and Alico Roads, can provide important hydrological connections to the Flint Pen Strand and the Stewart Cypress Slough as well as important wildlife habitat connections between existing CREW and Lee County properties. As an incentive to improve, preserve, and restore regional surface and groundwater resources and wildlife habitat of state and federally listed species additional densities and accessory commercial uses will be granted if the project is found consistent with and demonstrates through a Planned Development rezoning the following:

1. These lands are within the “Environmental Enhancement and Preservation Communities” overlay as designated on Map 17 of the Plan. Lands eligible for designation on the Environmental Enhancement and Preservation Communities overlay must:
  - Provide significant regional hydrological and wildlife connections and have the potential to improve, preserve, and restore regional surface and groundwater resources and indigenous wildlife habitats; and be consistent with one of the criteria below;
  - Be located west of Lee County 20/20 Imperial Marsh Preserve (Corkscrew Tract), and within one mile north or south of Corkscrew Road; or, west of the intersection of Alico Road and Corkscrew Road, north of Corkscrew Road and south of Alico Road.~~a. Lands located west of Lee County 20/20 Imperial Marsh Preserve (Corkscrew Tract), and within one mile north or south of Corkscrew Road.~~  
~~b. Lands located west of the intersection of Alico Road and Corkscrew Road must be located north of Corkscrew Road and south of Alico Road.~~
2. The property is rezoned to a Planned Development that meets the following:
 

*No changes in a. through m.*

  - n. Demonstrate that the ~~proposed rezoning~~ Planned Development will not result in significant detrimental impacts on present or future water resources.
3. In recognition of the preservation, enhancement, and protection of regional flowways and natural habitat corridors, the interconnection with existing off-site conservation areas, and the significant enhancement, preservation and protection of these lands, additional density may be approved through Planned Developments meeting the criteria and requirements outlined above as follows:
  - a. Tier 1 lands within the Priority Restoration Strategy will be permitted a maximum density of 1 unit per acre.

- b. Tier 2 lands within the Priority Restoration Strategy will be permitted a maximum density of 1 unit per 2 acres.
- c. Other lands within the Environmental Enhancement and Preservation Overlay, outside of Tier 1 and Tier 2, meeting the requirements above will be permitted a maximum density of 1 unit per 3 acres.
- d. Density in the Environmental Enhancement and Preservation Overlay will be based upon the acreage of the entire Planned Development (i.e. all areas within the boundary of the planned development whether uplands, wetlands, or lakes ~~will be calculated at the density provided above~~).
- e. Additional dwelling units may be approved in the Planned Development meeting the requirements in subsection 2 of this Policy above if transferred from other Southeast Lee County lands located outside of the Planned Development at the standard density of 1 unit per 10 acres for DR/GR lands and 1 unit per 20 acres for Wetlands future land use category if density rights are extinguished through an instrument acceptable to the County Attorney's Office. Dwelling units transferred from other Southeast Lee County Lands will be counted against the 2,000 dwelling unit limitation for Southeast Lee County receiving parcels identified in the Southeast Lee County TDR program.

~~**POLICY 33.3.5:** Owners of major DR/GR tracts without the ability to construct a Mixed Use Community on their own land are encouraged to transfer their residential development rights to Future Urban Areas (see Objective 1.1), specifically the Mixed Use Overlay, the Lehigh Acres Specialized Mixed Use Nodes, and any Lee Plan designation that allows bonus density (see Table 1(a)), or to future Mixed Use Communities, Rural Golf Course Communities, or Improved Residential Communities on land so designated on Map 17. These transfers would avoid unnecessary travel for future residents, increase housing diversity and commercial opportunities for nearby Lehigh Acres, protect existing agricultural or natural lands, and allow the conservation of larger contiguous tracts of land.~~

- ~~1. To these ends, Lee County will establish a program that will allow and encourage the transfer of upland and wetland development rights (TDR) to designated TDR receiving areas. This program will also allow limited development in accordance with Policy 16.2.6 and 16.2.7.~~
- ~~2. Within the Mixed Use Communities shown on Map 17, significant commercial and civic uses are required. Each Mixed Use Community adjoining S.R. 82 must be designed to include non-residential uses not only to serve its residents but also to begin offsetting the shortage of non-residential uses in adjoining Lehigh Acres. At a minimum, each community adjoining S.R. 82 must designate at least 10% of its developable land into zones for nonresidential uses. Specific requirements for incorporating these uses into Mixed Use Communities are set forth in the Land Development Code.~~
- ~~3. Mixed Use Communities must be served by central water and wastewater services. All Mixed Use Communities were added to the future water and sewer service areas for Lee County Utilities (Lee Plan Maps 6 and 7) in 2010. Development approvals for each community are contingent on availability of adequate capacity at the central plants and on developer provided upgrades to distribution and collection systems to connect to the existing systems. Lee County Utilities has the plant capacity at this time to serve full build out of all Mixed Use Communities. Lee County acknowledges that the Three Oaks wastewater treatment plant does not have sufficient capacity to serve all anticipated growth within its future service area through the year 2030. Lee County commits to expand that facility or build an additional facility to meet wastewater demands. One of these improvements will be included in a future capital improvements program to ensure that~~

~~sufficient capacity will be available to serve the Mixed Use Communities and the additional development anticipated through the year 2030.~~

- ~~4. Development approvals for Mixed Use Communities are contingent on adequate capacity in the public school system (see Goal 67).~~
- ~~5. Lee County encourages landowners to concentrate development rights from contiguous DR/GR property under common ownership or control.~~
- ~~6. Lee County encourages the creation of TDR credits from Southeast DR/GR lands and the transfer of those credits to all other designated receiving areas, including:
  - ~~a. Other Mixed Use Communities;~~
  - ~~b. Rural Golf Course Communities;~~
  - ~~c. Improved Residential Communities;~~
  - ~~d. Future Urban Areas (see Objective 1.1);~~
  - ~~e. Mixed Use Overlay;~~
  - ~~f. Lehigh Acres Specialized Mixed Use Nodes;~~
  - ~~g. Lee Plan designation that allow bonus density (see Table 1(a)); and,~~
  - ~~h. Incorporated municipalities that have formally agreed to accept TDR credits.~~(Added by Ordinance No. 10-43, Renumbered and Amended by Ordinance No. 12-24, Amended by Ordinance No. 14-09, Renumbered by Ordinance No. 15-13)~~

**POLICY 33.3.6:** ~~The new TDR program will have the following characteristics:~~

- ~~1. This program will be in addition to the existing wetland TDR program described in Article IV of Chapter 2 of the Land Development Code.~~
- ~~2. The preferred receiving locations for the transfer of TDRs are within designated Future Urban Areas due to their proximity to public infrastructure and urban amenities (see Objective 1.1), specifically the Mixed Use Overlay, the Lehigh Acres Specialized Mixed Use Nodes, and the future urban land use categories that allow bonus density (see Table 1(a)). The only sites in the DR/GR area permitted to receive transferred development rights are Mixed Use Communities or Rural Golf Course Communities, Improved Residential Communities as shown on Map 17.~~
- ~~3. TDR credits will be available from sending areas as follows:
  - ~~a. One TDR credit may be created for each allowable dwelling unit attributable to sending parcels within the Southeast DR/GR area. As an incentive for permanently protecting indigenous native uplands, one extra dwelling unit will be allowed for each five acres of preserved or restored indigenous native uplands.~~
  - ~~b. As an additional incentive for protecting certain priority restoration lands (see Policy 33.2.3.2), each TDR credit created pursuant to the preceding subsection will qualify for up to two additional TDR credits if the credits are created from land in Tiers 1, 2, 3 or the southern two miles of Tiers 5, 6 or 7, as shown on the DR/GR Priority Restoration overlay.~~~~
- ~~4. The maximum number of TDR credits that can be created from the Southeast DR/GR lands is 9,000.~~
- ~~5. No more than 2,000 dwelling units can be placed on receiving parcels within the Southeast DR/GR Mixed Use Communities through the TDR credit program.~~
- ~~6. TDR Credits may be redeemed in designated TDR receiving areas as follows:
  - ~~a. In Mixed Use Communities in DR/GR areas, each TDR credit may be redeemed for a maximum of one dwelling unit plus a maximum of 800 square feet of non-residential floor area.~~
  - ~~b. In Rural Golf Course Communities, see Policy 16.2.7.~~
  - ~~c. In the Future Urban Areas described in paragraph 2. above, each TDR credit may be redeemed for a maximum of two dwelling units. In these Future Urban Areas, the redemption~~~~

~~of TDR credits cannot allow densities to exceed the maximum bonus density specified in Table 1(a). TDR credits may not be redeemed for non-residential floor area in these Future Urban Areas.~~

- ~~d. Redemption of TDR credits within incorporated municipalities may be allowed where interlocal agreements set forth the specific terms of any allowable transfers and where the redemption allows development that is consistent with the municipality's comprehensive plan. As in the County's Future Urban Areas, each TDR credit may be redeemed for a maximum of two dwelling units.~~

~~7. When severing development rights from a tract of land in anticipation of transfer to another tract, a landowner must execute a perpetual conservation easement on the tract that acknowledges the severance of development rights and explicitly states one of the following options:~~

- ~~a. Continued agricultural uses will be permitted;~~
- ~~b. Conservation uses only;~~
- ~~c. Conservation use and restoration of the property; or~~
- ~~d. some combination of the above options.~~

(Added by Ordinance No. 10-43, Renumbered and Amended by Ordinance No. 12-24; Renumbered by Ordinance No. 15-13)

~~**POLICY 33.3.7:** The Land Development Code will be amended within one year to specify procedures for concentrating existing development rights on large tracts, for transferring development rights between landowners, for seeking approval of additional acreage subdivisions, and for incorporating commercial and civic uses into Mixed Use Communities as designated on Map 17. (Added by Ordinance No. 10-19, Renumbered by Ordinance No. 12-24, Renumbered by Ordinance No. 15-13)~~

~~**POLICY 33.3.8:** By 2012 Lee County will evaluate the establishment and funding of a DR/GR TDR bank that will offer to purchase development rights for resale in the TDR system. The purpose of this program is to give potential sellers the opportunity to sell rights even if no developer is ready to use them and to give potential development applicants the opportunity to obtain the necessary rights without seeking them on the open market. (Added by Ordinance No. 10-19, Renumbered by Ordinance No. 12-24, Renumbered by Ordinance No. 15-13)~~

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**OBJECTIVE 33.4: SOUTHEAST LEE COUNTY TRANSFER OF DEVELOPMENT RIGHTS (TDR) PROGRAM.** To protect water resources and natural habitat of Southeast Lee County, Lee County may incorporate Southeast Lee County's purchase and transfer of development rights programs into the Land Development Code.

**POLICY 33.4.1:** The new programs may create incentives for property owners within Southeast Lee County to transfer development rights associated with their parcels to receiving lands outside the planning community; or, residential areas identified on Lee Plan Map 17: Southeast DR/GR Residential Overlay as specified in Policy 33.4.2.

**POLICY 33.4.2:** The Southeast Lee County TDR program will have the following characteristics:

- 1. Creation of Transferable Development Units (TDUs).
  - a. Up to one (1) TDU may be created per twenty (20) acres of preserved or indigenous wetlands.

- b. Up to two (2) TDUs may be created from a single-family lot or parcel designated as wetlands that holds an affirmative determination of the single-family residence provision pursuant to Chapter XIII of the Lee Plan.
- c. TDU credits may be established from DR/GR designated lands as follows.
  - 1) Up to one TDU may be created for each ten upland acres encumbered by an agricultural easement that meets the requirements of section.
  - 2) Up to one TDU may be created for each 5 upland acres with indigenous native or restored native vegetation encumbered by a conservation easement.
  - 3) For each TDU credit allowed by c(1) or c(2) above, up to two extra TDU credits may be created if the sending area land is designated as Tier 1, Tier 2, Tier 3, or the southerly two miles of Tiers 5, 6, and 7 in the Priority Restoration Strategy (Lee Plan Map 1, Page 4).
- 2. Receiving area density and intensity equivalents of Southeast Lee County TDUs.
  - a. In Mixed-Use Communities in Southeast Lee County identified on Lee Plan Map 17, each Southeast Lee County TDU credit may be redeemed for a maximum of one (1) dwelling unit plus a maximum of 800 square feet of non-residential floor area.
  - b. In Improved Residential Communities in Southeast Lee County identified on Lee Plan Map 17, each Southeast Lee County TDU credit may be redeemed for a maximum of one (1) dwelling unit.
  - c. In Rural Golf Course Communities in Southeast Lee County identified on Lee Plan Map 17, each Southeast Lee County TDU credit may be redeemed for a maximum of one (1) dwelling unit or two bed and breakfast bedrooms.
  - d. No more than 2,000 dwelling units may be placed on receiving parcels identified in subsections a. through c. above using the Southeast Lee County TDR program.
  - e. In the Intensive Development, Central Urban, Urban Community, or General Interchange future land use categories outside of Southeast Lee County, each Southeast Lee County TDU may be redeemed for up to two (2) dwelling units. Southeast Lee County TDUs may not be redeemed for non-residential floor area in these Future Urban Areas.
  - f. Wetland TDUs may not be used to increase commercial intensity.
- 3. The Land Development Code may include regulations that permit the County to evaluate the effectiveness of the Southeast Lee County TDR program and make changes that may further condition or restrict the use of Southeast Lee County TDUs.

**POLICY 33.4.3:** The county will administer the TDR program and develop a forum to disseminate program information and records. The forum may include a TDR program website that provides general program information, rules and guidelines; TDU administrative determination application; county-approved form of conservation easement; certified TDU database with ownership information; and, TDU clearinghouse for individuals that request to be included within the TDU clearinghouse program. (Added by Ordinance No. 16-07)

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### III. Transportation

#### a. ~~Traffic Circulation~~ Multi-modal Transportation

**GOAL 36: MAPS.** Provide and keep current an integrated series of transportation maps, which, when coordinated with the policies and programs in this plan and the plans of other agencies and jurisdictions, will insure a safe, convenient, and energy efficient multi-modal transportation system for Lee County, within the constraints of financial feasibility. (Amended by Ordinance No. 98-09, 99-15)

**OBJECTIVE 36.1: TRANSPORTATION MAPS.** ~~Conduct a r~~Review and amend of the adopted Transportation Map Series ~~maps~~ at least every two years, and ~~amend these maps~~ as necessary based on that review. Lee County will coordinate with the MPO to ensure any necessary changes incorporated into the MPO Plan remain consistent with the Lee Plan. (Amended by Ordinance No. 98-09)

**POLICY 36.1.1:** ~~The Incorporate by reference, the Lee County Metropolitan Planning Organization's 2030 Financially Feasible Plan Map series is hereby incorporated as part of the Transportation Map series for this Lee Plan comprehensive plan element. most recent MPO Long Range Transportation Plan (LRTP), Bicycle and Pedestrian Master Plan (BPMP), Transit Development Plan (TDP), Florida Department of Transportation (FDOT) Transportation Plan and Transportation Improvement Plan (TIP). The MPO 2030 Financially Feasible Highway Plan Map, as adopted December 7, 2005 and as amended through March 17, 2006, is incorporated as Map 3A of the Transportation Map series. Also, the comprehensive plan amendment analysis for the Simon Suncoast (Coconut Point) DRI identified the need for improvements at key intersections on US 41 from Estero Parkway to Alico Road to address the added impacts from the project for year 2020, and a mitigation payment has been required as part of the DRI development order. Lee County considers the following intersection improvements to be part of Map 3A and will program the necessary funds to make these improvements at the point they are required to maintain adopted level of service standards on US 41 if they have not been addressed by FDOT;~~

<u>Intersection</u>	<u>Improvements</u>
US 41/Constitution Boulevard	Southbound Dual Left Turn Lanes
US 41/B & F Parcel	Northbound, Southbound, Eastbound, and Westbound Dual Left Turn Lanes
US 41/Sanibel Boulevard	Southbound Dual Left Turn Lanes
US 41/Estero Parkway	Southbound and Westbound Dual Left Turn Lanes

(Amended by Ordinance No. 98-09, 99-15, 02-02, 02-29, 03-19, 07-11)

**POLICY 36.1.2:** ~~Lee County has included Map 3B (Future Functional Classification Map) as part of the Transportation Map series, to meet the requirements of Chapter 9J 5.019(5)(a), Florida Administrative Code. Map 3B is not intended to serve a regulatory function. identifies the future functional classification of transportation facilities. References to the functional classification of roadways (i.e., arterials, collectors, etc.) in the county land development regulations will rely on the existing or future classification of roads. The existing classification of public roads will be kept by the Lee County Department of Transportation. The existing classification of private roads will be kept by the Lee County Division of Development Services. The future classifications are identified on the Official Trafficways Map, in an Administrative Code~~



consistent with the functional classification structure adopted by FDOT and coordinated through the MPO. (Added by Ordinance No. 99-15)

~~**POLICY 36.1.3:** Changes to the Lee Plan map series may be necessary from time to time, and Lee County will work with the MPO to ensure any necessary changes are incorporated into the MPO Plan so that the two plans remain consistent. (Relocated by Ordinance No. 99-15)~~

~~**POLICY 36.1.4:** This Transportation Map series serves as the future transportation map series required by Rule 9J-5 of the Florida Administrative Code. (Amended by Ordinance No. 98-09, Relocated by Ordinance No. 99-15)~~

~~**POLICY 36.1.53:** Construction of new transportation facilities roads and widening of major road segments by the county will be based on a prioritized list of the improvements needed to create the network depicted on the Transportation Maps, 3A. This list will be updated annually through the county's capital improvements program. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 40.1.36.1.4:** The Protect the through traffic capacity of the county's expressways, controlled access facilities, principal and minor arterials, and major collectors depicted on Map 3A will be protected by:~~

~~**POLICY 36.1.6:** In order to acquire rights of way and complete the construction of all roads designated on Transportation Map 3A (2020 Financially Feasible Plan map), voluntary dedications of land and construction of road segments and intersections by developers will be encouraged through relevant provisions in the development regulations and other ordinances as described below:~~

- ~~• Voluntary dedication of rights of way necessary for improvements shown on Transportation Map 3A will be encouraged at the time local development orders are granted.~~
- ~~• In cases where there are missing segments in the traffic circulation system, developers will be encouraged to also construct that portion of the thoroughfare that lies within or abuts the development. Road impact fee credits will be granted consistent with the provisions of the Lee County Land Development Code. Site-related improvements are not eligible for credits towards impact fees.~~  
(Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

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~~**OBJECTIVE 36.2: OFFICIAL TRAFFICWAYS MAP.** The county will maintain a map depicting the estimated ultimate road and right of way needs at the theoretical buildout of Lee County based on the development capacities of the future land use plan. This map will be known as the Official Trafficways Map. The Official Trafficways Map does not, in itself, represent a construction plan or program to be implemented within a given time period, nor does it imply that Lee County will be responsible for constructing all roads on the map. (Amended by Ordinance No. 99-15)~~

~~**POLICY 36.2.1:** The Official Trafficways Map is intended to represent all roadway facilities that may be needed by buildout of Lee County at some unspecified point in the future. As such, it contains numerous corridors which will not be needed by the year 2030 and are therefore not shown on Transportation Map 3A. (Amended by Ordinance No. 98-09, 99-15, 07-12)~~

~~**POLICY 36.2.2:** Changes to the future land use map that allow increased areas for urban development will be made simultaneously with proposed amendments to designate additional corridors on the Official Trafficways Map if necessary. (Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 36.2.3:** The Official Trafficways Map is intended to show existing and planned transportation corridors which are needed to ensure county wide continuity of the future road system. Review for voluntary compliance with these corridors will occur at the time of approval and issuance of local development orders and development permits, as defined in Section 163.3164(6) and (7), respectively, Florida Statutes. (Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 36.2.4:** Transportation corridors contained in local development orders, planned development approvals, or DRI development orders will be reviewed by the county to determine compliance with the corridor needs shown on the Official Trafficways Map. Conflicts with these corridors and the corridors contained on the Official Trafficways Map will be identified and mutual resolution of these conflicts will be encouraged. (Amended by Ordinance No. 98-09, Relocated by Ordinance No. 99-15)~~

~~**POLICY 36.2.5:** Standards for use and development permits within Official Trafficways Map corridors will be specified in county zoning and development regulations in a manner consistent with these policies. (Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 36.2.6:** The county will identify those existing and planned transportation corridors on the Official Trafficways Map under the highest development pressure. The county will then establish the precise center lines and roadway widths so that adequate (but not excessive) right-of-way widths for ultimate buildout are available. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)~~

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~~**GOAL 37: LEVEL OF SERVICE (LOS) STANDARDS.** Establish and maintain specified transportation levels of service LOS standards, on state and county roads within unincorporated Lee County and the roads the county maintains within the municipalities, including those level of service standards adopted by Rule by the Florida Department of Transportation for Florida Intrastate Highway System (FIHS) facilities. (Amended by Ordinance No. 98-09, 99-15, 00-08)~~

~~**OBJECTIVE 37.1: GENERAL STANDARDS.** Establish Monitor non-regulatory level of service (LOS) standards outlined in Policy 95.1.3 on county and state transportation facilities within Lee County. Cooperate with municipalities on the facilities maintained by Lee County within the municipalities and with FDOT on state transportation facilities. (Amended by Ordinance No. 99-15)~~

~~**POLICY 37.1.1:** LOS “E” is the minimum acceptable LOS for principal and minor arterials, and major collectors on county maintained transportation facilities. Level of service standards for the State Highway System during peak travel hours are “D” in urbanized areas and “C” outside urbanized areas.~~

~~The minimum acceptable LOS for Pine Island Road between Burnt Store Road and Stringfellow Boulevard is also subject to Objective 14.2.~~

~~For minimum acceptable levels of service determination, the peak season, peak hour, peak direction condition will be defined as the 100th highest volume hour of the year in the predominant traffic flow direction. The 100th highest hour approximates the typical peak hour during the peak season. Peak season, peak hour, peak direction conditions will be calculated using K-100 factors and “D” factors from the nearest, most appropriate county permanent traffic count station. (Amended by Ordinance No. 98-09, 99-15, 00-08, 07-09, 10-36, 16-07) Move to Glossary?~~

~~**POLICY 37.1.21:** Lee County will develop multi-modal link-specific service volumes (capacities) have been established for arterials and collector roadways based on specific local Lee County conditions, for use in the annual monitoring report, determination of the LOS of transportation facilities. Because these service volumes are heavily dependent on existing geometries, signal timing and spacing, variables subject to considerable change over time, the link specific service volumes are appropriate only for short term analyses (five years or less, as measured from the date of the last update of those service volumes). Lee County has also developed generalized service volumes for future year analyses. The Lee County Department of Transportation is responsible for keeping both sets of service volumes up to date. Preparers of Traffic Impact Statements for DRIs, rezonings and development orders and other transportation analyses must use the most appropriate and up to date set of service volumes, as determined by the Lee County Department of Transportation. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 14-09)~~

~~**POLICY 37.1.32:** Lee County will continue to maintain its permanent and periodic traffic count program on state and county arterials and collectors in Lee County as the basis for determining existing roadway conditions. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 37.1.43:** Lee County will continue to use the 2000 most current Highway Capacity Manual, and the 2002 Florida Department of Transportation-FDOT Quality Level of Service Handbook, and other best practices to calculate levels of service, service volumes, and volume to capacity ratios-LOS. (Amended by Ordinance No. 98-09, Relocated by Ordinance No. 99-15, Amended by Ordinance No. 07-09)~~

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**OBJECTIVE 37.2: CONSTRAINED ROADS.** Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will be deemed “constrained” and therefore will not be widened to increase motor vehicle capacity. ~~Reduced peak hour levels of service will be accepted on those constrained roads as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community. (Amended by Ordinance No. 99-15, 00-08)~~

**POLICY 37.2.1:** Reduced peak hour LOS will be accepted on constrained identified in Table 2(a). ~~Constrained roads are identified in Table 2(a). (Added by Ordinance No. 99-15, Amended by Ordinance No. 00-08)~~

~~**POLICY 37.2.2:** A maximum volume to capacity (v/c) ratio of 1.85 is established for the constrained roads identified in Table 2(a) that lie in the unincorporated area. No permits will be issued by Lee County that cause the maximum volume to capacity ratio to be exceeded or that affect the maximum volume to capacity ratio once exceeded. Permits will only be issued when capacity enhancements and operational improvements are identified and committed for~~

~~implementation that will maintain the volume to capacity ratio on the constrained segment at or below 1.85. (Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 00-08)~~

~~**POLICY 37.2.32:** For each constrained road identified in Table 2(a), an Potential Multi-modal Operational Improvements Program is hereby established for the constrained roads identified in Table 2(a) are identified in Table 2(b). This program identifies These include operational and capacity enhancing improvements that can be implemented capable of implementation within the context of that a constrained system. The Operational Improvement Program for constrained roads is identified in Table 2(b). Improvements may include adding transit facilities, bicycle lanes, paved shoulders, sidewalks, and motor vehicle turn lanes. (Amended and Relocated by Ordinance No. 99-15, Amended by Ordinance No. 00-08)~~

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**OBJECTIVE 37.4: PROPORTIONATE FAIR SHARE PROGRAM.** Lee County will maintain a Transportation Proportionate Fair Share Program that provides a method by which the impacts of development on transportation facilities can be mitigated by the cooperative efforts of the public and private sectors. (Added by Ordinance No. 07-09, Renumbered and Amended by Ordinance No. 14-09)

**POLICY 37.4.1:** Lee County will provide developers with an opportunity to proceed with development under certain conditions notwithstanding the failure to achieve transportation ~~concurrency~~LOS, by allowing developers to contribute ~~their fair~~ a proportionate share of the cost of improving impacted transportation facilities ~~that are a bar to concurrency.~~ (Added by Ordinance No. 07-09)

~~**POLICY 37.4.2:** Previously vested concurrency certificates (i.e., a long term concurrency certificate) will remain valid as long as the certificate includes the following: including up to a 10 year time limitation, a limitation on changes to the DRI development parameters over time, and was executed as part of a local government development agreement in which the developer agreed to pay the full proportionate share/impact fee obligation up front. (Added by Ordinance No. 00-88, Renumbered and Amended by Ordinance No. 14-09)~~

**POLICY 37.4.32:** Lee County will ~~amend~~ maintain its land development regulations to include methodologies that will be used to calculate proportionate fair share contributions ~~to enable developers to satisfy transportation concurrency requirements.~~ (Added by Ordinance No. 07-09)

~~**POLICY 37.4.4:** Lee County will annually review and update, as necessary, the Capital Improvement Element to reflect proportionate fair share contributions received pursuant to the program. (Added by Ordinance No. 07-09)~~

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**GOAL 38: CAPITAL IMPROVEMENTS PROGRAMMING:** ~~Provide an objective, predictable, and fully funded program for the construction of roadway improvements, consistent with all portions of this comprehensive plan. Prioritize and implement, where feasible, projects identified on the transportation maps. Provide for efficient operations and maintenance of the multi-modal transportation system. (Amended by Ordinance No. 99-15)~~

**OBJECTIVE 38.1: REVENUES.** ~~A wide variety of innovative financial planning techniques will be considered to fully develop the facilities depicted on the Transportation Maps and satisfy the travel demand needs of Lee County. Establish fiscally sound transportation budgeting and planning practices.~~ (Amended by Ordinance No. 98-09)

**POLICY 38.1.1:** ~~The Lee County will maintain develop and implement an effective and fair system of impact fees or similar funding mechanisms to insure ensure that development creating additional transportation impacts on arterial and collector roads transportation facilities pays its an appropriate fair share of needed improvements the costs to mitigate its (off site) impacts.~~ (Amended by Ordinance No. 99-15)

**POLICY 38.1.2:** ~~Credit may be given against future impact fees for the dedication of rights of way and the construction of road improvements that are included in the 5 year CIP and for roads identified on the future Transportation Map (Map 3A). Other non site related road improvements may be eligible for credits based on the criteria in the Lee County Land Development Code. The amount of credits will be governed by the provisions of the Lee County Land Development Code. No credits will be granted for those improvements determined to be site related. Consider and evaluate a variety of funding sources to construct, operate and maintain current and future transportation infrastructure components.~~ (Amended by Ordinance No. 98-09, 99-15)

**POLICY 38.1.3:** ~~Roads impact fees will be reviewed regularly and updated when necessary to reflect travel characteristics and construction and right of way costs and to determine if the capital impacts of new growth are met by the fees. Routinely review and update user fee revenue sources based on capital and maintenance costs of transportation facilities.~~ (Amended by Ordinance No. 99-15)

**POLICY 38.1.4:** ~~The county will encourage private funding or contributions of road construction or right of way acquisition through innovative means including, but not limited to, voluntary MSTUs and MSBUs. The county may establish involuntary or to correct deficiencies in specific areas or neighborhoods. MSTUs/MSBUs will be reviewed regularly to determine whether existing units can be eliminated or new units should be created.~~ (Amended by Ordinance No. 99-15)

**POLICY 38.1.5:** ~~The county may designate various limited access facilities as toll facilities.~~ (Amended by Ordinance No. 99-15)

**POLICY 38.1.6:** ~~The county will maintain standards, criteria, and fees to equitably define developers' obligations and costs associated with the construction and right of way needs for necessary site related and off site improvements.~~ (Amended and Relocated by Ordinance No. 99-15)

**POLICY 38.1.7:** ~~Roadway and intersection improvements mandated by Lee County development orders will be determined on the basis of demonstrated need resulting in part or in total from the impacts of that development. These improvements, as well as improvements funded by Roads Impact Fees, will be based on roadway and intersection improvement needs resulting from new development and will not be limited by jurisdictional responsibility for any specific road segment. The use of Road Impact Fee revenues to improve state roads is an acceptable application of those funds. Lee County will continue to participate in the funding of improvements to Transportation impact fees or similar mechanisms collected for projects that include the state highway system in their calculation methodology may be used to improve state roads.~~ (Amended and Relocated by Ordinance No. 99-15)

~~**POLICY 38.1.86:** The County may pursue a joint funding mechanisms (such as an MSTU/MSBU) to pay for the widening of Alico Road east of Ben Hill Griffin Parkway to encourage economic development in the Alico Road area. Properties that generate traffic on the segment of Alico Road east of Ben Hill Griffin Parkway that have not already fully mitigated traffic impacts will be required to participate in the funding mechanism. Participation will be creditable against future road impact fees or DRI proportionate share obligations consistent with County regulations. Property that was subject to CPA2009-01 will donate 75 feet of right-of-way along the entire frontage of Alico Road. The donation of right-of-way along Alico Road will not be creditable against road impact fees or DRI proportionate share obligations. (Added by Ordinance No. 10-40)~~

~~**POLICY 38.1.97:** Lee County will complete a study by July 1, 2017, with input from property owners, to determine the improvements necessary to address increased density within the Environmental Enhancement and Preservation Overlay (See Policy 33.3.4). The study will include a financing strategy for the identified improvements, including participation in a Proportionate Fair Share Program. (Added by Ordinance No. 15-13)~~

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~~**OBJECTIVE 38.2: TIMING.** When possible, plan the construction of roadway facilities and new developments so that established service levels are maintained through time despite the additional traffic load. Update transportation projects in the Capital Improvement Program (CIP) to prioritize operations and maintenance, safety improvements, and projects to maintain LOS or provide additional capacity, consistent with Policy 95.1.1. (Amended by Ordinance No. 99-15)~~

~~**POLICY 38.2.1:** Roadway facilities will be included in the Capital Improvements Program to be funded by the county if they resolve existing service level deficiencies, if they are forecasted to operate at service level deficiencies during the next five years, or as otherwise provided in Policies 38.2.4 and 95.1.1 of this plan. Annually fund projects to improve and make the transportation system safer and more efficient through operational, maintenance, and safety projects (e.g. small bridge replacement/maintenance, street resurfacing/reconstruction, signal improvements and coordination, traffic management systems, intersection modifications, bicycle and pedestrian facilities, lighting, street repair, and sign maintenance). (Amended by Ordinance No. 99-15)~~

~~**POLICY 38.2.2:** No development order or development permit, as defined in Section 163.3164, F.S., will be granted if the approval will result in a needed facility not being available concurrent with the impacts of the development, unless the applicant has been granted previous development rights consistent with the Florida Department of Community Affairs' Declaratory Statements #88-DS-1 and 88-DS-2. (Amended by Ordinance No. 99-15)~~

~~**POLICY 38.2.32:** The following priorities are established in addition to the priorities provided in Policy 95.1.1 for improving the existing and future county maintained road system, in addition to the priorities in Policy 95.1.1:~~

- ~~• Priority will be given to the eConstruction, maintenance, and reconstruction, where necessary, of roadways needed for emergency evacuation and to serve existing development, including hurricane evacuation needs.~~

- Roads Prioritization of major reconstruction, bridge replacement and capacity expansion projects will consider:
  - 1) system preservation/maintenance of assets;
  - 2) transportation facilities operating at or below the adopted level of service standard LOS (existing or projected with approved development orders) as specified in Policy 3795.1.1;
  - 3) system continuity (e.g. critical bridge replacement/reconstruction, parallel route providing relief to I-75);
  - 4) safety;
  - 5) multi-modal benefits;
  - 6) donation or matching fund offers;
  - 7) return on investment (e.g. congestion relief, commercial or freight corridor, maintaining in good repair, multi-modal improvement); and
  - 8) other considerations such as projects and projected to have additional traffic, will be improved or parallel facilities will be constructed consistent with Transportation Map 3A, or providing street connectivity in urban areas before other new roads are constructed in uncongested areas or improvements are made to roads operating at or better than their adopted level of service standard. (Amended by Ordinance No. 98-09, 99-15, Relocated by Ordinance No. 07-09)

~~**POLICY 38.2.4:** The county will maintain an ordinance, pursuant to Section 163.3220-163.3243, Florida Statutes, enabling the county to enter into “development agreements” granting incentives to developers and landowners who commit to provide improvements to public facilities beyond those required by the Lee Plan and other county regulations. (Amended by Ordinance No. 99-15, Relocated by Ordinance No. 07-09)~~

~~**POLICY 38.2.5:** In order to help protect the interregional and intrastate travel functions of Interstate 75 as part of the Florida Intrastate Highway System, and provide alternatives for local traffic use, Lee County will implement a system of parallel reliever roads, consistent with Transportation Map 3A. (Added by Ordinance No. 98-09, Relocated by Ordinance No. 07-09)~~

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**GOAL 39: TRANSPORTATION AND LAND USE DEVELOPMENT REGULATIONS.** ~~Maintain Adopt planning practices and clear, concise, and enforceable development regulations that fully address on-site and off-site development impacts and protect and preserve public transportation facilities link transportation and land use, and identify developer contributions to achieve a multi-modal transportation system. (Amended by Ordinance No. 98-09, 99-15)~~

**OBJECTIVE 39.1: DEVELOPMENT IMPACTS CONTRIBUTIONS TO SUPPORT A MULTI-MODAL TRANSPORTATION SYSTEM.** ~~Maintain development practices that identify developer transportation system responsibilities, including site-related and proportionate share contributions; and establish criteria or thresholds to determine the scope of the traffic impact statement. The county will maintain and enforce development regulations to ensure that impacts of development approvals occur concurrently with adequate roads, and to achieve maximum safety, efficiency, and cost effectiveness. (Amended by Ordinance No. 99-15)~~

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



- ~~Have adequate on-site parking.~~
  - ~~Have access to the existing or planned public road system except where other public policy would prevent such access.~~
  - ~~Fund all private access and intersection work and mitigate all site-related impacts on the public road system; this mitigation is not eligible for credit against impact fees.~~
- (Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.2:** ~~County regulations will encourage proposed development along state roads to protect existing and planned transportation corridors to meet state standards for future expansions consistent with the Transportation Map series and the Official Trafficways Map. Developments within municipalities will be subject to Lee County roadway design standards, including provision of site-related improvements within the right-of-way, as a condition of permit approval for modifications to county maintained transportation facilities.~~ (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.3:** ~~County development regulations will require the interconnection of adjacent existing or future residential developments. Where a developer proposes private local streets with access control, he may propose an alternate means of interconnection provided the means does not require all local traffic to use the arterial network. All interconnections will be designed to discourage use by through traffic.~~ (Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.4:** ~~Main access points from new development will not be established where traffic is required to travel through areas with significantly lower densities or intensities (e.g. multifamily access through single family areas, or commercial access through residential areas) except where adequate mitigation can be provided.~~ (Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.5:** ~~The Land Development Code will continue to require appropriate landscaping for developments abutting arterial and collector roads.~~ (Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.6:** ~~Through the plan amendment and zoning process, the county will direct high-intensity land uses to parcels which abut designated land proximate to existing and future transit corridors identified in Map 3C the transportation maps, LRTP and TDP.~~ (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.7:** ~~Existing development regulations will be periodically reviewed to determine if they further the transportation goals, objectives, and policies stated in this comprehensive plan.~~ (Amended and Relocated by Ordinance No. 99-15)

**POLICY 39.1.8:** ~~Consistent with state law, Developments of Regional Impact (DRIs) are required to analyze their impacts on an existing plus committed (E+C) network. For purposes of DRI analyses, Lee County defines an E+C network as those roadways that exist, or are programmed for improvement through the construction phase within the first three years of an adopted County Capital Improvement Program or State Five Year Work Program.~~ (Added by Ordinance No. 99-15)

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**OBJECTIVE 39.2: TRANSPORTATION AND LAND USE PLANNING.** Develop and maintain transportation planning tools and strategies to coordinate land use development with

planned transportation facilities appropriate to future urban, suburban, or non-urban areas as defined in the Glossary. Include road designs and street modifications to accommodate significant truck traffic on freight corridors identified in the MPO Freight Mobility Study and for transit, bicycle, and pedestrian facilities where indicated on the transportation map series and Map 22, Lee County Greenways and Multi-Purpose Recreational Trails Master Plan.

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

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

**POLICY 39.2.2:** Future suburban areas will have an emphasis on movement by motor vehicle by:

- Providing connectivity and accessibility to different uses through a network of motor vehicle, transit, bicycle, and pedestrian facilities.
- Providing transit service with an emphasis on suburban Mixed Use Overlay areas.
- Incentivizing infill and redevelopment, mixed uses, pedestrian friendly design, and higher development density/intensity in areas served by transit.
- Providing sidewalks along all roads, except where prohibited and except on roads eligible for a waiver as outlined in the LDC.

**POLICY 39.2.3:** Future non-urban areas are planned primarily for motor vehicle transportation by:

- Limit transit service and provision of separate pedestrian facilities to Mixed Use Overlay areas unless otherwise stated in the Plan.
- Accommodate bicycle usage on bicycle lanes, paved shoulder or multiuse recreational trail facilities.

**POLICY 39.2.4:** Encourage connectivity when streets are proposed for county maintenance. Evaluate extending county-maintained streets, including bridges, to eliminate dead-end public streets.

**POLICY 40.1.239.2.5:** The following standards are hereby established as the minimum desirable distances between connections to the county maintained road network:

<u>Roadway Classification</u>	<u>Centerline Distances (Feet)</u>
<u>Arterial</u>	<u>660</u>
<u>Collector</u>	<u>330</u>
<u>Local Street</u>	<u>125</u>
<u>Frontage road, reverse frontage road or accessway</u>	<u>60</u>

Establish connection separation standards in the LDC based on functional classification and future urban, suburban, or non-urban area designation. Exceptions to these standards, and any

~~criteria that would govern these exceptions, will be specified in the county's land development code. Certain roadways in the county are designated by the board Designate by Board action, certain roadways in the LDC as "controlled access," to which permanent access points are restricted to locations established and set by a specific access plan adopted by Board resolution. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 39.2.6: OBJECTIVE 41.2: ENVIRONMENTAL IMPACTS.** New and expanded transportation facilities will continue to be aligned and designed to protect estuarine water bodies, environmentally sensitive areas, and rare and unique habitats (see Conservation and Coastal Management element), unless identified on the transportation map series. (Amended by Ordinance No. 98-09)~~

~~**POLICY 41.2.139.2.7:** Construction of new collector and arterial roads will not be undertaken by the county in Non-Urban areas unless fully reimbursed by MSTU/MSBUs or property owners, except where needed for through traffic to or between designated future urban areas identified in the transportation map series. (Amended by Ordinance No. 99-15)~~

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~~**GOAL 40: SAFETY, ENERGY EFFICIENCY, ACQUISITION, PRESERVATION, AND PROTECTION MEASURES FOR A MULTIMODAL TRANSPORTATION SYSTEM.** Establish strategies for safe, convenient, and energy efficient operation for roads and the development acquisition, preservation, and protection of a multi modal transportation system that is aesthetically pleasing and furthers the efficient movement of commerce. (Amended by Ordinance No. 98-09, 99-15)~~

~~**OBJECTIVE 40.1: PROTECTION OF ROADWAY CAPACITY.** The county will protect the capacity and operational ability of county maintained roadways through the enforcement of access control, connection separation standards and other methods. (Amended by Ordinance No. 98-09, 99-15)~~

~~**POLICY 40.1.1:** The through traffic capacity of the county's expressways, arterials, and collectors will be protected by:~~

- ~~• Regulating accesses to collector and arterial streets to the extent permitted by state law.~~
- ~~• Providing sufficient distance between land access and expressway/freeway interchanges.~~
- ~~• Spacing signalized intersections on arterials and collectors for efficient traffic signal operation.~~
- ~~• Prohibiting on street parking on arterials and collectors except in areas designated by the Board of County Commissioners.~~
- ~~• Developing a system of parallel access or frontage roads along identified collectors, arterials, and limited access facilities.~~
- ~~• Requiring access to arterials and collectors to be designed, funded, or built to meet forecasted use needs, including turn lanes, acceleration and deceleration lanes, and funding for future signalization.~~

~~(Amended and Relocated by Ordinance No. 99-15)~~

~~**POLICY 40.1.2:** The following standards are hereby established as the minimum desirable distances between connections to the county maintained road network:~~

Roadway Classification	Centerline Distances (Feet)
Arterial	660
Collector	330
Local Street	125
Frontage road, reverse frontage road or accessway	60

Exceptions to these standards, and any criteria that would govern these exceptions, will be specified in the county's land development code. Certain roadways in the county are designated by the board as "controlled access," to which permanent access points are restricted to locations established and set by a specific access plan adopted by the Board by resolution. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

**POLICY 40.1.3:** The county will utilize a combination of methods to maintain the connection separation standards, including but not limited to requiring access roads, interconnections between developments, cross-access easements, continuous right turn lanes, and other appropriate methods. The proper application of these various methods, and when any exceptions to the standards may apply, will be specified. The county will maintain an Access Road Location Map identifying where access streets are the preferred method of maintaining the connection separation standards. (Added by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

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**OBJECTIVE 40.239.3: EFFICIENCY AND SAFETY.** The county will continue its program of county transportation system modifications to increase travel safety and efficiency, such as the institution of automated toll collection and the Variable Pricing Program to encourage reduced peak usage of toll facilities. Other measures designed to make the county's transportation system safer and more efficient will be proposed and implemented on an ongoing basis. protect the public health, safety, and welfare. (Amended by Ordinance No. 98-09, 99-15)

**POLICY 40.2.339.3.1:** The county will maintain a transportation systems management program to identify high-hazard accident crash locations. Engineering studies designed to identify structural and non-structural measures and countermeasures to mitigate such hazards should be prepared annually and incorporated into the Capital Improvements Program. (Amended by Ordinance No. 99-15)

**POLICY 40.2.439.3.2:** Safety conditions will be improved by incorporating state-of-the-art safety measures into development regulations and by reconstructing unsafe roadway conditions. Improve safety and reduce crashes by addressing freight, motor vehicle, transit, bicycle and pedestrian conflict points along roadways. (Amended by Ordinance No. 99-15)

**POLICY 40.2.539.3.3:** A special roadway signalization, direction, and clearing plan will be developed and kept up to date to insure that any necessary hurricane evacuation along county roadways has maximum favorable roadway operating conditions. Ensure the county maintained transportation system can operate during evacuation and emergency events. (Amended by Ordinance No. 99-15)

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**OBJECTIVE 39.4: EFFICIENCY.** The County will continue its program of system modifications to make the transportation system more efficient for all users.

**POLICY 40.2.139.4.1:** ~~In order to pursue~~ Encourage more efficient use of existing road space, conserve energy, and reduce peak hour vehicle usage ~~in congested areas, the county will promote for others and implement itself:~~ using transportation demand management (TDM) strategies and employer-based incentives including:

- ~~Variable or staggered~~ work hours and telecommuting.
- ~~Car pooling and ride sharing~~ programs (e.g. carpooling, multiple occupancy vehicle lanes, park and ride lots).
- ~~Incentives,~~ premium service facilities and programs to increase the use of mass transit as identified through the Transit Development Plan (TDP) (e.g. reduce transit headways, bus rapid transit, neighborhood circulators, rider incentives, regional connectors).
- ~~Incentives~~ Toll programs (e.g. off-peak hour incentives, automated collection and payment acceptance with other toll systems) and programs to encourage transportation demand management.

**POLICY 40.2.239.4.2:** ~~Low cost efficiency and safety improvements will be prioritized, Prioritize transportation system management (TSM) strategies for better movement of people and goods such as:~~

- ~~Continuing a~~ Traffic signal progression program (including synchronization) for arterial roadways, interconnection, coordination and monitored quarterly, and rapidly responding to emergency progression problems monitoring for rapid response.
- ~~Monitoring and improving signals, signs, street lighting, and lane markings on all roadways.~~
- ~~Restricting~~ Regulating median cuts and driveways.
- ~~Keeping~~ Adequately funding street operations, maintenance and reconstruction programs adequately funded.
- ~~Maintaining existing highway facilities or reconstruction of existing intersections.~~

**POLICY 40.2.639.4.3:** The County will consider implementation of appropriate improvements identified through in the Lee County Metropolitan Planning Organization's MPO Congestion Management System (CMS) and Freight Movement study in the LRTP. (Added by Ordinance No. 98-09)

**POLICY 40.2.7:** ~~The County will annually fund its Traffic Signal/Intersection Improvement program in its Capital Improvement Program, to be used to pursue the types of improvements identified under Objective 40.2 to make the transportation system safer and more efficient. (Added by Ordinance No. 98-09, Amended by Ordinance No. 99-15)~~

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**OBJECTIVE 40.339.5: ROADWAY LANDSCAPING.** ~~The county will implement a landscaping program for Lee County roadways utilizing the guidelines for design implementation and long term maintenance set forth in the Lee County Roadway Landscape (LeeScape) Master Plan updated on August 28, 2001. (Amended by Ordinance No. 98-09, 99-15, 07-09)~~

**POLICY 40.3.139.5.1:** ~~The~~ Maintain the Lee County Roadway Landscape (LeeScape) Master Plan is a long term operating document and guide for the landscape development and

~~maintenance along designated arterial and collector roadways within Lee County within county maintained right-of-way. (Amended by Ordinance No. 98-09, 99-15)~~

**POLICY 39.5.2** Lee County may establish right-of-way landscaping requirements for development along non-county maintained roadways in the LDC.

~~**POLICY 40.3.2:** The LeeScape Master Plan includes a range of landscaping levels for targeted roadways, from a “core level” to enhanced options that may be added to projects over time. The “core level” planting design emphasizes tree canopy, which provides high visibility and shade and establishes an overall site framework. As increased capacity for maintenance is available, or as priorities for enhancement are mandated on special roadways, additional levels of landscaping may occur. The typical designs identified for urban and rural roadway cross sections consider safety as well as beauty. (Amended by Ordinance No. 99-15)~~

~~**POLICY 40.3.3:** The Roadway Landscape Advisory Committee has been established to advise County staff on the update and implementation of the LeeScape Master Plan. (Added by Ordinance No. 99-15)~~

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**OBJECTIVE 40.439.6: OTHER MODES OF TRANSPORTATION BICYCLE/PEDESTRIAN NETWORK.** When conducting all transportation planning and engineering studies, consider the needs and opportunities to allow and encourage the convenience, safety and accessibility of bicyclists and pedestrians of all ages use of all modes of transportation. (Amended by Ordinance No. 98-09, 99-15)

~~**POLICY 40.4.1:** The county will consider the mass transit policies under Objective 43.1 during roadway studies. (Amended by Ordinance No. 98-09, 99-15)~~

~~**POLICY 40.4.239.6.1:** The county will develop a safe and interconnected bicycle/pedestrian system in unincorporated Lee County to meet the users' needs for transportation and recreation, network, consistent with giving priority to facilities depicted on the Bikeways/Walkways Facilities Plan (Map 3D), the Greenways Multi-Purpose Recreational Trails Master Plan (Map 22), and the MPO BPMP. The system will provide facilities between residential, work, school, shopping, and recreation areas. Map 3D represents a desired future network unrestricted by jurisdictional responsibility or funding availability. The county is not obligated to build all the facilities depicted on the map. (Amended by Ordinance No. 98-09, 99-15)~~

~~**POLICY 40.4.3:** Safety considerations for pedestrians and cyclists will be incorporated into the design of segments and intersections of arterial and collectors. (Amended by Ordinance No. 99-15)~~

~~**POLICY 40.4.439.6.2:** County implementation of the relevant portions of the system as shown in Map 3D will be through incorporation of Incorporate bicycle/pedestrian facilities where possible in the construction plans of new and expanded roadways, requirements for new development to install facilities, federal and state grant applications, and annual County with the public or private funding and construction of improvements. (Added by Ordinance No. 99-15)~~

~~**POLICY 40.4.5:** The County will establish as priorities for its annual bicycle/pedestrian funding program the development of a network of bicycle/pedestrian facilities on arterial and collector roadways as identified on Map 3D and the connection of public schools to established residential~~

neighborhoods. The county will establish priorities with assistance from the Bicycle/Pedestrian Advisory Committee. (Amended by Ordinance No. 98-09, Amended and Relocated by Ordinance No. 99-15)

~~**POLICY 40.4.6:** Develop and maintain an environmentally sensitive transportation system that provides safe, convenient and efficient travel through an affordable balance of alternative transportation modes, coordination with the Lee County Bikeways/Walkways Facilities Plan, and coordination with adjacent communities in accordance with the Lee County Greenways Master Plan (Map 22). (Added by Ordinance No. 07-09)~~

~~**POLICY 40.4.7:** The County will encourage development designs to promote pedestrian and bicycle linkages between abutting residential and non-residential uses such as shops, office and employment centers, civic uses, parks, and schools. (Added by Ordinance No. 07-09)~~

~~**POLICY 40.4.8/39.6.3:** Promote non-motorized transportation greenway projects throughout Lee County, and coordinate multi-use trail projects whenever feasible with Lee County Department of Transportation and other agencies as identified in the Greenways Master Plan. (Added by Ordinance No. 07-09)~~

**POLICY 39.6.4:** Develop and implement design standards and practices for a multi-modal transportation network with complete streets for all modes of travel. Include adequate width for transit, bicycle, and pedestrian facilities, appropriate to context in anticipated right-of-way needs.

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~~**GOAL 41: COMMUNITY AND ENVIRONMENTAL IMPACTS.** Develop and maintain a transportation system that protects community and neighborhood integrity and that preserves critical environmental habitats and significant aesthetic values. (Amended by Ordinance No. 99-15)~~

~~**POLICY 41.1.1/39.7.1:** Alignments of new and expanded roads and other transportation improvements will be selected to ~~minimize the cost/benefit~~ maximize the benefit/cost ratio while:~~

- Minimizing the number of businesses and residences displaced.
- Using major roads to define neighborhoods.
- ~~Allowing sufficient land area between arterials to enable the formation of new neighborhoods.~~
- Facilitating the development of mixed-use overlay areas, promoting infill and redevelopment.
- Distributing traffic loadings among available facilities.

(Amended by Ordinance No. 98-09)

~~**POLICY 41.1.2:** The alignment of arterials or expressways that penetrate or divide established residential neighborhoods will be avoided except where no feasible alternative exists. (Amended by Ordinance No. 99-15)~~

~~**POLICY 41.1.3:** For those neighborhoods where too much through traffic is a problem, the county will study (and implement when warranted) neighborhood traffic control plans to protect residential areas from the harmful impacts of excessive traffic. (Amended by Ordinance No. 02-02)~~



~~**POLICY 41.1.4:** Local streets will be used to mitigate existing arterial or collector congestion problems only as a last resort. Planning new corridors through such areas will be undertaken in conjunction with reimbursement for losses and a safety and buffering program for remaining residents. (Amended by Ordinance No. 99-15)~~

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~~**OBJECTIVE 41.2: ENVIRONMENTAL IMPACTS.** New and expanded transportation facilities will continue to be aligned and designed to protect environmentally sensitive areas and rare and unique habitats (see Conservation and Coastal Management element). (Amended by Ordinance No. 98-09)~~

~~**POLICY 41.2.1:** Construction of new collector and arterial roads will not be undertaken by the county in Non-Urban areas unless fully reimbursed by MSTU/MSBUs or property owners, except where needed for through traffic to or between designated future urban areas. (Amended by Ordinance No. 99-15)~~

~~**POLICY 41.2.2:** New roads or expansion of existing facilities will not be extended through wetland systems and estuarine water bodies except in instances of overriding beneficial public interest and unless:~~

- ~~• It is the only feasible route to serve existing or designated future urban areas;~~
- ~~• The crossing is culverted or bridged to the greatest degree possible, maintaining pre-development volume, direction, distribution, and surface water hydroperiod consistent with County standards and providing adequate wildlife corridors;~~
- ~~• Scenic overlook opportunities are provided if appropriate; and~~
- ~~• Equivalent mitigation is provided. (Amended by Ordinance No. 99-15)~~

~~**POLICY 41.2.3:** The design phase of all new or improved arterial and collector roads which would affect wetland systems and estuarine water bodies will include an environmental impact assessment. This assessment will also address impacts on historic structures, archaeological resources (if the road travels through a zone of archaeological sensitivity), and rare and unique upland habitats (RU, see Objective 104.1). (Amended by Ordinance No. 99-15)~~

~~**POLICY 41.2.4:** Adequate provision will be included for the safe passage of wildlife across new or reconstructed county roads where required by law, permit conditions or where otherwise appropriate. (Amended by Ordinance No. 99-15)~~

~~**POLICY 41.2.5:** New and expanded roadways will not destroy archaeological sites unless full recovery of data and artifacts is included in the process. (Amended by Ordinance No. 99-15)~~

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**b. Mass Transit**

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~~**GOAL 43: MASS TRANSIT SERVICE.** In an effort to minimize Reduce the number of automobile trips on Lee County roads, the county will provide by providing high quality public transit service within to residents and visitors in and between the concentrated population centers of Lee County, and ensure that this service is integrated with other modes of transportation. (Amended by Ordinance No. 99-15, 07-09)~~

**OBJECTIVE 43.1: RIDERSHIP.** The county will ~~maintain~~ continually improve efforts to increase annual public transit ridership ~~sufficient to achieve 1.3 passenger trips per revenue mile by 1999.~~  
(Amended by Ordinance No. 98-09)

**POLICY 43.1.2:** Maintain efforts to provide for the construction of bus stop amenities ~~such as bus shelters and bus pull-off bays at far side locations on arterials and collector roadways with posted speeds of 45 mph or greater where needed.~~ (Amended by Ordinance No. 98-09, 07-09)

~~**POLICY 43.1.3:** Establish park and ride lots and routes for commuters and visitors to serve high demand locations (e.g. shopping centers, condominiums, apartments and residential areas) and areas with limited roadway facilities.~~

~~**POLICY 43.1.4:** Continue the development of multi modal transfer facilities, various ride-sharing techniques, paratransit service, and vanpooling to complement conventional public transit service especially where major trip generators or attractors exist or are proposed. Establish incentives and disincentives to promote Multiple Occupancy Vehicle use and to discourage Single Occupancy Vehicle traffic during the peak hour. (Amended by Ordinance No. 99-15, 07-09)~~

~~**POLICY 43.1.5:** Study and implement enhanced fixed route service and alternatives to fixed route service, to make the mass transit system more attractive to non users. (Amended by Ordinance No. 07-09)~~

~~**POLICY 43.1.6:** Provide for the density and intensity requirements for efficient mass transit service when considering amendments to the Future Land Use Map. (Amended by Ordinance No. 98-09, 07-09)~~

~~**POLICY 43.1.7:** Maintain public transit service where it is currently available in urban areas and expand public transit service to (and between) the future urban areas as delineated in the Future Land Use element where feasible.~~

**POLICY 43.1.8<sup>3</sup>:** Develop and maintain a convenient public transit network between ~~new or~~ expanded urban areas and existing destinations such as central Fort Myers and Cape Coral, other centers of employment, ~~and~~ shopping, medical, educational, residential, and recreation centers.

~~**POLICY 43.1.9:** Lee Tran will coordinate with the Port Authority to continue to provide high quality public transit service to the Southwest Florida International Airport. (Amended by Ordinance No. 98-09, 99-15, 07-09)~~

~~**POLICY 43.1.10:** Work with the Florida Board of Regents to provide public transit service for Florida Gulf Coast University. (Amended by Ordinance No. 98-09, 99-15)~~

~~**POLICY 43.1.11:** Explore rider incentives through local businesses, such as discount coupons, and other options identified through transportation demand management (TDM) evaluations. (Amended by Ordinance No. 98-09, 99-15)~~

~~**POLICY 43.1.12:** The County will work to ensure that road ownership is not an impediment to transit or pedestrian service/facilities. (Added by Ordinance No. 07-16)~~

**POLICY 43.1.4:** Develop and maintain a convenient public transit network between unincorporated communities, participating municipalities, the Southwest Florida International Airport and Florida Gulf Coast University.

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~~**OBJECTIVE 43.2: NEW DEVELOPMENT.** Require that large new developments provide convenient access to mass transit.~~

~~**POLICY 43.2.1:** Through county development regulations, require that developments with a Suburban Area density or higher provide the following as needed, all of which will meet the Americans with Disability Act requirements:~~

- ~~• Bus accommodations such as dedicated transfer/loading areas, adequate lane widths and turn arounds;~~
- ~~• Bus shelters with route information displays;~~
- ~~• Bicycle storage areas near major bus stops; and~~
- ~~• Walkways for access to bus stops.~~

~~(Amended by Ordinance No. 98-09, 99-15, 07-09)~~

\*\*\*\*\*

**OBJECTIVE 43.3: OPERATING POLICIES.** Maintain a public transit service that offers reliability, accessibility, safety, convenience, affordable prices, and efficiency (as outlined and measured in Policy 43.3.1)~~the TDP.~~ (Amended by Ordinance No. 98-09, 99-15)

~~**POLICY 43.3.1:** Provide service that will establish operating standards of 14 passengers per revenue vehicle hour, 1.3 passenger per revenue vehicle mile, and farebox revenues at a minimum of 20% of operating expenses. (Amended by Ordinance No. 99-15)~~

~~**POLICY 43.3.2:** Widely disseminate mass transit scheduling and service information throughout the transit service area. Increase efforts to educate the public about the services and features of the mass transit system through outreach programs and additional advertising campaigns. Investigate innovative methods to make mass transit a more attractive transportation alternative. (Amended by Ordinance No. 99-15)~~

~~**POLICY 43.3.3:** Utilize new technologies to disseminate information, such as mass transit scheduling and service information, when practicable.~~

~~**POLICY 43.3.4:** Use the citizens advisory committee (CAC) of the Lee County MPO to bring additional public input into the system's decision making process. (Amended by Ordinance No. 99-15, 07-09)~~

~~**POLICY 43.3.54:** Develop convenient schedules and other mechanisms to encourage downtown employees to use of mass transit for commuting trips during peak hours; and establish flexible scheduling for county employees to relieve congestion on mass transit and roadway facilities. (Amended by Ordinance No. 99-15)~~

~~**POLICY 43.3.65:** Develop a plan for Continue conversion of transit vehicles to alternative fuels by 2012. (Added by Ordinance No. 07-09)~~

\*\*\*\*\*

**POLICY 43.4.1:** Coordinate mass transit activities with the ~~Metropolitan Planning Organization~~MPO, the ~~Florida Department of Transportation~~FDOT, and the Federal Transit Administration. (Amended by Ordinance No. 99-15)

~~**POLICY 43.4.2:** Provide transit service accessibility to elderly and disabled residents and to others with special needs. (Amended by Ordinance No. 99-15, 07-09)~~

**POLICY 43.4.3:** Along with the School Board, the County will develop a joint plan for transporting students on public transportation and school buses, ~~and utilize this planning during special events.~~ (Added by Ordinance No. 07-16)

~~**POLICY 43.1.94.4:** Lee Tran will coordinate with the Port Authority to continue to provide high quality public transit service to the Southwest Florida International Airport. (Amended by Ordinance No. 98-09, 99-15, 07-09)~~

~~**POLICY 43.1.104.5:** Work with the Florida Gulf Coast University Board of ~~Regents~~ Trustees to provide public transit service for Florida Gulf Coast University. (Amended by Ordinance No. 98-09, 99-15)~~

\*\*\*\*\*

~~**OBJECTIVE 43.5: CORRIDOR PROTECTION.** Consider the establishment of exclusive mass transit corridors where necessary and appropriate. (Amended by Ordinance No. 98-09)~~

~~**POLICY 43.5.1:** Consider the demand for mass transit, and particularly for future mass transit rights of way or exclusive corridors, while conducting all major transportation planning studies.~~

\*\*\*\*\*

**GOAL 44: TRANSIT DEVELOPMENT PLAN.** To continue the development of a Transit Development Plan (TDP) for the county. (Amended by Ordinance No. 99-15)

**OBJECTIVE 44.1: TDP STUDY.** Complete a comprehensive update of the Lee County Transit Development Plan ~~every three years~~, with annual ~~minor~~ updates, as needed, ~~and i~~Implement its recommendations in order to enhance and improve ~~the future of~~ mass transit in Lee County. (Amended by Ordinance No. 98-09, 99-15)

**POLICY 44.1.3:** Develop transit system alternatives to fixed route bus service, such as High Occupancy Vehicle Lanes, Bus Rapid Transit, ~~and~~ Light Rail, queue jumps, exclusive bus lanes, and signal priority for transit vehicles. (Added by Ordinance No. 07-09)

\*\*\*\*\*

**POLICY 135.1.4:** Provide for housing bonus density ~~as set forth in the Land Development Code (LDC), Sections 34-1511 to 34-1520~~, to stimulate the construction of very-low, low and moderate income affordable housing in Lee County. (Amended by Ordinance No. 94-30, 98-09, 00-22, 07-17)

## GLOSSARY

~~**CORNER STORE COMMERCIAL** – A small store servicing a range of daily needs within a neighborhood and accessible by pedestrian friendly streets and/or plazas, having a building footprint of less than 5,000 square feet. (Added by Ordinance No. 07-14)~~

**DENSITY** – The number of residential dwelling or housing units per gross acre (du/acre). Densities specified in this plan are gross residential densities. For the purpose of calculating gross residential density, the total acreage of a development includes those lands to be used for residential uses, and includes land within the development proposed to be used for streets and street rights of way, utility rights-of-way, public and private parks, recreation and open space, schools, community centers, and facilities such as police, fire and emergency services, sewage and water, drainage, and existing man-made waterbodies contained within the residential development.

When the calculation of the gross density of a development results in a fractional density, 0.50 of a dwelling unit or greater shall be rounded up to the next whole number and fractions less than 0.50 shall be rounded down. No further rounding is permitted. Fractional density rounding may not be applied to parcels subject to the Gasparilla Island Conservation District Act of 1980 (as amended) or existing, undersized parcels that would require a determination through the Single Family Residence provision of the Lee Plan, Chapter XIII to permit one single-family residence on said parcel. Fractional density rounding may not be applied to parcels of land created (subdivided or combined) after March 16, 2016 in a manner that would permit greater gross density than that was permitted (with fractional density rounding) prior to creation of the new parcel.

~~Lands for commercial, office, industrial uses, natural water bodies, and other non-residential uses must not be included in the density calculation, unless otherwise stated in this plan, except within areas identified on the Mixed Use Overlay Map (Future Land Use Map Series Map 1 page 6 of 8) that have elected to use the process described in Objective 4.2 and except within areas identified as Mixed Use Communities as identified on Map 17 where development rights are concentrated or transferred using the process described under Objective 3.3.~~

~~Within the Captiva community in the areas identified by Policy 13.2.1, commercial development that includes commercial and residential uses within the same project or the same building do not have to exclude the commercial lands from the density calculation.~~

~~For true mixed use developments located on the mainland areas of the County, the density lost to commercial, office and industrial acreage can be regained through the utilization of TDRs that are either created from Greater Pine Island Coastal Rural future land use category or previously created TDRs. True mixed use developments must be primarily multi-use structures as defined in this Glossary as a mixed use building. If development is proposed in accordance with Policy 2.12.3, residential densities are calculated using the total land area included in the mixed use portion of the development.~~

(Amended by Ordinance No. 98-09, 00-22, 03-21, 05-21, 07-09, 07-14, 09-06, 10-43, CPA2015-13)

~~**EXTENDED PEDESTRIAN SHED** – The estimated distance that a person is willing to walk under special circumstances in order to reach a destination. The extended pedestrian shed is ½ mile, or an 8 to 10 minute walk from the common destination. (See also: Pedestrian Shed). (Added by Ordinance No. 07-14)~~

~~**FAÇADE** – The elevations of a building usually set parallel to the frontage line. Facades define the public space and are subject to requirements additional to those of elevations such as architectural standards, assigned frontage types and height restrictions. (Added by Ordinance No. 07-14)~~

~~**FORM-BASED CODE** – A method of regulating development to achieve a specific urban form. Formbased codes create a predictable public realm by controlling physical form primarily, with a lesser focus on land use, through city or county regulations. Form based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. (Added by Ordinance No. 07-14)~~

~~**FUTURE URBAN AREAS** - Those future urban categories on the Future Land Use Map which that are designated for urban activities, allow for bonus density, and encourage a mixture of uses: Intensive Development, General Interchange, Central Urban, Destination Resort Mixed Use Water Dependent (DRMUWD), and Urban Community, Suburban, Outlying Suburban, Industrial Development, Public Facilities, Airport, Tradeport, Industrial Interchange, General Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, Mixed Use Interchange, University Community, and New Community. (Amended by Ordinance No. 94-30, 99-18, 04-16)~~

~~**FUTURE SUBURBAN AREAS** - Those future urban categories on the Future Land Use Map that are designated primarily for single use developments: Suburban, Outlying Suburban, Sub-Outlying Suburban, Industrial Development, Airport, Tradeport, Commercial, Industrial Interchange, General Commercial Interchange, Industrial Commercial Interchange, University Village Interchange, University Community, Public Facilities, and New Community.~~

~~**FUTURE NON-URBAN AREAS** - Those categories on the Future Land Use Map that are designated primarily for single use developments with a density equal to or less than 1 unit per acre: Rural, Rural Community Preserve, Coastal Rural, Outer Island, Open Lands, Wetlands, Conservation Lands (upland and wetland), and Density Reduction/Groundwater Resource.~~

~~**GREYFIELD DEVELOPMENT** - Redevelopment of antiquated or underutilized commercial or industrial properties such as strip shopping centers, malls and office parks, not qualifying as brownfields. (Added by Ordinance No. 07-14)~~

~~**MIXED USE** - The dDevelopment, in a compact urban form, including residential and one or more different but compatible uses, such as but not limited to: office, industrial and technological, retail, commercial, public, entertainment, or recreation. These uses may be combined within the same building or may be grouped together in cohesive neighboring buildings with limited separation, unified form and strong pedestrian interconnections to create a seamless appearance. True mixed use developments primarily consist of mMixed uUse bBuildings as defined by this Glossary. (Amended by Ordinance No. 05-21, 07-14)~~

~~**MIXED USE BUILDING** - Mixed Use Building means a A building that contains at least two different land uses (i.e. commercial and residential, R & D and residential, office and residential, commercial and civic use open to the public) that are related. (Added by Ordinance No. 05-21)~~

~~**PEDESTRIAN SHED** - The estimated distance that a person is willing to walk in order to reach a destination. The standard pedestrian shed is ¼ mile, or a five to eight minute walk from the common destination. The extended pedestrian shed is ½ mile, or an 8 to 10 minute walk from the common destination. This is the estimated distance that a person is willing to walk under special circumstances in order to reach a destination. (Added by Ordinance No. 07-14)~~

**PLANNED DEVELOPMENT** – Zoning specific to a single development that is designed as a cohesive, integrated unit under unified control that permits flexibility in building siting, mixture of housing types or land uses, clustering, common functional open space, the sharing of services, facilities and utilities and protection of environmental and natural resources.

**STREETSCAPE** – The layer between the lot line or building facade and the edge of the vehicular lanes. Principal variables are type and dimension of curbs, walks, planters, street trees, and streetlights. (Added by Ordinance No. 07-14)

**TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)** - A form of development that creates mixed-use, mixed-income neighborhoods that are compact, diverse and walkable. (Added by Ordinance No. 07-14)

**TRANSFER OF DEVELOPMENT RIGHTS (TDR) PROGRAM** - The program by which dwelling units or development rights are conveyed to another property through transfer or sale. The landowner may sell development rights and may retain the title to the land and the right to use the land on a limited basis.

**TRANSFERABLE DEVELOPMENT UNIT (TDU)** – A unit of development rights that are severed from a sending parcel and that can be transferred for use on a receiving parcel.

**VILLAGE COMMERCIAL** – The cluster of mixed use commercial and service establishments, serving short and long term needs of a limited service area in attractive, compact locations; oriented toward window shopping. (Added by Ordinance No. 07-14)




### **Map Amendments:**

- **Map 3D-1: Bikeway/walkway Facility Plan – Planned Facilities (Delete)**
- **Map 3D-2: Bikeway/walkway Facility Plan – Existing Facilities (Delete)**
- **Map 3D: Lee County Bikeways & Walkways (Combine and update 3D-1 and 3D-2)**
- **Map 19: Commercial Site Location Standards (Delete)**
- **Map 22: Lee County Greenways Master Plan (Update)**

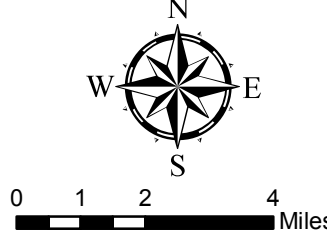


Existing


**Legend**  
**Sidewalk/Bike-Ped Facilities**  
**Planned Facility Type**

-  Sidewalk
-  Shared Use
-  Bike Lane
-  Paved Shoulder
-  Wide Outside Lane
-  Undesignated Bike Lane

**MAP 3D - 1**  
**UNINCORPORATED LEE COUNTY**  
**STATE/COUNTY MAINTAINED FACILITIES**  
**BIKEWAYS/WALKWAYS FACILITY PLAN-**  
**PLANNED FACILITIES**



0 1 2 4 Miles



Existing

### Legend

### Sidewalk/Bike-Ped Facilities Existing Facility Type

- Sidewalk
- Shared Use
- Bike Lane
- Paved Shoulders
- Wide Outside Lane
- Undesignated Bike Lane

## MAP 3D - 2 UNINCORPORATED LEE COUNTY STATE/COUNTY MAINTAINED FACILITIES BIKEWAYS/WALKWAYS FACILITY PLAN- EXISTING FACILITIES

0 1 2 4 Miles

**LEE COUNTY**  
SOUTHWEST  
FLORIDA  
DEPARTMENT  
of  
TRANSPORTATION

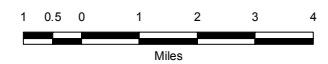


# LEE COUNTY WALKWAYS & BIKEWAYS

- - - On-Road Bikeway
  - - - Shared Use Path
  - - - Sidewalk
  - City Limits
  - Future Urban/Suburban Areas
- Pedestrian facilities are planned on all streets in Future Urban/Suburban Areas.

This map depicts both existing and proposed walkways and bikeways maintained by Lee County and the Florida Department of Transportation.

## DRAFT

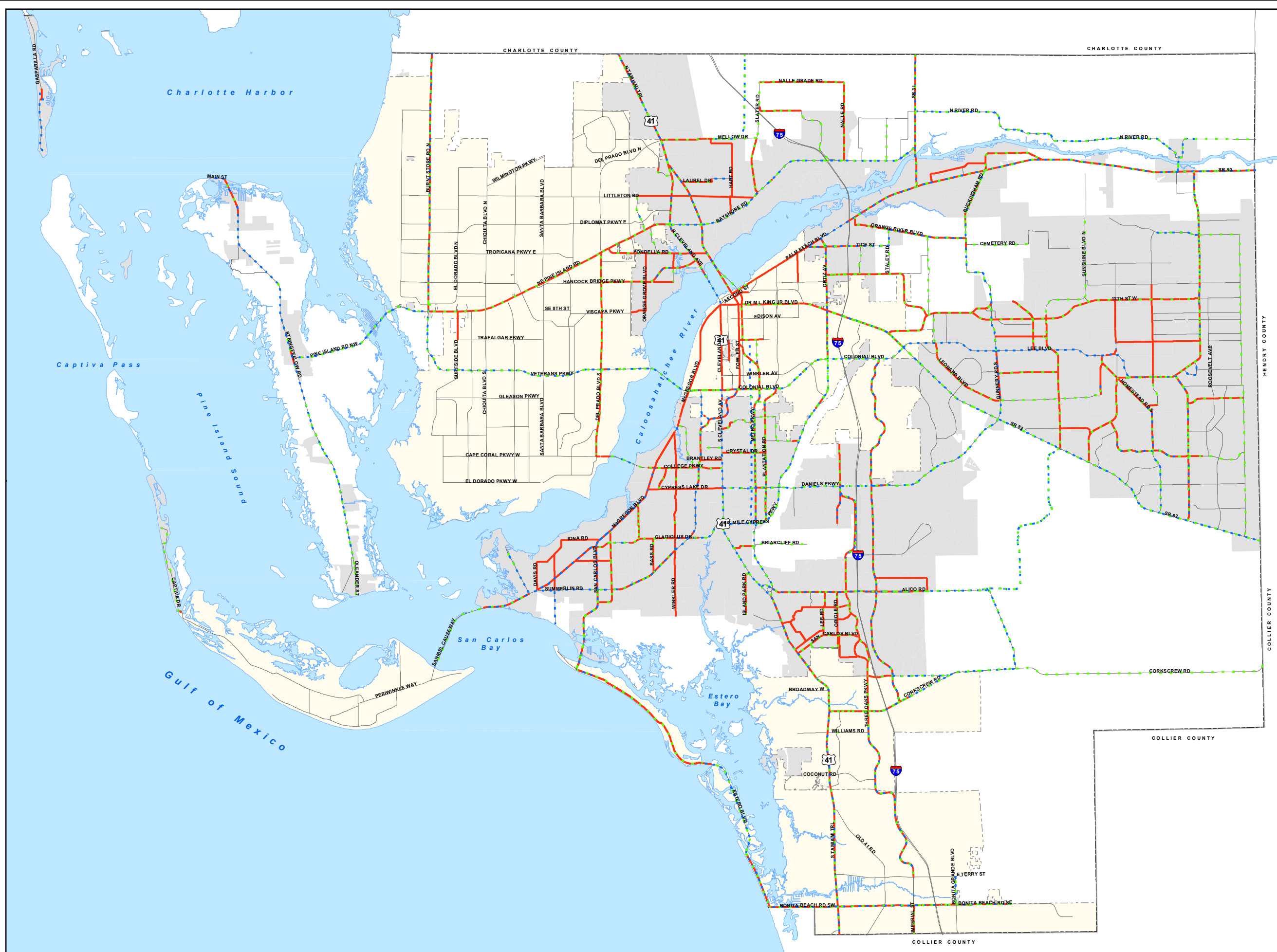


Map Generated: February 2017  
Prepared By: DCD/Planning

City Limits current to date of map generation




Last Amended: DATE  
Amended by Ordinance No. XX-XX

Lee Plan Map 3D



# COMMERCIAL SITE LOCATION STANDARDS

## LEGEND

-  Intersection meets Neighborhood Commercial Center Standards (Policy 6.1.2.2)
-  Intersection meets Neighborhood and Community Commercial Center Standards (Policy 6.1.2.2 and 6.1.2.3)
-  City Limits

Notes:

- 1) Circles designating intersections are not shown at any set scale.
- 2) This map implements policies 6.1.2.2 and 6.1.2.3. It is not an assurance that commercial zoning will be approved for any particular parcel within the designated intersections. Nor does it supersede the various exceptions to the standards within the plan.
- 3) All development within the designated intersections must be consistent with the Lee Plan, including the direct access requirements in policies 6.1.2.2 and 6.1.2.3.
- 4) Commercial development within interchange areas is regulated by policy 6.1.2.9.

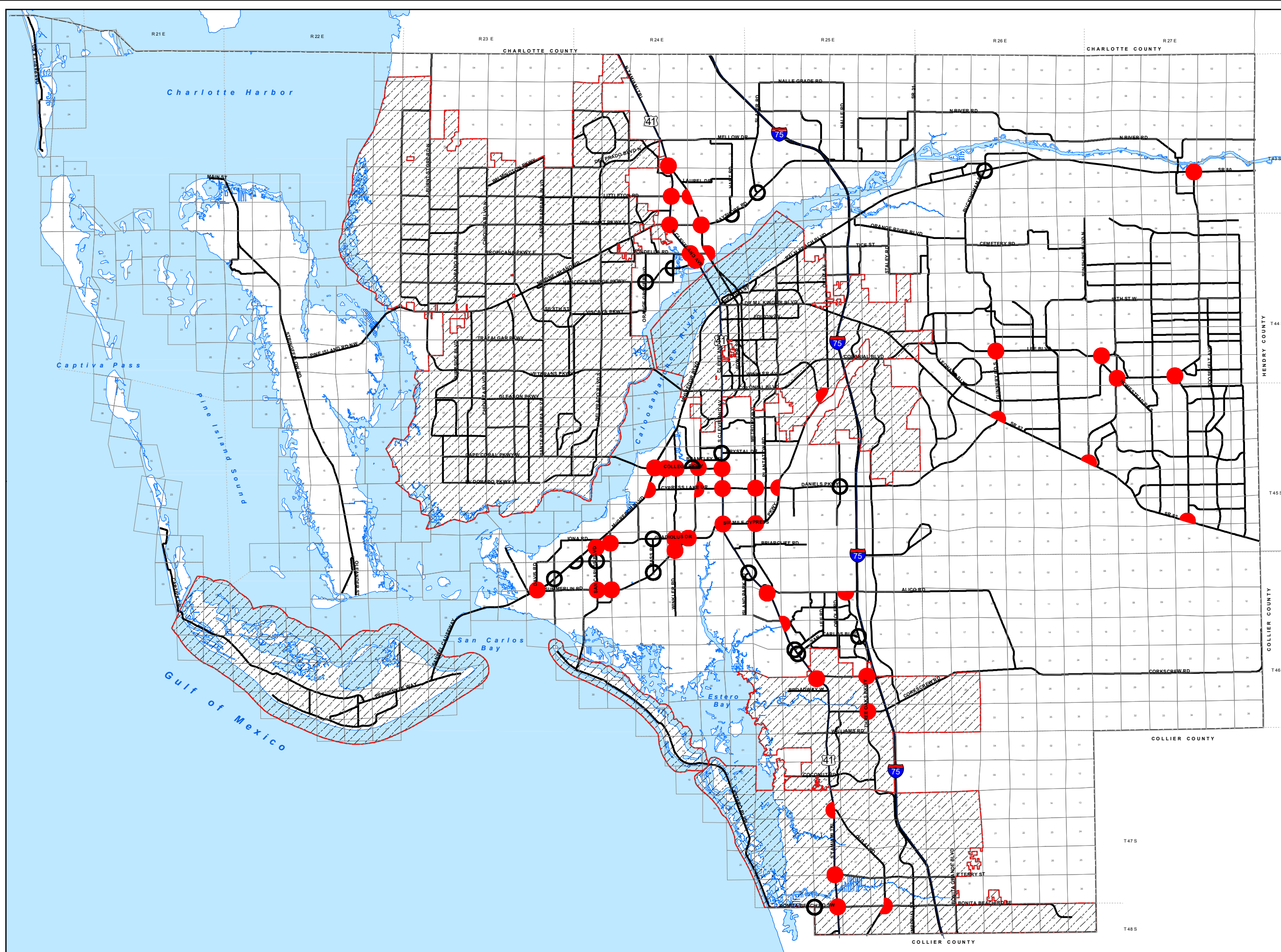
# DELETE



Map Generated: January 2008  
City Limits current to date of map generation

October 28, 1994

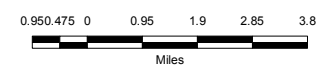
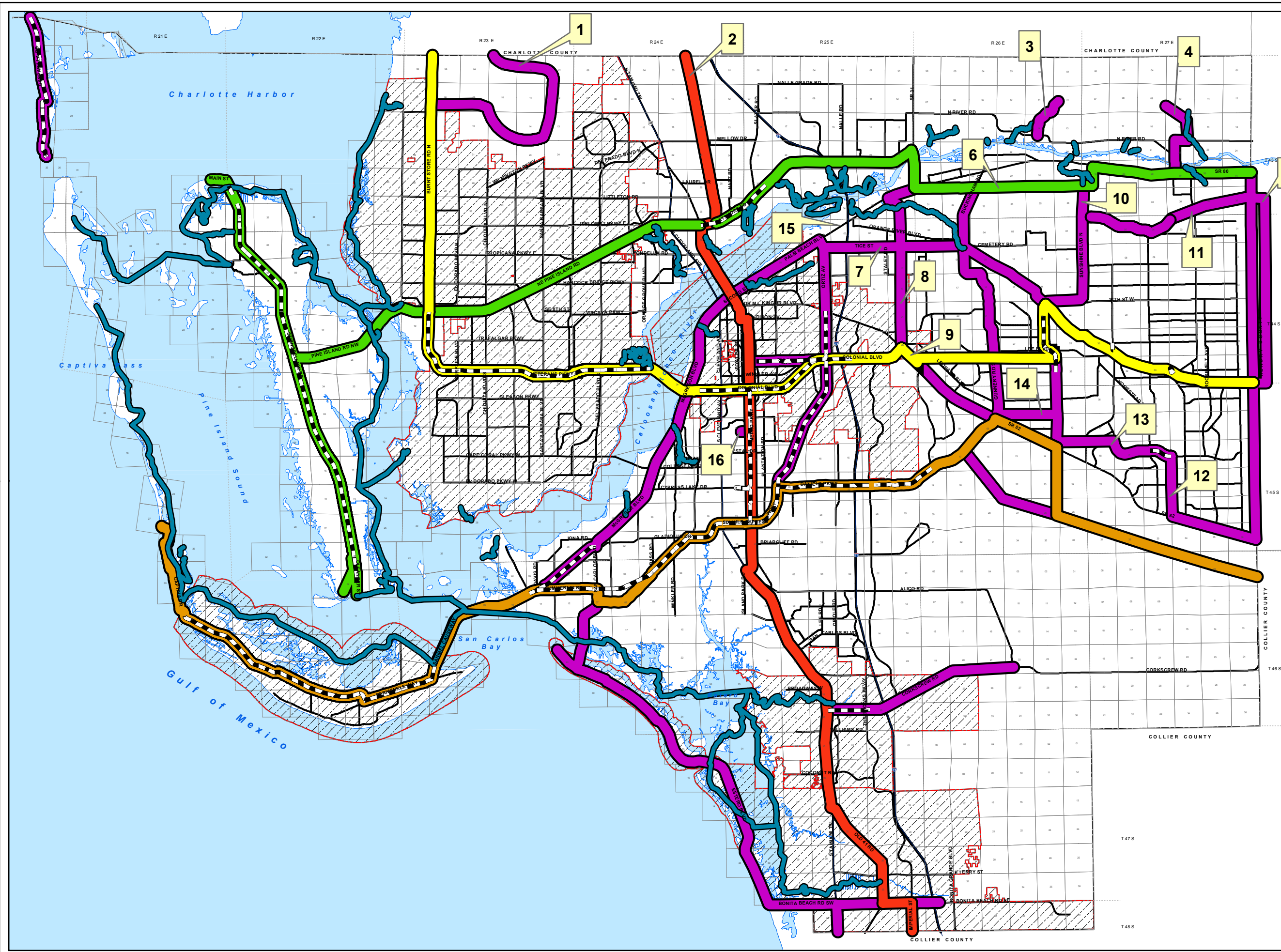
Lee Plan Map 19





# LEE COUNTY GREENWAYS MULTI-PURPOSE RECREATIONAL TRAILS MASTER PLAN

- 18 Completed Greenways
- Charlotte-Lee-Collier Trail
- Captiva-Hendry-Collier Trail
- Pine Island-Hendry Trail
- Charlotte-Lee-Hendry Trail
- Connector Trails
- Great Calusa Blueway
- Proposed Page Connector
- 19 City Limits



Map Generated: July 2010  
 City Limits current to date of map generation

Adopted May 16, 2007  
 Adopted by Ordinance No. 07-09

Amended by Ordinance No. 10-18  
 March 3, 2010  
 Effective June 2, 2010

**Lee Plan Map 22**



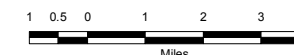
# LEE COUNTY GREENWAYS MASTER PLAN

-  Shared Use Path
-  Great Calusa Blueway
-  Boca Grande Trail
-  Charlotte-Lee-Collier Trail
-  Captiva-Hendry-Collier Trail
-  Charlotte-Lee-Hendry Trail
-  Pine Island-Hendry Trail
-  Connector Trails
-  City Limits

This map depicts both completed and proposed shared use paths maintained by Lee County and the Florida Department of Transportation.

**DRAFT**

**CPA2017-00001**



Map Prepared by: Lee County DCD/Planning  
 Map Generated: March 2017  
 City Limits current to date of map generation

Adopted May 16, 2007  
 Adopted by Ordinance No. 07-09

Amended by Ordinance No. 10-18  
 March 3, 2010  
 Effective June 2, 2010

**Lee Plan Map 22**

