APPENDIX

2004 EVALUATION AND APPRAISAL REPORT

LEE COUNTY COMPREHENSIVE PLAN

THE LEE PLAN

NEW DIRECTIONS IN TRANSPORTATION CONCURRENCY

INTRODUCTION

What is transportation concurrency? Incorporated as part of the 1985 Growth Management Act, Section 163.3177(10)(h), Florida Statutes, states: "It is the intent of the Legislature that public facilities and services needed to support development shall be available *concurrent* with the impacts of such development in accordance with s. 163.3180." This includes transportation facilities. Section 163.3180(2)(c) states: "Consistent with the public welfare, and except as otherwise provided in this section, transportation facilities needed to serve new development shall be in place or under actual construction no more than 3 years after issuance by the local government of a certificate of occupancy or its functional equivalent."

Concurrency for most facilities is relatively easy to define - either the capacity is available or its not. Transportation concurrency is more complex, as evidenced by our own state law. Of the 15 subsections of Chapter 163.3180, which deals with concurrency requirements generally, 12 have provisions related to transportation concurrency, most dealing with exceptions or alternates of one kind or another.

As part of a concurrency management system, a local government will establish a desired level of service for its roadways, annually determine whether that level of service is being achieved and how much capacity is available, and consider new development requests in light of the available capacity on the impacted roads. Roadway conditions are usually stated as a letter grade from "A" to "F", with "A" being free-flowing and "F" being severe congestion or grid lock. A level of service standard using one of those letters and for a particular condition is usually adopted for each road in a jurisdiction (i.e., level of service "D"on an annual average daily basis).

LINK-BY-LINK TRANSPORTATION CONCURRENCY

The typical approach to transportation concurrency in the State of Florida is to measure conditions on a link-by-link basis. For a link-by-link evaluation, a long road such as US 41 would be broken up into a number of "links" (i.e., from Boy Scout Road to Colonial Boulevard) for purposes of monitoring and evaluation. The volumes on that link as derived from annual traffic counts would then be compared to the capacity of that link at its adopted level of service standard, and if the level of service standard is exceeded, the link has failed. If a link has failed, new development that impacts it is not supposed to be approved until the link is improved, either directly (widening) or indirectly (relieved by a parallel facility). That puts the burden on the affected local government to improve the problem link (even if it's a state highway) or to deny the development request.

Of course, there is no stated requirement to use a link-by-link approach in state law. DCA staff has opined that a link-by-link system is implied in the law, because the exceptions listed in Chapter 163.3180 are to a link-by-link system. That doesn't appear to be the case, however; the exceptions are to concurrency requirements, with no mention of how that is determined. The closest example would be the Transportation Concurrency Management Area (TCMA) authorized in 163.3180(7) to promote infill development and redevelopment. It allows the establishment of an areawide level of service standard, which perhaps could be extrapolated to imply that a link-specific standard is the norm. In reality, the link-by-link basis for measuring traffic conditions has simply evolved into standard practice because of typical traffic counting procedures and the simplicity of a volume-to-capacity comparison.

WHY A LINK-BY-LINK SYSTEM DOESN'T WORK

For many reasons, the standard link-by-link approach to transportation concurrency in Florida is inadequate. A statewide Transportation and Land Use Study Committee, established at Legislative direction, recognized some of the problems of transportation concurrency practice in Florida, and dedicated a whole chapter to the issue in its final report (dated January 15, 1999). Chapter Two of the report is entitled "Get Concurrency Right". The Committee concluded that the underlying statutory purpose of concurrency - that adequate facilities needed to serve development are available within a reasonable time of the impacts of that development - is an important public purpose, but that transportation concurrency as presently implemented has "major shortcomings" that should be addressed.

The primary problem with a link-by-link approach is that it focuses on an individual local government as the source of the problem and therefore responsible for the solution. In reality, the problem may have been created by any number of factors beyond the control of the local government. Simply stopping development adjacent to the failing link may not address the problem.

A transportation system is not like a water system. The link-by-link approach to transportation concurrency is equivalent to a water/sewer concurrency system, but the network really doesn't work the same way. Why? Unity of ownership. A water system "owns" all production and distribution facilities, and controls access and has a monopoly over its customers. A transportation system is a de facto aggregation of accessible facilities, with different "owners" serving the needs of the same customer. The owners vary based on locale, but include private facilities (private streets, railroads), special purpose facilities (transit, airports), and layers of public road providers (city, county, and state). The primary modes of travel (cars, buses, bikes, planes, feet) are not owned by the facility provider, the decision to travel is not particularly influenced by most of the providers, and the increase in the volume of travel results from decisions not controlled by the facility providers.

Personal travel decisions are driven by needs and wants - a person may need to be at a destination, but wants to get there at best (personal) convenience. The decision about which road links to use in that

trip is strictly based on convenience for the traveler, which is the basic assumption of the gravity model that drives travel demand forecasting.

One might argue (as some state staffers have) that local governments are the source of the congestion problems on any given link in their jurisdiction, because they approve the development that generates traffic. Of course, that ignores the fact that on many road links, through traffic contributes more to traffic congestion than development around those links. In addition, land uses beyond those adjacent to a problem link have a great influence (i.e., regional attractors like airports or universities, lack of affordable housing in an area causing long commutes from other areas). The local focus also ignores the state's role in congestion, since it continues to encourage statewide growth with economic development and tourism promotions and maintains a very attractive low tax structure. The notion that local governments can control the congestion on a given link by limiting development approvals also ignores the harsh realities of takings claims and compensable losses under the state's Bert J. Harris Act - claims filed against and defended by the local government, not the state. Finally, the heavy reliance on impact fees by local governments around the state means that stopping development also stops the source of money generally relied on to address the problem.

Congestion on a particular road link (perhaps due to lack of investment by a particular jurisdiction) will cause travelers to use longer, more involved but uncongested parts of the network, regardless of the owner. The very use of the term "network" implies that travel is a function of a much broader system and not related to the particular condition of any one road link. The link-by-link approach ignores the regional nature of travel. It ignores the fact that motorists have choices in a network and will seek alternative routes to avoid congested links. In fact, addressing a problem link itself has regional implications: one option for addressing congestion on a link is to improve or build a parallel link, and if you widen a congested road link directly, the very act of construction pushes more traffic to other links. Is it realistic to expect a local government to stop development adjacent to a congested link when the congestion is caused by improvements to another part of the network?

A related problem is the lack of a true hierarchy of roads. On many of today's networks, collectors and arterials, even limited access arterials, are serving as local roads. Too often the collectors and arterials have no supporting network of local links. New collectors or arterials often aren't built because of concerns about impacting neighborhoods. There are instances where cities don't maintain ownership of any arterials, shifting that burden entirely to the county or the state. FDOT has fallen victim to this mentality itself, as demonstrated by the designation of the interstate highway system as part of the state's intrastate system, making the interstate a carrier of inter- *and* intra-county trips.

The Transportation and Land Use Study Committee noted the conflicts between standard transportation concurrency practice and other goals, highlighting that the emphasis on motor vehicle mobility (cars) to the exclusion of other modes of travel impedes community design objectives which promote compact urban growth, urban infill, and redevelopment. In other words, the reliance on

maintaining vehicular mobility and the emphasis on link levels of service actually promotes urban sprawl, by pushing development out to where there is available roadway capacity. The Committee also noted that "(m)aintaining adopted LOS standards for roads also may constrain land development in areas contrary to the economic development goals of a community."

One particular problem faced in Lee County based on a recent change from an areawide concurrency approach to a link-by-link approach is how to treat the Florida Intrastate Highway System (FIHS) facilities, which are required to meet standards set by the state, not the county. The Transportation and Land Use Study Committee in its report acknowledged the problem of dealing with FIHS facilities on a link-by-link basis, stating "The Committee finds that we cannot maintain current LOS standards on the current FIHS in urban areas merely by regulating development near these thoroughfares." The report goes on to state "Unlike other kinds of infrastructure, it can be difficult to identify and address the sources of impacts on the transportation system. Many jurisdictions experience significant pass-through traffic that originates beyond their borders, and therefore is beyond their control. A strict application of (link-by-link) concurrency requires that such a jurisdiction deny development permits in the vicinity of the affected roadway in order to preserve the level of service while the sources of pass-through traffic are unregulated. Because it is intended to be a statewide network, the FIHS is particularly susceptible to this vagary of transportation concurrency. This anomaly is aggravated by current law which grants FDOT authority to establish LOS standards on the FIHS on the premise that those standards should facilitate high-speed movement of people and freight across long distances, even though critical components of the FIHS actually function as overburdened local roads." The report noted the variance process that St. Johns County was forced to pursue to address a problem on I-95, and explained "While the St. Johns County solution is commendable it was only an ad hoc solution to a vexing problem that can be expected elsewhere".

REGIONAL (METROPOLITAN) APPROACH

Some of the above examples highlight the basic axiom: travel is regional. What percentage of trips are wholly contained within any one jurisdiction's road network anymore? Successful travel requires the seamless handoff between modes and between jurisdictions. Since travel is regional and cross-jurisdictional, the means for measuring its effectiveness should be too. Transportation concurrency should be evaluated on a system-wide basis.

Lee County has been operating under an areawide concurrency management system for the last 9 years, in recognition of the time and flexibility needed to address many competing and immediate demands. Lee County has not exploited the flexibility of the system to ignore its transportation needs but instead has used the system to garner public support for raising needed revenues. As a result, Lee County has built almost 200 new lane miles in the form of new and expanded roadways to serve the population growth from the mid-80's to 2000. In the last 9 years, Lee County has assessed the maximum local option gas tax allowed by law, assessed road impact fees (which were recently increased), assessed tolls, and assessed the occassional development contribution over and above

impact fees to address its needs, and has completed dozens of major road improvements many of which benefitted the state highway system. Lee County was successful in bringing deficient roadway segments up to standards without resorting to stopping development, lowering the level of service standard on links, or establishing Transportation Concurrency Exception Areas (TCEAs). However, Lee County has not yet reached the level of population for which it is vested, and for this reason needs the flexibility of areawide planning and concurrency to meet this additional demand.

The TCEA option allowed in state law highlights the inadequacy of the link-by-link focus. It is a recognition that the link-by-link approach has limitations, and grants an exception to transportation concurrency requirements under the pretext of infill and redevelopment. The result is that 22 jurisdictions, the most highly congested parts of the state, have been permitted to ignore level of service conditions within their boundaries, regardless of ownership or nature of the roadways within. A system-wide approach to concurrency in these areas would allow the local government to meet the goal of infill or redevelopment while still providing a measurable standard to achieve or maintain. A system-wide approach also more readily lends itself to incorporation of the benefits of alternate modes of transportation, by allowing the inclusion of transit and bicycle/pedestrian networks as part of the system.

The areawide concurrency focus should be linked to the areawide planning process. The seamless handoff between modes and jurisdictions is the cornerstone philosophy of the MPO planning process, which can be applied to suburban and rural areas as well. The regional nature of transportation investment is also reflected in the MPO process. The first step in metropolitan planning is coordinating the capital budgets (or operating budgets for transit) of the jurisdictions within a given area. If the budgets aren't coordinated, little else of substance can be accomplished with any effectiveness. When budgets aren't coordinated, congestion results, and transportation investment becomes driven by crisis mode rather than by true planning.

Tools exist to bring all the "owners" together in planning and investment. The primary tool is the metropolitan long range planning process. This process uses a complicated but readily available tool - the FSUTMS model - to forecast land use and transportation demand, and evaluate the effectiveness of road and transit improvements in meeting level of service standards. The model transcends political jurisdictions, and is flexible enough to "game" alternative improvement scenarios by corridor or mode. Shorter range transportation system management tools also exist to address site-specific obstructions that cause local and areawide congestion. Success will result by creating the atmosphere that inspires coordinated investment by the owners and support from the users for the fiscal tools. Despite the availability, the most highly congested areas of the state have elected not to pursue this coordinated approach. Rather, they have taken the most politically expedient approach, exercising the concurrency exemption option allowed in state law (for some areas).

RECOMMENDATIONS:

- Recognize the regional nature of transportation by allowing a system-wide approach to concurrency management.

- Tie the system-wide approach to the multi-jurisdictional, long-range metropolitan planning process already in place in urbanized areas, and which can be expanded into non-urbanized areas.

ATTACHMENT B
TRANSPORTATION EAR

LEE COUNTY
SOUTHWEST FLORIDA

Writer's Direct Dial Number: (941) 335-2236

Facsimile (941) 335-2606

February 25, 2003

Charles Gauthier, AICP
Bureau Chief, Bureau of Local Planning
Division of Community Planning
2555 Shumard Oak Boulevard
Tallahassee, FL 32399-2100

Re: Lee County's Proposal for an
Alternate Concurrency Management System
LU-01-01-870.H.

Dear Charlie:

Enclosed please find a proposed agreement between Lee County, the Florida Department of Community Affairs, and the Florida Department of Transportation that would authorize the implementation of a Regional Concurrency Management System for the County. The agreement has been crafted to acknowledge the authority under which it has been executed, as well as addresses the proposed methodology of the regional concurrency management system.

To refresh your memory, please note that the proposed regional concurrency management system will focus on the relationship between "full cost accounting" and the NEEDS component of the Metropolitan Planning Organization's continuing long-range planning program. This component recognizes the multi-model improvements needed to meet the system-wide level of service, which we submit is the best indicator of the full cost of growth on the regional transportation network.

It is our hope that you will review the draft agreement and proposed methodology and agree that it is worthy of pursuit as an alternative transportation concurrency system for Lee County. We welcome the opportunity to discuss the draft

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Re: Lee County's Proposal for Alternate Concurrency Management System

in further detail in a conference call to be scheduled in approximately 10 days. We look forward to your favorable response to this proposal and expeditious execution of the agreement.

Kind regards,

Donna Marie Collins
Assistant County Attorney

DMC/amp
Enclosure

cc: w/enclosure
Timothy Jones, Chief Assistant County Attorney
Wayne Daltry, Smart Growth Coordinator
David Loveland, Department of Transportation
Michael Carroll, Development Services Division
Ron Talone, David Plummer & Associates

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DRAFT AGREEMENT ON
ALTERNATE CONCURRENCY MANAGEMENT SYSTEM

WHEREAS, pursuant to Florida Statutes, Section 163.3171(4), the Florida Department of Community Affairs and Local Governments have the power to enter into agreements with each other and to agree together to enter into agreements with other governmental agencies as may be necessary to effectuate the provisions and purposes of Florida Statutes, Section 163.3177(11)a; and

WHEREAS, Florida Statutes, Section 163.3177(11)a, states that the Legislature recognizes the need for innovative planning and development strategies that will address the anticipated demands of continued urbanization of Florida's coastal and other environmentally sensitive areas. The section also states that the Legislature recognizes the substantial advantages of innovative approaches to development that may better serve to provide for the cost efficient delivery of public facilities and services; and

WHEREAS, Florida Statutes, Section 163.3180, requires that transportation facilities designed as part of the Florida Interstate Highway System (FIHS) needed to serve new development must be in place or under actual construction within five years after issuance of a certificate of occupancy or its functional equivalent by the local government, and requires that other transportation facilities needed to serve new development must be in place or under actual construction within three years after the issuance of a certificate of occupancy or its functional equivalent by the local government; and

WHEREAS, Lee County needs the flexibility of area-wide planning and concurrency to meet the additional demands of growth; and

WHEREAS, in response to the regional nature of transportation, Lee County has proposed a system-wide approach to concurrency management; and

WHEREAS, Lee County desires to harmonize the system-wide approach with the multi-jurisdictional long-range Metropolitan Planning Organization (MPO) process already in place in urbanized areas; and

WHEREAS, the parties desire to implement an alternative concurrency management system for transportation facilities that would utilize a financially feasible roadway system based on financial commitments from Lee County, FDOT, and ultimately all participating members of the MPO; and

WHEREAS, the financially feasible system will be designed to correct deficiencies and accommodate new development by establishing priorities for addressing existing and future road needs; and

WHEREAS, as an integral part of the Alternate Transportation Concurrency Management System, Lee County proposes to plan, fund, and construct a series of road improvements to the area roadway network parallel to, and both east and west of, Interstate-75.

In addition, the County proposes to implement and enforce access management techniques to improve and preserve capacity on critical road corridors; and

WHEREAS, the Alternate Transportation Concurrency Management System will protect the public safety and general welfare by expanding options for the movement of traffic within Southwest Florida. In addition, the Alternate Transportation Concurrency Management System will preserve the Interstate-75 corridor by providing relief via parallel north/south roadways that will divert local trips from the Interstate; and

WHEREAS, the ultimate goal of the Alternate Transportation Concurrency Management System is to plan and develop an integrated balanced regional transportation system that preserves the existing transportation infrastructure and improves travel choices to ensure mobility throughout the County and the region.

NOW, THEREFORE, IT IS AGREED by the parties as follows:

1. The parties to this agreement are Lee County, the Florida Department of Community Affairs, and the Florida Department of Transportation. The authority to enter this agreement is set forth in Florida Statutes, Section 163.3171(4).

2. The purpose of this agreement is to establish an Alternate Transportation Concurrency Management System that will be financially feasible and will be accomplished by adopting a long-term schedule of capital improvements that will correct existing deficiencies and accommodate new development.

3. Lee County will amend the Lee County Comprehensive Land Use Plan to implement a regional approach to transportation concurrency management substantially in conformity with the outline attached as Exhibit A. The regional approach will demonstrate how it will protect and mitigate the Level of Service (LOS) on FIHS facilities. This demonstration will be accomplished by a detailed description of what will constitute the regional system and how intra-regional origins and destinations are served by that system.

4. Lee County will then develop and implement a process to establish project priorities as well as monitor and ensure adherence to the schedule of the capital improvement program.

5. Lee County will submit bi-annual monitoring reports designed to determine the success/failure of the Alternate Transportation Concurrency Management System.

6. As long as the commitments are met, all new development within the MPO area will be considered to have satisfied the transportation concurrency requirements of Florida Statutes, Chapter 163.

7. This agreement will have a ten-year duration. At the end of 10 years, if the Alternate Transportation Concurrency Management System fails to provide substantial concurrency management benefits, this agreement may terminate. Lee County will then

resume its measurement of concurrency on a link-by-link basis or some other basis consistent with state law. However, if the Alternative Transportation Concurrency Management System succeeds in providing concurrency management benefits, this agreement may be reviewed for extended five-year terms.

ATTEST:
CHARLIE GREEN, CLERK

BY:_____
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY, FLORIDA

BY:_____
Chairman

Date:_____

Approved as to form by:

_____
Donna Marie Collins
County Attorney's Office

Witness:

_____

_____

Florida Department of Community Affairs

_____
Secretary

Date: _____

Witness:

_____

_____

Florida Department of Transportation

_____
Thomas F. Barry, Jr., P.E.
Secretary

Date: _____

Attachment: Exhibit A

EXHIBIT A

ALTERNATIVE CONCURRENCY PROPOSAL

This proposal is built around the concept of using the existing MPO structure and FSUTMS computer model to develop a financially feasible road network that is as close as practical to the MPO 20-year needs plan and that all participating agencies (DCA, FDOT, Counties and Cities) will agree upon as appropriate to accommodate the projected growth of the region at the area-wide level of service. Once the system is agreed upon, the Counties, Cities and FDOT will commit to increase funding sources that will construct the improvements required to complete the system according to a mutually agreed upon schedule. Thereafter, and so long as all participants are maintaining their commitments, any proposed new development within the MPO area would be considered concurrent if it is within the assumed growth projections used in producing the network. If a participating local government fails to maintain its commitments, then it will be required to immediately revert to a link-by-link analysis for concurrency. If we cannot obtain timely acceptance of this concept from all local governments in the MPO, then we would propose that the County implement the program as a model that can later be expanded to include the cities, and be replicated in other MPO's.

It is clear that the most critical parts of this proposal are reaching agreement on realistic data for input to the computer model, and demonstration of the financial feasibility of the resulting system by local governments and FDOT. There will also need to be agreement on a methodology for monitoring the status of the traffic system in order to gauge how well the program is working.

OUTLINE OF PROPOSAL:

A. Countywide Transportation Concurrency System

1. Could be expanded to include other counties or entire region.
2. Based on MPO 20-year needs plan.
3. Uses FSUTMS model.
4. Realistic projections of growth and other types of development, including input from the development community.
5. Agreement between FDOT, DCA, County and Cities as to overall system, including needed improvements and new facilities, and associated costs.
6. County commits to funding and construction schedule for county roads.
7. FDOT agrees and commits to funding and construction schedule for state roads.
8. Cities commit to funding and construction schedule for municipal roads.

9. Cities, County and FDOT cooperate with regard to intersections of their respective roads.

10. Plan for a progressive effort to bring funding up to the level sufficient to meet the MPO needs plan.

B. Implementation

1. Amend Comprehensive Plans to show the new concurrency management system and include reference to the 20-year plan, the 10-year interim plan and the 5-year CIP to support the overall system.

2. Failure to meet funding or construction commitments results in:

   a. Link-by-link analysis required (or some other approach consistent with state law).

   b. No new development with direct access to a facility that: (1) does not meet adopted LOS standard; and, (2) does not meet schedule for funding or construction, unless the developer or appropriate government jurisdiction commits to providing the needed improvement.

3. Bi-annual reports to FDOT and DCA.

4. Development applications reviewed to determine if density and intensity of use are within model assumptions.

5. If proposed development is consistent with the 20-year model assumptions, then concurrency presumed.

6. If proposed development is not consistent with model assumptions, then test to see if system is significantly degraded by proposed development beyond that assumed in the model assumptions. Only the portion of proposed development that is above and beyond that assumed in the 20-year plan is considered non-modeled development for this test.

   a. Estimate aggregate v/c ratios for cut lines in vicinity of proposed development, both with and without non-modeled development, using travel model assignments for MPO 20-year plan. The volume (v) represents aggregate peak hour, peak seasonal volumes, with through traffic (external-external) traffic on I-75 deducted. The capacity (c) represents the aggregate peak hour, peak season service volumes for the affected roadways at the adopted LOS standard.

   b. If non-modeled development significantly degrades aggregate v/c ratios below the adopted LOS standard, then determine improvements needed

to accommodate the non-modeled development and offset degradation. The Developer has 4 options:

(1) Developer or appropriate government jurisdiction commits to the funding of improvements within 3 years of certificate of occupancy for requested development; or,

(2) Developer waits until next system update to accommodate his use; or,

(3) Developer reduces development request to a level consistent with model assumptions or to that level beyond the model assumptions that can be supported by aggregate v/c ratios; or

(4) Development is subject to link by link concurrency determination.

7. Use cut lines to measure aggregate v/c ratios in specific corridors or areas in order to monitor effectiveness of system.

8. The System will be updated at a minimum on an bi-annual basis. This comprehensive update will include updates of the model assumptions (including growth projections) and the 20-year needs road network, as appropriate.

Annexations by Date and Municipality			
	Date	**Ordinance**	**Size in Acres**
Fort Myers			
Pelican Preserve	6/7/2004	3206	416.41
Belle Vue	10/1/2003	2003-16	402.23
Dunbar	10/1/2003	2003-16	1,163.00
Arborwood	8/18/2003	3135	2,243.71
Parker Daniels	9/3/2002	3081	259.69
Heritage Palms	1/1/1998		285.73
Burford	6/16/1997	2805	351.69
Gateway 96A1	9/16/1996	2790	298.92
Gateway-95A3	10/3/1995	2760	1,090.94
Gateway95A4	9/18/1995	2763	443.61
Buckingham Road Annexation	9/5/1995	2761	724.22
Metro Parkway 76	1/3/1995	2745	81.22
Serena Park	7/2/1994	2722	44.92
Gateway93A6	12/31/1993	2714	592.67
Colonial/Challenger Blvd	12/6/1993	2716	308.46
Huether	10/18/1993	2708	82.16
Section 30	9/7/1993	2699	140.90
Bay Colony	1/1/1993		581.94
Bryant	12/21/1992	2668	9.35
Keith Miller	12/16/1991	2622	10.21
Fort Myers		Pending	540.19
Total			**10,072.17**
Bonita Springs			
NoName	4/2/2004	04-05	22.23
BeachRoadDevelopment	3/17/2004	04-03	1,297.23
Gatterer	8/1/2003	03-11	19.03
5 of 7	8/1/2003	03-12	43.12
Hubschman	6/20/2003	03-09	1,267.83
Corkscrew Growers	10/4/2002	02-12	649.42
Total			**3,298.87**
Cape Coral			
Eagle-Cape Coral	1/26/2004	09-04	187.37
Rice-CapeCoral	12/1/2003	119-03	5.43
Cape Coral	9/30/2002	99-02	70.42
US Home	2/17/1998	2835	558.25
Olson	4/22/1996		3.57
CC Ord 73-88	1988		5.07
CC ORD 1-88	1988		14.88
Zemel		Pending	2,632.35
Total			**3,477.34**
Grand Total			**16,848.37**

ATTACHMENT 1

Charter of the New Urbanism

The Congress for the New Urbanism views disinvestment in central cities, the spread of placeless sprawl, increasing separation by race and income, environmental deterioration, loss of agricultural lands and wilderness, and the erosion of society's built heritage as one interrelated community-building challenge.

We stand for the restoration of existing urban centers and towns within coherent metropolitan regions, the reconfiguration of sprawling suburbs into communities of real neighborhoods and diverse districts, the conservation of natural environments, and the preservation of our built legacy.

We recognize that physical solutions by themselves will not solve social and economic problems, but neither can economic vitality, community stability, and environmental health be sustained without a coherent and supportive physical framework.

We advocate the restructuring of public policy and development practices to support the following principles: neighborhoods should be diverse in use and population; communities should be designed for the pedestrian and transit as well as the car; cities and towns should be shaped by physically defined and universally accessible public spaces and community institutions; urban places should be framed by architecture and landscape design that celebrate local history, climate, ecology, and building practice.

We represent a broad-based citizenry, composed of public and private sector leaders, community activists, and multidisciplinary professionals. We are committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design.

We dedicate ourselves to reclaiming our homes, blocks, streets, parks, neighborhoods, districts, towns, cities, regions, and environment.

We assert the following principles to guide public policy, development practice, urban planning, and design:

The region: Metropolis, city, and town

1. Metropolitan regions are finite places with geographic boundaries derived from topography, watersheds, coastlines, farmlands, regional parks, and river basins. The metropolis is made of multiple centers that are cities, towns, and villages, each with its own identifiable center and edges.

2. The metropolitan region is a fundamental economic unit of the contemporary world. Governmental cooperation, public policy, physical planning, and economic strategies must reflect this new reality.

3. The metropolis has a necessary and fragile relationship to its agrarian hinterland and natural landscapes. The relationship is environmental, economic, and cultural.

Farmland and nature are as important to the metropolis as the garden is to the house.

4. Development patterns should not blur or eradicate the edges of the metropolis. Infill development within existing urban areas conserves environmental resources, economic investment, and social fabric, while reclaiming marginal and abandoned areas. Metropolitan regions should develop strategies to encourage such infill development over peripheral expansion.

5. Where appropriate, new development contiguous to urban boundaries should be organized as neighborhoods and districts, and be integrated with the existing urban pattern. Noncontiguous development should be organized as towns and villages with their own urban edges, and planned for a jobs/housing balance, not as bedroom suburbs.

6. The development and redevelopment of towns and cities should respect historical patterns, precedents, and boundaries.

7. Cities and towns should bring into proximity a broad spectrum of public and private uses to support a regional economy that benefits people of all incomes. Affordable housing should be distributed throughout the region to match job opportunities and to avoid concentrations of poverty.

8. The physical organization of the region should be supported by a framework of transportation alternatives. Transit, pedestrian, and bicycle systems should maximize access and mobility throughout the region while reducing dependence upon the automobile.

9. Revenues and resources can be shared more cooperatively among the municipalities and centers within regions to avoid destructive competition for tax base and to promote rational coordination of transportation, recreation, public services, housing, and community institutions.

The neighborhood, the district, and the corridor

1. The neighborhood, the district, and the corridor are the essential elements of development and redevelopment in the metropolis. They form identifiable areas that encourage citizens to take responsibility for their maintenance and evolution.

2. Neighborhoods should be compact, pedestrian-friendly, and mixed-use. Districts generally emphasize a special single use, and should follow the principles of neighborhood design when possible. Corridors are regional connectors of neighborhoods and districts; they range from boulevards and rail lines to rivers and parkways.

3. Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy.

4. Within neighborhoods, a broad range of housing types and price levels can bring people of diverse ages, races, and incomes into daily interaction, strengthening the personal and civic bonds essential to an authentic community.

5. Transit corridors, when properly planned and coordinated, can help organize metropolitan structure and revitalize urban centers. In contrast, highway corridors should not displace investment from existing centers.

6. Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.

7. Concentrations of civic, institutional, and commercial activity should be embedded in neighborhoods and districts, not isolated in remote, single-use complexes. Schools should be sized and located to enable children to walk or bicycle to them.

8. The economic health and harmonious evolution of neighborhoods, districts, and corridors can be improved through graphic urban design codes that serve as predictable guides for change.

9. A range of parks, from tot-lots and village greens to ballfields and community gardens, should be distributed within neighborhoods. Conservation areas and open lands should be used to define and connect different neighborhoods and districts.

The block, the street, and the building

1. A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use.

2. Individual architectural projects should be seamlessly linked to their surroundings. This issue transcends style.

3. The revitalization of urban places depends on safety and security. The design of streets and buildings should reinforce safe environments, but not at the expense of accessibility and openness.

4. In the contemporary metropolis, development must adequately accommodate automobiles. It should do so in ways that respect the pedestrian and the form of public space.

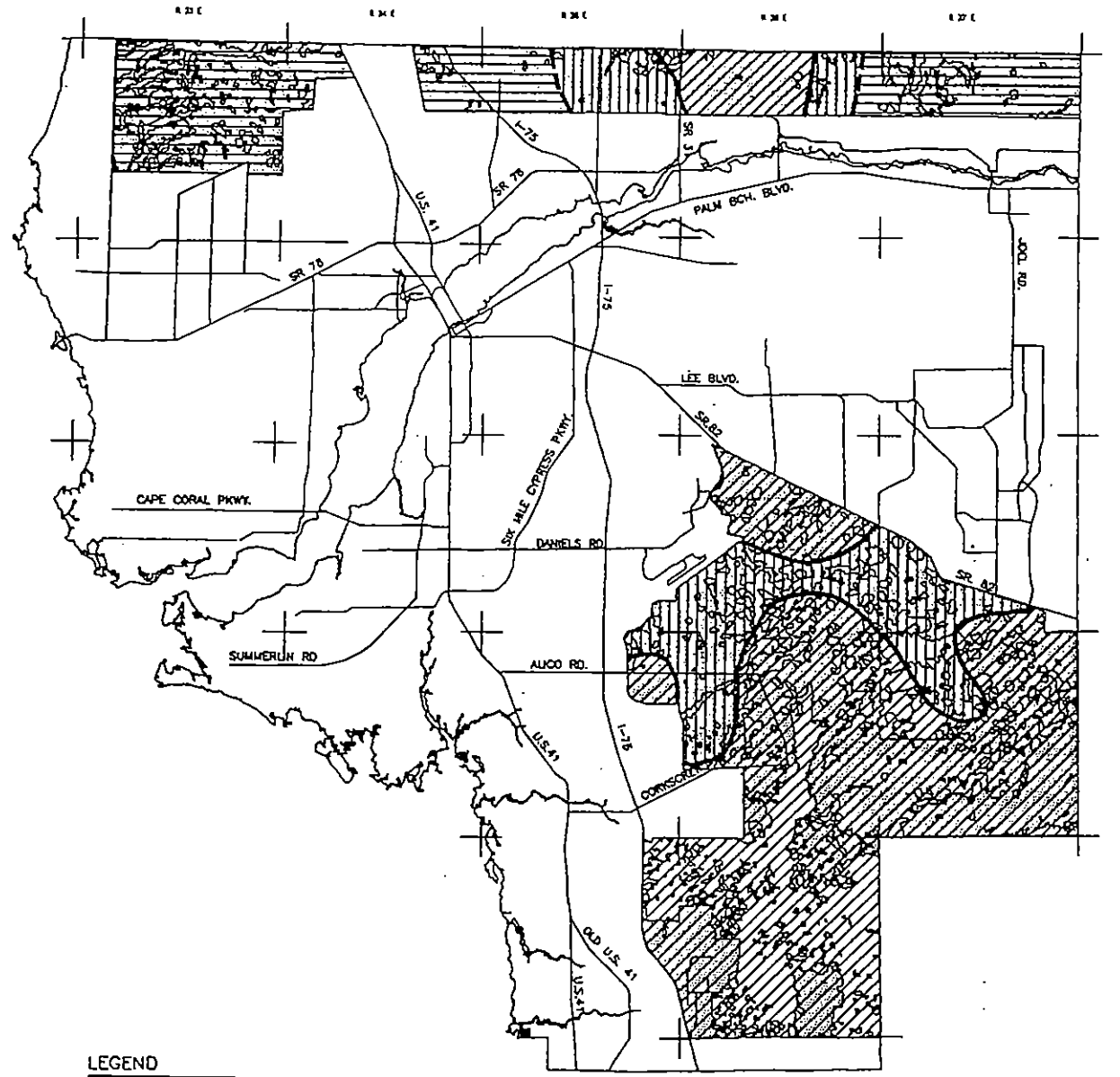
5. Streets and squares should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities.

6. Architecture and landscape design should grow from local climate, topography, history, and building practice.

7. Civic buildings and public gathering places require important sites to reinforce community identity and the culture of democracy. They deserve distinctive form, because their role is different from that of other buildings and places that constitute the fabric of the city.

8. All buildings should provide their inhabitants with a clear sense of location, weather and time. Natural methods of heating and cooling can be more resource-efficient than mechanical systems.

9. Preservation and renewal of historic buildings, districts, and landscapes affirm the continuity and evolution of urban society.



LEGEND

AREA A – SENDING ZONE – (ALLOWABLE DEVELOPMENT – 1 du/40 acres, ALLOWABLE TRANSFER RIGHTS – 1 du/10 acres)

AREA B – RECEIVING ZONE AND INTERNALLY A SENDING AND RECEIVING ZONE (ALLOWABLE DEVELOPMENT – 1 du/acre, DESIGNATED DEVELOPMENT RIGHTS – 1 du/10 acres, BEMP'S REQUIRED)

AREA C – RECEIVING ZONE AND INTERNALLY A SENDING AND RECEIVING ZONE (ALLOWABLE DEVELOPMENT – 1 du/acre, DESIGNATED DEVELOPMENT RIGHTS – 1 du/5 acres)

SENDING ZONE – (THE REMAINDER OF THE UNDEVELOPED/UNPLATTED UNINCORPORATED COUNTY MAY TRANSFER OUT UP TO 25% OF ITS DEVELOPMENT RIGHTS)

N

SCALE

0 5 MILES

Henigar & Ray, INC.
Atlanta Testing & Engineering

TDR ZONES

Lee County – Groundwater Resource Protection Study

PLATE NO. V-1

Development Orders
Issued in the DR/GR Category

#		TYPE	STATUS	DO LABEL	FIELD INFORMATION
1	SE	LDO		LDO2002-00101	Airport Mitigation
2	SE	00D	Vacated	91-12-009-00D	Alico Estates (DOP)
3	SE	00D		83-10-022-00D	Corkscrew Comm. Center
4	SE	00D		88-12-011-00D	Corkscrew Comm. Center
5	SE	00D		86-02-006-00D	Corkscrew Forest
6	SE	00D		87-10-005-00D	Corkscrew Ranch .
7	SE	00D		89-08-018-00D	Corkscrew Ranch .
8	SE	00D		89-12-018-00D	Corkscrew Ranch .
9	SE	00D		90-04-005-00D	Corkscrew Woods
10	SE	DOS		DOS2002-00212	Expanding existing lake
11	SE	00D		85-02-013-00D	Exxon Corporation
12	SE	LDO		LDO2000-00153	Fill pit
13	SE	12L		97-10-058-12L	Harrell Avenue
14	SE	DOS		DOS9903-08200	Infrastructure - Bonita Beach Road ext.
15	SE	11L		99-02-249-11L	Infrastructure - Bonita Springs Utilities East Terry St.
16	SE	00D		97-12-089-00D	Infrastructure - Construction of two lane unpaved access road, partial excavation of lake and intersection improvements on Alico Road Extension.
17	SE	11L		98-03-278-11L	Infrastructure - Corkscrew Wellfield Expansion, A CIP Project
18	SE	DOS		DOS2001-00192	Infrastructure - Electric Substation
19	SE	DOS		DOS2002-00103	Infrastructure - First station + fire district offices and training facilities including training tower
20	SE	11L		94-05-027-11L	Infrastructure - Fl. Cities Water Co. Wellfield
21	SE	LDO		LDO2001-00143	Infrastructure - FPL Substation
22	SE	12L		98-05-047-12L	Infrastructure - Kehl Canal Weir Structure Replacement
23	SE	01L		94-07-027-01L	Infrastructure - Lee County Utilities-Water Treatment Plant
24	SE	LDO		LDO2004-00052	Infrastructure - New utility lines in ROW
25	SE	LDO		LDO2004-00053	Infrastructure - One-story equipment/maintenance building

Development Orders
Issued in the DR/GR Category

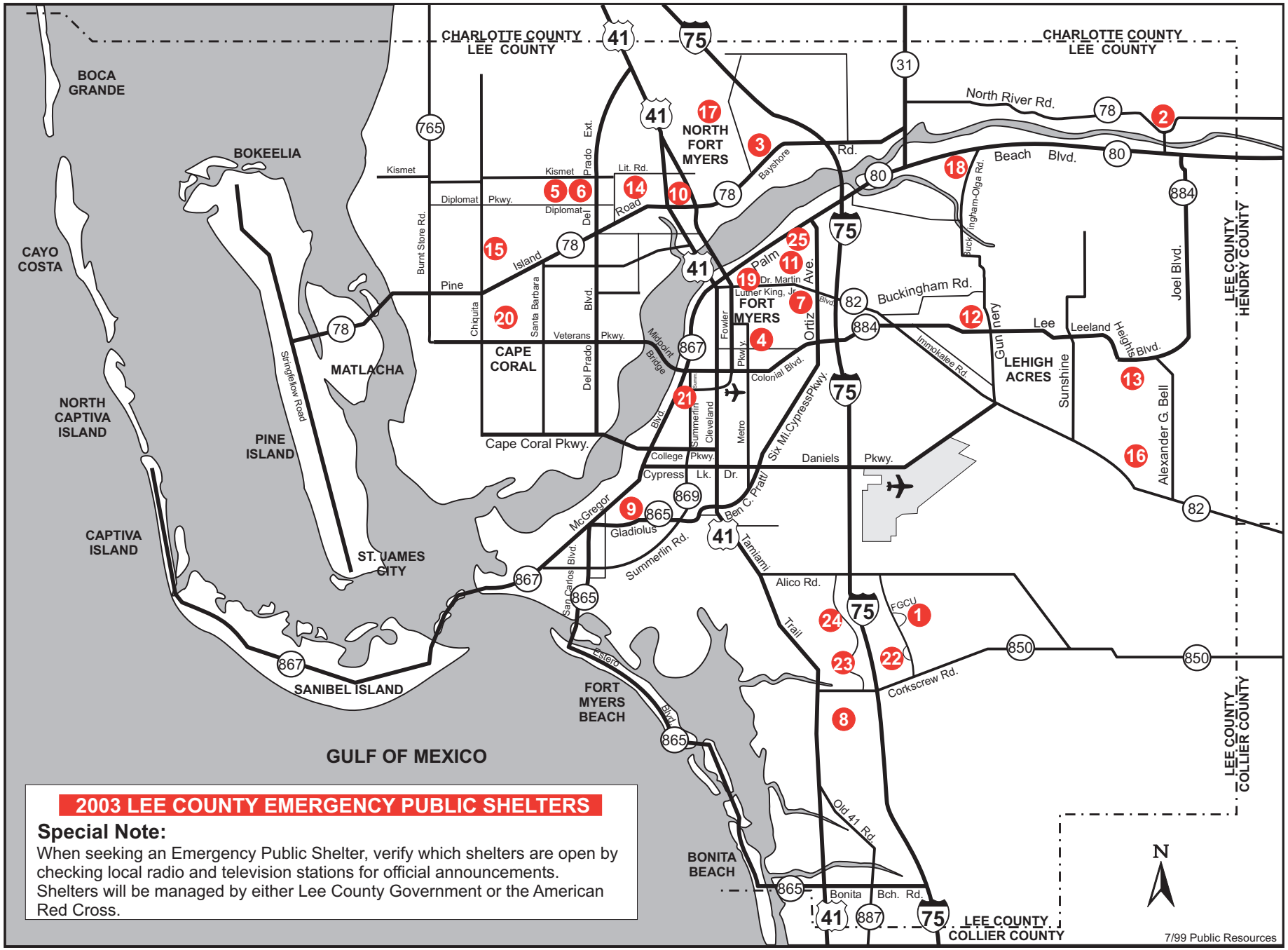
#		TYPE	STATUS	DO LABEL	FIELD INFORMATION
26	N	LDO		LDO2000-00170	Infrastructure - Paving of Ruden Road
27	SE	LDO		LDO2000-00410	Infrastructure - Road
28	SE	00D		91-10-013-00D	King's Driveway
29	N	DOS		DOS2003-00188	Medical offices for a veterinarian and a residence
30	SE	12L		99-03-231-12L	Meek Limited Review
31	SE	08L		95-01-203-08L	Mining
32	SE	08L		95-03-015-08L	Mining
33	SE	08L		95-03-016-08L	Mining
34	SE	08L		95-05-070-08L	Mining
35	SE	08L		95-06-077-08L	Mining
36	SE	08L		96-01-203-08L	Mining
37	SE	00D		96-07-093-00D	Mining
38	SE	08L		97-05-075-08L	Mining
39	SE	01L		97-09-342-01L	Mining
40	SE	LDO		LDO9705-07308	Mining
41	SE	15L		98-03-261-15L	Mining
42	SE	15N		98-03-261-15N	Mining
43	SE	DOS		DOS9909-11800	Mining
44	SE	LDO		LDO2000-00058	Mining
45	SE	LDO		LDO2000-00100	Mining
46	SE	LDO		LDO2001-00028	Mining
47	SE	LDO		LDO2001-00034	Mining
48	SE	LDO		LDO2001-00067	Mining
49	SE	LDO		LDO2001-00070	Mining
50	SE	LDO		LDO2001-00093	Mining
51	SE	LDO		LDO2001-00365	Mining
52	SE	LDO		LDO2001-00419	Mining
53	SE	LDO		LDO2002-00260	Mining
54	SE	LDO		LDO2003-00241	Mining

Development Orders
Issued in the DR/GR Category

#		TYPE	STATUS	DO LABEL	FIELD INFORMATION
55	SE	LDO		LDO2003-00365	Mining
56	SE	LDO		LDO2003-00403	Mining
57	SE	LDO		LDO2003-00415	Mining
58	SE	00D		85-08-004-00D	Mining - Alico Road Green Meadow
59	SE	01L		94-08-026-01L	Mining - Green Meadow Mine-Incinerator
60	SE	00D		86-01-018-00D	Mining - Green Meadows Mine
61	SE	00D		87-09-005-00D	Mining - Green Meadows Mine Phase II
62	SE	08L		95-05-073-08L	Mining - Youngquist Bros. Metal Roofs
63	N	LDO		LDO2004-00082	Pond for livestock watering
64	SE	DOS		DOS2004-00003	Proposed 13 lot subdivision with a lake
65	SE	12L		94-03-050-12L	R.S. & Sons Farms - Migrant Housing
66	SE	00D		95-08-066-00D	Reclamation facility
67	N	LDO		LDO2000:00138	Recreational facility
68	SE	00D		89-02-017-00D	Redlands Christian Mission Phase I
69	N	LDO		LDO2004-00218	Res. And Agr. Pond
70	SE	04L		95-02-190-04L	Residential lot split McKibben/Dachuk
71	N	04L		96-03-220-04L	Residential lot split
72	SE	LDO		LDO2003-00020	Residential lot split
73	SE	LDO		LDO2003-00158	Residential pond
74	N	LDO		LDO2000-00282	Residential pond
75	N	LDO		LDO2001-00154	Residential pond
76	N	LDO		LDO2002-00397	Residential pond
77	SE	LDO		LDO2001-00169	Residential pond
78	SE	LDO		LDO2001-00268	Residential pond
79	SE	LDO		LDO2001-00368	Residential pond
80	SE	LDO		LDO2002-00061	Residential pond
81	SE	LDO		LDO2003-00079	Residential Pond
82	SE	LDO		LDO2003-00156	Residential pond
83	SE	LDO		LDO2003-00157	Residential pond

Development Orders
Issued in the DR/GR Category

#		TYPE	STATUS	DO LABEL	FIELD INFORMATION
84	SE	LDO		LDO2004-00143	Residential pond - Expand existing
85	N	LDO		LDO2002-00151	Residential pond enlargement
86	SE	LDO		LDO2004-00059	Residential pond for single family dwelling
87	N	LDO		LDO2000-00362	Residential retention pond
88	SE	LDO		LDO2004-00156	Residential, Ag. Pond
89	SE	LDO		LDO2003-00312	Retention pond
90	SE	DOS		DOS2002-00046	Retreat Golf Course
91	SE	00D		87-03-002-00D	Saddle brook Trails (Corkscrew)
92	N	00D	Denied	84-12-009-00D	Shell Lake Manor
93	SE	LDO		LDO2001-00145	Tower - Antenna
94	SE	LDO		LDO2003-00024	Tower - Antenna
95	SE	LDO		LDO2000-00156	Tower - Antenna on tower
96	SE	LDO		LDO2000-00341	Tower - Antenna on tower
97	SE	LDO		LDO2001-00277	Tower - Antenna on tower
98	SE	LDO		LDO2002-00092	Tower - Antenna on tower
99	SE	LDO		LDO2000-00107	Tower - Communication Tower
100	SE	00D		87-01-008-00D	Tower - WAVE Radio Tower
101	SE	00D		87-08-004-00D	Tower - WEVU Tower
102	SE	00D		85-09-018-00D	Tower - Whew Radio Station
103	SE	00D	Vacated	90-03-019-00D	Vacated under Conservation Land Program
104	SE	LDO		LDO9505-07308	



2003 LEE COUNTY EMERGENCY PUBLIC SHELTERS

Special Note:

When seeking an Emergency Public Shelter, verify which shelters are open by checking local radio and television stations for official announcements. Shelters will be managed by either Lee County Government or the American Red Cross.

Lee County's Shelter Deficit

Status Report on Hurricane Shelter Projects with Lee County School District

Attachment A
Hurricane Shelter Projects
Completed/Underway

Shelter Project	Spaces Created	Cost
Edison Learning Center (Ft. Myers High*	150	$134,850
Royal Palm Exceptional Center, Fort Myers	470	$98,277
Bayshore Elem., North Fort Myers	300	$59,700
First Presbyterian Church, Bonita Springs*	50	$98,550
Mirror Lakes Elementary, Lehigh	800	$234,000
J. Colin English Elementary, North Fort Myers	800	$134,175
Diplomat Middle, Cape Coral	1,000	$158,000
Tanglewood Elementary, South Fort Myers	800	$98,000
Caloosa Middle, Cape Coral*	200	$170,000
TECO Arena, Estero	6,500	$1,094,272
Dunbar High School, Fort Myers	800	$500,000

* Denotes Special Needs Shelter
Shaded item denotes project with School District

Attachment A
Hurricane Shelter Projects
Completed/Underway

Shelter Project	Spaces Created	Cost
Sunshine Elementary School, Lehigh, Phase I*	200	$68,775
Alico Arena (FGCU Gym), San Carlos Park	1,800	$947,000
North Fort Myers Academy of the Arts, North Ft. Myers	1,000	$469,000
Diplomat Elementary, Cape Coral	900	$350,000
Subtotal, School District Projects	7,420	$2,474,777
Total, All Projects	15,100	$4,452,948

Attachment B
Proposed Hurricane Shelter Projects
Lee County School District

	Shelter Project	Spaces Created	Proposed Cost	Project Startup Year
✓	New East County Middle School, Lehigh	1,000	$500,000	FY 02-03
✓	Lee Middle School, Fort Myers	620	$570,000	FY 02-03
✓	Skyline Elementary School, Cape Coral*	1,695	$350,000	FY 02-03
	Riverdale High, East Fort Myers	1,150	$350,000	FY 03-04
✓	Colonial Elementary, Fort Myers	Improvement to Existing Facility	$350,000	FY 03-04
	~~New Gateway Elementary/Middle**~~	To be determined	To be determined	FY 03-04
✓	New Mariner Middle School, Cape Coral*	To be determined	To be determined	FY 03-04
	Lehigh High School, Lehigh	820	$470,000	FY 04-05
	Sunshine Elementary, Lehigh, Phase II	Improvement to Existing Facility	$85,000	FY 04-05
	Littleton Elementary, North Ft. Myers	Improvement to Existing Facility	$420,000	FY 05-06

* Joint funding project with City of Cape Coral
** Projects not currently programmed in CIP

Acreage in the Conservation Lands Future Land Use Category
By Planning Community

Conservation Lands	Uplands		Wetlands		Total	
Alva	1,508	6.25%	237	0.50%	1,745	2.44%
Bayshore	314	1.30%	174	0.37%	488	0.68%
Boca Grande	88	0.36%	15	0.03%	102	0.14%
Bonita Springs	497	2.06%	443	0.94%	940	1.32%
Buckingham	582	2.41%	77	0.16%	659	0.92%
Burnt Store	6,737	27.92%	2,399	5.07%	9,135	12.78%
Cape Coral	1,134	4.70%	8,204	17.33%	9,337	13.07%
Captiva	2,017	8.36%	1,054	2.23%	3,071	4.30%
Daniels Parkway	264	1.10%	579	1.22%	843	1.18%
Estero	801	3.32%	2,145	4.53%	2,946	4.12%
Fort Myers	586	2.43%	984	2.08%	1,570	2.20%
Fort Myers Beach	34	0.14%	25	0.05%	59	0.08%
Fort Myers Shores	134	0.56%	28	0.06%	162	0.23%
Gateway/Airport	152	0.63%	154	0.32%	306	0.43%
Iona/McGregor	357	1.48%	5,874	12.41%	6,231	8.72%
Lehigh Acres	182	0.75%	628	1.33%	810	1.13%
North Fort Myers	3,057	12.67%	608	1.28%	3,665	5.13%
Pine Island	796	3.30%	8,091	17.09%	8,887	12.43%
San Carlos	183	0.76%	557	1.18%	739	1.03%
Sanibel	442	1.83%	3,971	8.39%	4,412	6.17%
South Fort Myers	148	0.61%	28	0.06%	176	0.25%
Southeast Lee County	4,114	17.05%	11,066	23.38%	15,180	21.24%
Conservation Lands Upland	24,127		Conservation Lands Wetland	47,338	71,465	

Attachment 1.

1996-2003 Economic Development Summary

Job Creation	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**1996-2003**
Locations	**10**	**12**	**7**	**3**	**5**	**5**	**5**	**2**	**49**
Jobs	779	981	245	175	202	376	147	56	2961
Square Feet Absorbed	190,365	432,800	120,450	53,800	90,200	109,300	67,000	34,200	1,098,115
Direct Impact ($millions)	$ 63.4	$ 80.0	$ 12.3	$ 4.9	$ 13.9	$ 17.6	$ 12.4	$ 2.3	$ 206.8
Expansions	9	1	5	6	12	5	9	9	56
Jobs	201	20	222	305	407	105	249	343	1852
Square Feet Absorbed	144,860	21,000	69,400	58,500	252,000	111,000	180,600	391,400	1,228,760
Direct Impact ($millions)	$14.4	$6.4	$14.0	$8.2	$43.8	$10.6	$24.6	$38.4	$ 160.4
Summary									
Locations + Expansions	19	13	12	9	17	10	14	11	105
Jobs	980	1,001	467	480	609	481	396	399	4813
Square Feet Absorbed	335,225	453,800	189,850	112,300	342,200	220,300	247,600	425,600	2,326,875
Direct Impact ($millions)	$77.8	$86.4	$26.3	$13.1	$57.7	$28.2	$37.0	$40.7	$ 367.2

Incentives	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**1996-2003**
Companies	5	5	3	1	6	2	4	1	27
Direct Jobs	512	894	152	115	384	129	110	52	2,348
Indirect Jobs	885	1,280	112	128	453	111	72	26	3,067
Total Jobs	1,397	2,174	264	243	837	240	182	78	5,415
Direct Impact ($millions)	$ 19.4	$ 28.6	$ 4.0	$ 3.2	$ 16.1	$ 4.2	$ 5.0	$ 3.0	$ 83.5
Facility Costs	$ 6.8	$ 10.2	$ 1.3	$ 5.0	$ 1.9	$ 5.5	$ 2.5	$ 0.2	$ 33.4
Indirect Impact ($millions)	$ 30.7	$ 34.7	$ 2.4	$ 4.0	$ 14.4	$ 2.9	$ 2.9	$ 1.5	$ 93.5
Total Economic Impact	$ 56.9	$ 73.5	$ 7.7	$ 12.2	$ 32.4	$ 12.6	$ 10.4	$ 4.7	$ 210.4
Lee County Incentives	$ 781,500	$ 815,574	$ 434,200	$ 184,000	$ 422,400	$ 149,400	$ 237,462	$ 52,000	$ 3,076,536
Average Incentive Per Direct Job	$ 1,526	$ 912	$ 2,857	$ 1,600	$ 1,100	$ 1,158	$ 2,159	$ 1,000	
Average Direct Wage per Job	$ 37,806	$ 32,074	$ 26,074	$ 28,052	$ 41,859	$ 29,854	$ 45,404	$ 57,000	
Percentage of Area Wage	169%	143%	117%	120%	165%	117%	166%	200%	

Industrial Revenue Bonds	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**1996-2003**
Number	2	2	2	2	3	1	4	3	19
Amount ($millions)	$ 4.8	$ 87.7	$ 158.0	$ 40.0	$ 26.5	$ 19.0	$ 108.5	$ 37.8	$ 482.3

Fort Myers- Lee County Enterprise Zone	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**1996-2003**
Number of Companies		15	6	10	12	17	9	9	78
Sales Tax Refunds for Local Companies		$ 43,998	$ 72,790	$ 74,814	$ 152,000	$ 128,000	$ 72,450	$ 155,843	$ 699,895
Capital Investment ($Mil)		$ 0.7	$ 1.5	$ 1.3	$ 2.6	$ 2.2	$ 1.2	$ 2.7	$ 12.2

Demographics	**1996**	**1997**	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**
Employment	163,834	165,910	166,465	174,010	186,020	195,207	200,798	202,371
Population	374,398	394,244	405,637	417,114	440,888	454,918	475,073	497,022
Unemployment	4.0%	3.8%	3.2%	2.6%	2.6%	3.2%	4.0%	4.2%
Average Wage	$22,233	$23,246	$23,494	$24,317	$25,409	$27,427	$28,466	$29,264

Florida BEBR
Population Studies

Projections of Florida Population by County, 2003-2030

Stanley K. Smith, Director
Stefan Rayer, Research Demographer

Florida is a rapidly growing but highly diverse state. Although its population has grown by around three million residents in each of the last three decades, this growth has not been distributed evenly throughout the state. Some areas have grown very rapidly while others have grown very slowly or even declined. Will these growth patterns continue? If not, how will they change?

This is an important question because many decisions—affecting schools, roads, houses, shopping centers, hospitals, amusement parks, and countless other projects—require some assessment of future population trends. In fact, the success or failure of those plans may depend in large part on the degree to which projected growth is realized over time. Yet the future is essentially unknowable. No matter how accurate our data, how powerful our computers, and how sophisticated our techniques, we still cannot "see" into the future.

We are not completely lost, of course. We can observe population trends that have occurred in the past. We can collect data and build models showing what would happen if past trends continued or varied in some particular way. Since the future is intimately tied to the past, these projections will often provide reasonably accurate forecasts of future population change. If constructed and interpreted properly, population projections—although incapable of providing perfect predictions of the future—can be extremely useful tools for planning and analysis.

State projections

State-level projections were made using a cohort-component methodology in which births, deaths, and migration were projected separately for each age-sex cohort in the population. The starting point was the population of Florida on April 1, 2000, as counted by the U.S. Census Bureau. Survival rates were applied to each age-sex cohort to project future deaths in the population. These rates were based on Florida Life Tables for 1990, published by the Public Health Statistics Section of the Florida Department of Health and Rehabilitative Services (now called the Florida Department of Health). The survival rates were adjusted upward in 2000, 2005, 2010, 2015, 2020, and 2025 to account for projected increases in life expectancy (U.S. Census Bureau, Population Division Working Paper No. 38, Series NP-D5, 2000).

Domestic migration rates by age and sex were based on census data for 1975-1980 and 1985-1990 (detailed migration data from the 2000 Census are not yet available). Domestic in-migration rates were calculated by dividing the number of persons moving to Florida from other states by the mid-decade population of the United States (minus Florida). Domestic out-migration rates were calculated by dividing the number of persons leaving Florida by Florida's mid-decade population. In both instances, rates were calculated separately for males and females and by five-year age groups up to age 85+. The

domestic migration rates used in these projections were based on an average of the rates for 1975-1980 and 1985-1990, but incorporated weights designed to provide a range of projections.

Projections of domestic migration were made by applying in-migration rates to the population of the United States (minus Florida) and projections of out-migration were made by applying out-migration rates to the Florida population. The projections of the United States population were the most recent set produced by the U.S. Census Bureau. Three different sets of domestic migration assumptions were used, providing three sets of projections. In the medium projections, a weight of 1.075 was applied to the domestic in-migration rates for each age-sex cohort through 2010 and a weight of 1.06 thereafter; in the low projections, a weight of 1.0 was applied through 2005 and a weight of 0.875 thereafter; and in the high projections, a weight of 1.175 was applied through 2005 and a weight of 1.225 thereafter.

Projections of foreign immigration were also based on data from previous censuses. The distribution of foreign immigrants by age and sex was based on the patterns observed for 1985-1990, but the levels of total immigration were based on data for 1995-2000. For the medium projections, foreign immigration was projected to be 652,606 during each future five-year period, the same as it was from 1995 to 2000. For the low projections, foreign immigration was projected to be 500,000 for each five-year period. For the high projections, foreign immigration was projected to be 652,606 for 2000-2005 and to increase by 40,000 for each five-year period thereafter. Foreign emigration was assumed to equal 22.5 percent of foreign immigration in each time period for each set of projections.

Net migration is the difference between the number of in-migrants and the number of out-migrants during a particular time period. The medium projections produce net migration levels of 280,000-290,000 per year between 2003 and 2030 (including both domestic and foreign migration). The low and high projections produce net migration levels that average around 195,000 and 365,000 per year, respectively. To put these figures into perspective, net migration averaged 260,000-280,000 per year during each of the last three decades. Annual net migration levels during the 1990s ranged from a low of 181,000 in 1992-1993 to a high of 365,000 in 1999-2000.

Projections were made in five-year intervals, with each projected population serving as the base for the following projection. Projected in-migration for each five-year interval was added to the survived Florida population at the end of the interval and projected out-migration was subtracted, giving a projection of the population age five and older. Births were projected by applying age-specific birth rates (adjusted for child mortality) to the projected female population. These birth rates were based on Florida birth data for 1999-2001 and imply a total fertility rate of approximately 2.0 births per woman.

The medium projection of total population for 2005 was adjusted to be consistent with the state population forecast produced by the State of Florida's Consensus Estimating Conference. None of the projections after 2005 had any additional adjustments. We believe the medium projection is the most likely to provide an accurate forecast of Florida's future population growth. Although there is no guarantee that the future population will fall within the range provided by the low and high projections, we believe there is a high probability that it will.

County projections

The cohort-component method is a good way to make population projections at the state level, but is not necessarily the best way to make long-range projections at the county level. Many counties in Florida are so small that the number of persons in each age-sex category is inadequate for making reliable cohort-component projections. Even more important, county growth patterns are so volatile that a single technique based on migration data from only one or two time periods may provide misleading results. We believe more useful projections of total population can be made if several different techniques and historical base periods are used.

For counties, we made eight projections using four simple extrapolation techniques and three different historical base periods. The four techniques were:

1. Linear – the population will change by the same number of persons in each future year as the average annual change during the base period.

2. Exponential – the population will change at the same percentage rate in each future year as the average annual rate during the base period.

3. Share of growth – each county's share of state population growth in the future will be the same as its share during the base period.

4. Shift share – each county's share of the state population will change by the same annual amount in the future as the average annual change during the base period.

For the linear and share-of-growth techniques we used base periods of five, ten, and fifteen years, yielding three sets of projections for each technique. For the exponential and shift-share techniques we used a single base period of ten years, yielding one set of projections for each technique.

The starting point for each county's projection was the population estimate produced by the Bureau of Economic and Business Research for April 1, 2003. These estimates were based on 2000 census counts and a variety of data and techniques

showing population changes since 2000 (Bureau of Economic and Business Research, *Florida Estimates of Population: April 1, 2003*, Gainesville: University of Florida). The techniques described above provided eight projections for each county for each projection year (2005, 2010, ... 2030). In order to moderate the effects of extreme projections, the highest and lowest projections for each county were excluded. The medium projection was then calculated by taking an average of the six remaining projections and adjusting the sum of the county projections to be consistent with the total population change implied by the state projections for each projection interval.

We made adjustments to the underlying population data in a number of counties before applying the techniques described above. This was done to account for special populations such as university students and prison inmates. Adjustments were made for counties in which these special populations account for a large proportion of total population or where changes in the special populations have been substantially different from changes in the rest of the population. In the present set of projections, adjustments were made for Alachua, Baker, Bay, Bradford, Calhoun, Charlotte, Columbia, De Soto, Dixie, Escambia, Franklin, Gadsden, Gilchrist, Glades, Gulf, Hamilton, Hardee, Hendry, Holmes, Jackson, Jefferson, Lafayette, Leon, Levy, Liberty, Madison, Martin, Okeechobee, Santa Rosa, Sumter, Taylor, Union, Wakulla, Walton, and Washington counties.

Range of projections

The techniques described above were used to make the medium set of county projections. This is the set we believe is most likely to provide an accurate forecast of future county populations. We have also made low and high sets of projections to provide an indication of the uncertainty surrounding the medium projections. These alternative projections were based on analyses of past population forecast errors for counties in Florida and the United States.

The low and high projections indicate the range into which two-thirds of actual future county populations will fall, if the future distribution of forecast errors is similar to the past distribution. That is, if future errors are similar to past errors, the populations of about two-thirds of Florida's 67 counties will fall somewhere between the low and high projections. The high and low projections themselves, however, do not have equal probabilities of occurring. Given Florida's population growth history, the probability that a county's future population will be above the high projection is greater than the probability that it will be below the low projection.

The range varies according to county population size in 2003 (less than 25,000; 25,000-249,999; and 250,000+) and the length of the projection horizon (mean absolute percentage forecast errors grow approximately linearly with the length of the projection horizon). Our studies have found that the distribution of absolute percent errors tends to remain fairly stable over time, leading us to believe that the low and high projections provide a realistic indication of the potential degree of uncertainty surrounding the medium projections.

For the medium set of projections, the sum of the county projections equals the state projection for each year (except for slight differences due to rounding). For the high and low sets, however, the sum of the county projections does not equal the state projection. This occurs because potential variation around the medium projection is much greater for counties (especially small counties) than for the state as a whole. Thus, the sum of the low projections for counties will be lower than the state's low projection and the sum of the high projections for counties will be higher than the state's high projection.

Note: The projections published in this bulletin refer solely to permanent residents of Florida; they do not include tourists or seasonal residents.

Florida State and County Population Estimates, April 1, 2003, and Projections for 2005-2030

	Estimate	Projections, April 1					
	April 1, 2003	2005	2010	2015	2020	2025	2030
ALACHUA	231,296						
Low		226,900	231,000	233,200	231,800	228,800	223,800
Medium		238,800	256,100	273,000	287,700	301,700	314,500
High		250,700	282,300	315,500	347,700	381,300	415,500
BAKER	23,383						
Low		22,600	22,800	22,800	22,500	22,000	21,300
Medium		24,000	25,800	27,600	29,400	31,100	32,600
High		25,500	29,000	32,800	36,800	40,900	45,200
BAY	154,827						
Low		151,000	152,300	152,500	151,600	149,500	146,200
Medium		158,900	168,900	178,500	188,100	197,200	205,500
High		166,900	186,100	206,300	227,400	249,200	271,500
BRADFORD	26,972						
Low		26,400	26,200	25,900	25,500	24,900	24,100
Medium		27,800	29,100	30,400	31,700	32,900	34,000
High		29,200	32,100	35,100	38,200	41,500	44,800
BREVARD	507,810						
Low		504,600	524,000	539,500	551,400	559,000	562,000
Medium		525,500	568,000	609,500	650,500	689,500	725,200
High		546,600	615,200	686,600	761,400	838,500	916,900
BROWARD	1,698,425						
Low		1,696,300	1,780,000	1,849,100	1,904,600	1,944,000	1,965,600
Medium		1,766,500	1,928,800	2,087,500	2,244,600	2,394,600	2,531,800
High		1,837,700	2,089,500	2,353,400	2,630,100	2,916,100	3,207,100
CALHOUN	13,439						
Low		12,900	12,700	12,400	12,000	11,500	10,900
Medium		13,800	14,400	15,000	15,700	16,300	16,800
High		14,600	16,200	17,800	19,600	21,300	23,200
CHARLOTTE	151,994						
Low		151,000	157,800	163,100	166,600	168,200	167,700
Medium		158,900	174,700	190,600	206,000	220,800	234,200
High		166,900	192,800	220,700	249,900	280,300	311,400
CITRUS	125,804						
Low		124,400	129,300	132,700	134,900	135,700	134,800
Medium		130,900	143,200	155,100	167,000	178,200	188,500
High		137,500	158,000	179,600	202,400	226,100	250,400
CLAY	156,011						
Low		156,600	168,000	177,100	184,200	188,800	190,700
Medium		164,800	185,900	206,600	227,300	247,100	265,200
High		173,100	205,300	239,600	276,300	314,700	354,200
COLLIER	292,466						
Low		304,100	346,500	384,600	418,500	447,200	469,700
Medium		316,600	374,500	432,000	489,900	545,800	597,400
High		329,400	406,700	489,400	577,900	670,800	766,300
COLUMBIA	58,890						
Low		59,800	61,400	62,500	63,100	63,000	62,300
Medium		62,900	68,100	73,100	78,100	82,900	87,300
High		66,000	75,100	84,600	94,600	105,000	115,700
DE SOTO	33,713						
Low		33,500	36,000	37,100	37,700	38,000	37,900
Medium		35,200	39,900	43,300	46,700	49,900	52,900
High		37,000	44,000	50,100	56,600	63,400	70,300
DIXIE	14,688						
Low		14,600	15,100	15,300	15,400	15,200	14,900
Medium		15,600	17,100	18,500	20,000	21,400	22,700
High		16,500	19,200	22,000	25,100	28,300	31,600

Florida State and County Population Estimates, April 1, 2003, and Projections for 2005-2030 (continued)

	Estimate April 1, 2003	Projections, April 1					
		2005	2010	2015	2020	2025	2030
DUVAL	826,279						
Low		817,200	839,700	856,900	868,900	875,000	874,600
Medium		851,100	910,500	968,700	1,026,100	1,080,900	1,130,900
High		885,300	985,700	1,090,600	1,199,900	1,312,500	1,427,000
ESCAMBIA	303,310						
Low		297,000	298,500	298,700	297,600	295,100	291,000
Medium		309,300	323,900	338,200	352,300	365,700	378,000
High		321,700	350,400	380,100	411,000	442,700	474,800
FLAGLER	61,541						
Low		64,300	74,600	83,500	91,100	97,000	101,100
Medium		67,600	82,300	97,000	111,700	126,000	139,200
High		71,100	91,200	113,000	136,600	161,700	187,800
FRANKLIN	10,480						
Low		10,100	11,200	10,800	10,400	10,000	9,400
Medium		10,700	12,700	13,200	13,600	14,100	14,500
High		11,300	14,200	15,600	17,000	18,500	20,000
GADSDEN	46,491						
Low		44,800	43,700	42,500	41,100	39,500	37,800
Medium		47,100	48,500	49,800	51,200	52,400	53,600
High		49,500	53,400	57,400	61,600	65,900	70,300
GILCHRIST	15,517						
Low		15,500	16,600	17,300	17,900	18,100	18,000
Medium		16,500	18,700	21,000	23,200	25,300	27,300
High		17,500	21,100	25,000	29,100	33,600	38,200
GLADES	10,729						
Low		10,500	10,600	10,500	10,400	10,100	9,800
Medium		11,100	12,000	12,800	13,600	14,300	15,000
High		11,800	13,400	15,100	17,000	18,800	20,800
GULF	15,615						
Low		15,000	14,600	14,100	13,500	12,900	12,100
Medium		16,000	16,600	17,100	17,700	18,200	18,700
High		17,000	18,600	20,300	22,000	23,900	25,800
HAMILTON	14,025						
Low		13,300	12,800	12,300	11,800	11,200	10,500
Medium		14,100	14,600	15,000	15,400	15,900	16,200
High		15,000	16,300	17,700	19,200	20,700	22,300
HARDEE	27,400						
Low		26,600	26,700	26,600	26,400	25,900	25,200
Medium		28,000	29,600	31,200	32,700	34,200	35,400
High		29,400	32,600	36,000	39,500	43,100	46,700
HENDRY	36,511						
Low		37,300	39,200	40,600	41,600	42,100	42,100
Medium		39,300	43,400	47,400	51,400	55,200	58,700
High		41,300	47,900	54,900	62,300	70,100	78,200
HERNANDO	140,670						
Low		139,500	146,100	151,000	154,300	155,900	155,600
Medium		146,800	161,800	176,400	190,800	204,600	217,300
High		154,200	178,500	204,300	231,500	259,900	289,000
HIGHLANDS	90,393						
Low		89,000	91,500	93,200	94,000	93,800	92,700
Medium		93,600	101,400	109,000	116,400	123,500	129,900
High		98,300	111,900	126,100	141,000	156,400	172,100
HILLSBOROUGH	1,079,587						
Low		1,078,700	1,133,500	1,180,600	1,218,200	1,243,900	1,257,000
Medium		1,123,300	1,228,200	1,332,500	1,435,400	1,532,000	1,619,300
High		1,168,600	1,330,600	1,502,500	1,682,200	1,865,800	2,050,900

Florida State and County Population Estimates, April 1, 2003, and Projections for 2005-2030 (continued)

	Estimate April 1, 2003	Projections, April 1 2005	2010	2015	2020	2025	2030
HOLMES	18,940						
Low		18,000	17,600	17,000	16,400	15,600	14,700
Medium		19,200	19,900	20,700	21,400	22,100	22,800
High		20,300	22,400	24,500	26,700	29,000	31,300
INDIAN RIVER	121,174						
Low		120,200	125,600	129,700	132,400	133,600	133,300
Medium		126,500	139,100	151,500	163,700	175,400	186,200
High		132,900	153,500	175,400	198,600	222,700	247,600
JACKSON	48,991						
Low		47,600	47,000	46,200	45,200	43,900	42,400
Medium		50,100	52,200	54,200	56,200	58,100	59,800
High		52,700	57,500	62,500	67,800	73,200	78,700
JEFFERSON	13,552						
Low		13,100	12,700	12,300	11,700	11,100	10,400
Medium		14,000	14,400	14,900	15,400	15,800	16,200
High		14,800	16,200	17,600	19,100	20,600	22,200
LAFAYETTE	7,353						
Low		7,200	7,200	7,100	6,900	6,600	6,300
Medium		7,700	8,100	8,600	9,000	9,400	9,800
High		8,200	9,100	10,200	11,200	12,300	13,500
LAKE	240,716						
Low		244,000	266,800	285,800	301,000	311,900	317,800
Medium		256,700	295,000	332,900	370,800	407,200	440,700
High		269,600	326,100	386,600	451,500	519,800	590,300
LEE	495,088						
Low		503,100	547,600	586,300	619,700	646,500	665,600
Medium		523,900	592,700	660,400	728,000	792,800	852,200
High		545,000	642,800	746,200	855,800	969,800	1,086,000
LEON	255,500						
Low		252,900	260,900	267,500	270,700	272,100	271,400
Medium		263,400	282,900	302,500	319,800	336,200	351,200
High		274,000	306,300	340,500	373,800	408,100	442,800
LEVY	36,664						
Low		36,500	38,300	39,700	40,700	41,200	41,200
Medium		38,400	42,400	46,300	50,300	54,000	57,500
High		40,300	46,800	53,700	61,000	68,700	76,500
LIBERTY	7,227						
Low		7,000	6,800	6,700	6,400	6,200	5,800
Medium		7,400	7,800	8,100	8,400	8,700	9,000
High		7,900	8,700	9,600	10,500	11,400	12,400
MADISON	19,139						
Low		18,200	17,600	17,000	16,300	15,500	14,600
Medium		19,400	20,000	20,700	21,300	22,000	22,500
High		20,500	22,500	24,500	26,600	28,700	30,900
MANATEE	286,884						
Low		288,000	305,400	320,100	332,200	341,100	346,400
Medium		299,900	330,900	361,100	391,100	419,700	445,600
High		312,000	358,600	407,400	458,700	511,700	565,300
MARION	281,966						
Low		284,900	306,200	324,500	340,100	352,200	360,900
Medium		296,600	331,500	365,800	400,000	432,600	462,800
High		308,600	359,400	413,000	469,700	528,400	588,800
MARTIN	134,491						
Low		133,200	138,600	142,600	145,200	146,200	145,500
Medium		140,200	153,600	166,600	179,600	192,000	203,300
High		147,200	169,400	192,900	217,800	243,600	270,100

Florida State and County Population Estimates, April 1, 2003, and Projections for 2005-2030 (continued)

	Estimate April 1, 2003	Projections, April 1 2005	2010	2015	2020	2025	2030
MIAMI-DADE	2,345,932						
Low		2,318,100	2,373,400	2,415,000	2,443,000	2,454,900	2,449,200
Medium		2,414,200	2,574,000	2,730,800	2,885,900	3,033,800	3,168,900
High		2,511,200	2,786,200	3,073,700	3,373,600	3,682,400	3,996,100
MONROE	80,537						
Low		76,800	73,300	69,800	66,300	62,600	58,900
Medium		80,800	81,500	82,100	82,700	83,300	83,900
High		84,900	89,600	94,500	99,400	104,400	109,400
NASSAU	63,062						
Low		63,200	67,600	71,200	73,900	75,600	76,300
Medium		66,500	74,800	83,000	91,200	99,000	106,100
High		69,900	82,700	96,300	110,800	126,000	141,600
OKALOOSA	181,102						
Low		178,200	182,800	185,700	186,900	186,300	183,800
Medium		187,500	202,600	217,200	231,600	245,200	257,600
High		196,900	223,500	251,300	280,400	310,400	341,300
OKEECHOBEE	37,236						
Low		36,200	36,200	36,100	35,700	35,100	34,300
Medium		38,100	40,200	42,300	44,400	46,400	48,300
High		40,000	44,300	48,800	53,600	58,600	63,700
ORANGE	983,165						
Low		996,100	1,078,000	1,148,600	1,209,100	1,256,900	1,291,200
Medium		1,037,200	1,167,000	1,294,300	1,421,100	1,542,400	1,654,400
High		1,079,100	1,265,400	1,461,900	1,669,700	1,885,300	2,106,700
OSCEOLA	210,438						
Low		217,800	249,000	275,600	297,900	315,000	326,500
Medium		229,100	275,000	320,300	365,800	409,700	450,200
High		240,700	304,400	372,900	446,800	525,100	606,300
PALM BEACH	1,211,448						
Low		1,217,400	1,294,600	1,360,400	1,415,500	1,457,700	1,485,600
Medium		1,267,700	1,402,300	1,534,500	1,666,100	1,792,400	1,908,500
High		1,318,800	1,519,700	1,731,500	1,954,700	2,186,600	2,423,900
PASCO	375,318						
Low		376,500	398,900	417,700	433,000	444,300	451,000
Medium		392,000	432,200	471,200	509,900	546,700	580,100
High		407,800	468,300	531,600	598,000	666,500	735,800
PINELLAS	939,864						
Low		915,200	907,700	897,600	884,800	868,500	848,700
Medium		953,200	985,500	1,017,300	1,048,700	1,078,600	1,105,800
High		991,500	1,065,600	1,142,400	1,221,800	1,302,800	1,384,700
POLK	511,929						
Low		508,900	528,200	543,400	555,200	562,700	565,600
Medium		529,900	572,600	613,900	655,000	694,200	730,000
High		551,300	620,100	691,600	766,700	844,100	922,900
PUTNAM	71,971						
Low		69,400	68,100	66,600	64,800	62,800	60,400
Medium		73,000	75,600	78,100	80,700	83,100	85,400
High		76,700	83,300	90,100	97,200	104,600	112,200
SAINT JOHNS	139,849						
Low		142,500	157,500	170,100	180,500	188,100	192,700
Medium		149,900	174,100	198,100	222,100	245,300	266,700
High		157,500	192,500	230,200	270,700	313,500	357,800
SAINT LUCIE	211,898						
Low		211,200	223,100	232,400	239,100	243,000	243,800
Medium		222,300	247,000	271,300	295,400	318,600	339,900
High		233,500	272,700	314,400	358,700	405,100	452,900

Florida State and County Population Estimates, April 1, 2003, and Projections for 2005-2030 (continued)

	Estimate April 1, 2003	Projections, April 1 2005	2010	2015	2020	2025	2030
SANTA ROSA	128,889						
Low		129,600	140,600	148,500	154,700	158,900	161,000
Medium		136,300	155,600	173,200	190,900	207,900	223,700
High		143,200	171,800	200,900	232,100	264,900	299,000
SARASOTA	348,761						
Low		346,800	360,400	371,700	380,200	385,800	388,100
Medium		361,100	390,700	419,800	448,500	475,800	500,700
High		375,700	423,100	473,000	525,000	578,700	633,200
SEMINOLE	394,900						
Low		396,400	420,800	441,300	458,200	471,000	479,000
Medium		412,800	455,800	497,800	539,500	579,300	615,800
High		429,500	494,000	561,600	632,700	706,400	781,600
SUMTER	63,001						
Low		64,600	72,000	78,400	83,600	87,600	90,100
Medium		68,000	79,600	91,200	102,900	114,100	124,600
High		71,400	88,100	106,000	125,400	146,000	167,400
SUWANNEE	37,198						
Low		36,900	38,600	39,900	40,800	41,300	41,200
Medium		38,800	42,800	46,600	50,500	54,100	57,500
High		40,800	47,200	54,000	61,200	68,800	76,500
TAYLOR	20,646						
Low		20,000	19,400	18,700	18,000	17,100	16,100
Medium		21,300	22,100	22,800	23,500	24,200	24,900
High		22,600	24,700	27,000	29,300	31,700	34,200
UNION	13,726						
Low		13,900	13,700	13,400	13,100	12,600	12,000
Medium		14,800	15,600	16,300	17,100	17,800	18,400
High		15,700	17,500	19,300	21,300	23,300	25,400
VOLUSIA	470,770						
Low		468,000	486,400	501,100	512,400	519,700	522,700
Medium		487,400	527,200	566,000	604,400	641,000	674,500
High		507,000	571,000	637,700	707,600	779,600	852,900
WAKULLA	24,938						
Low		25,100	26,900	28,300	29,200	29,700	29,600
Medium		26,700	30,400	34,200	37,900	41,600	45,000
High		28,300	34,200	40,700	47,700	55,200	63,000
WALTON	47,066						
Low		48,000	53,200	57,600	61,200	63,800	65,500
Medium		50,500	58,800	67,000	75,300	83,200	90,600
High		53,100	65,000	77,900	91,700	106,400	121,600
WASHINGTON	21,913						
Low		21,200	22,400	22,100	21,600	20,900	19,900
Medium		22,600	25,400	26,800	28,200	29,500	30,700
High		24,000	28,500	31,800	35,200	38,700	42,400
FLORIDA	17,071,508						
Low		17,322,000	18,338,200	19,390,300	20,457,100	21,490,000	22,436,900
Medium		17,760,000	19,397,400	21,000,800	22,588,000	24,104,900	25,494,600
High		17,892,100	19,949,500	22,029,900	24,100,900	26,101,600	27,968,800

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Planning Community - Alva

Existing Land Use

R 26 E

R 27 E

T 43 S

Legend

Planning Community	CH	PB
RS	CO	CE, PE
RD	CS	PW
RA	IW	PN, PO, PZ
RT	MU	PK
RM	AP	WC, WL
PA	AA, AF, AZ	PV, VA
CM, CR	PU	PR

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

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Miles

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Bayshore

Existing Land Use

R 25 E

Legend

Planning Community	CH	PB
RS	CO	CE, PE
RD	CS	PW
RA	IW	PN, PO, PZ
RT	MU	PK
RM	AP	WC, WL
PA	AA, AF, AZ	PV, VA
CM, CR	PU	PR

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Miles

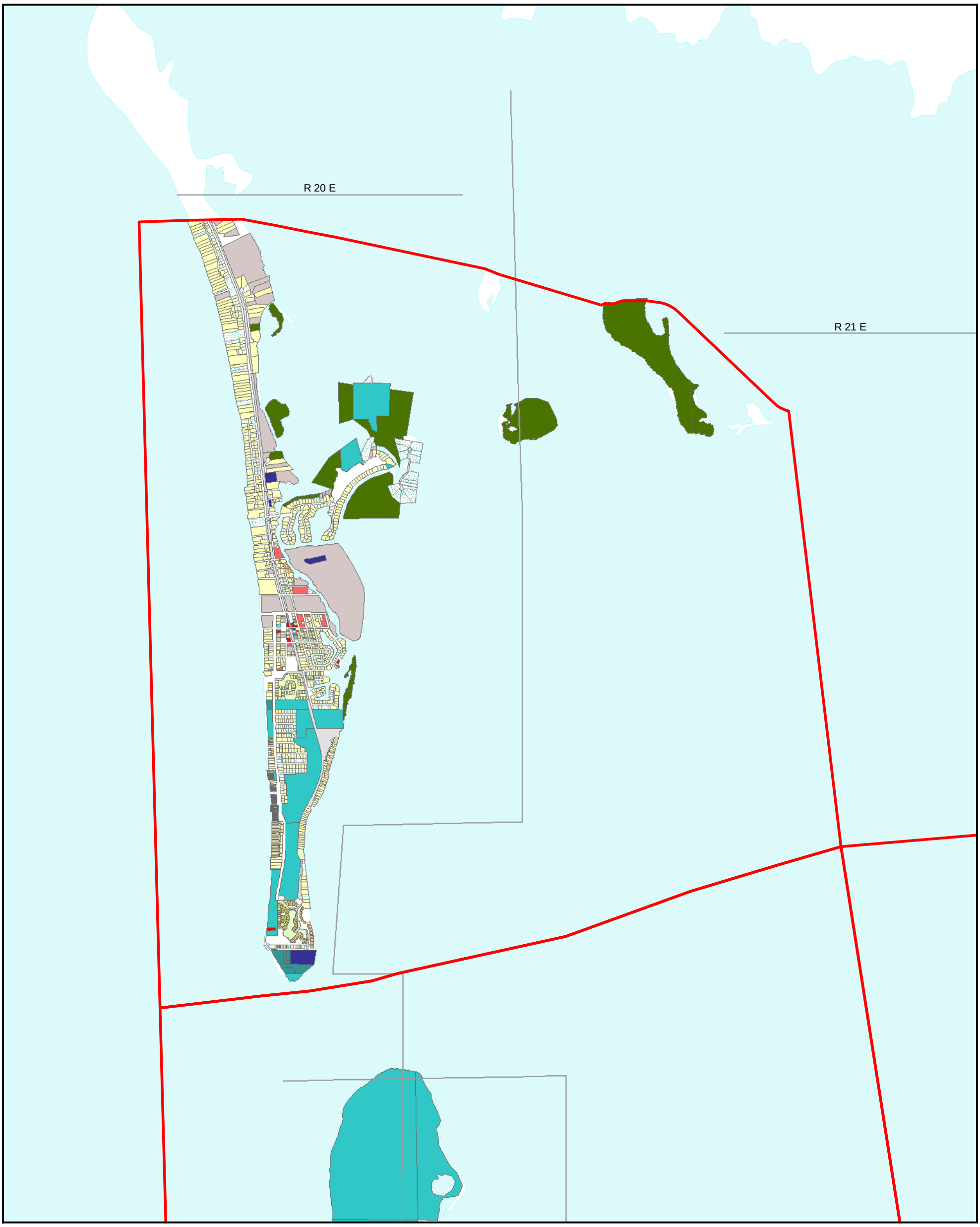
Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Boca Grande

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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Miles

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Bonita Springs

Existing Land Use

Legend

- Planning Community
- RS
- RD
- RA
- RT
- RM
- PA
- CM, CR
- CH
- CO
- CS
- IW
- MU
- AP
- AA, AF, AZ
- PU
- PB
- CE, PE
- PW
- PN, PO, PZ
- PK
- WC, WL
- PV, VA
- PR

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

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Miles

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Buckingham

Existing Land Use

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Burnt Store
Existing Land Use

R 23 E

Legend

- Planning Community
- RS
- RD
- RA
- RT
- RM
- PA
- CM, CR
- CH
- CO
- CS
- IW
- MU
- AP
- AA, AF, AZ
- PU
- PB
- CE, PE
- PW
- PN, PO, PZ
- PK
- WC, WL
- PV, VA
- PR

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

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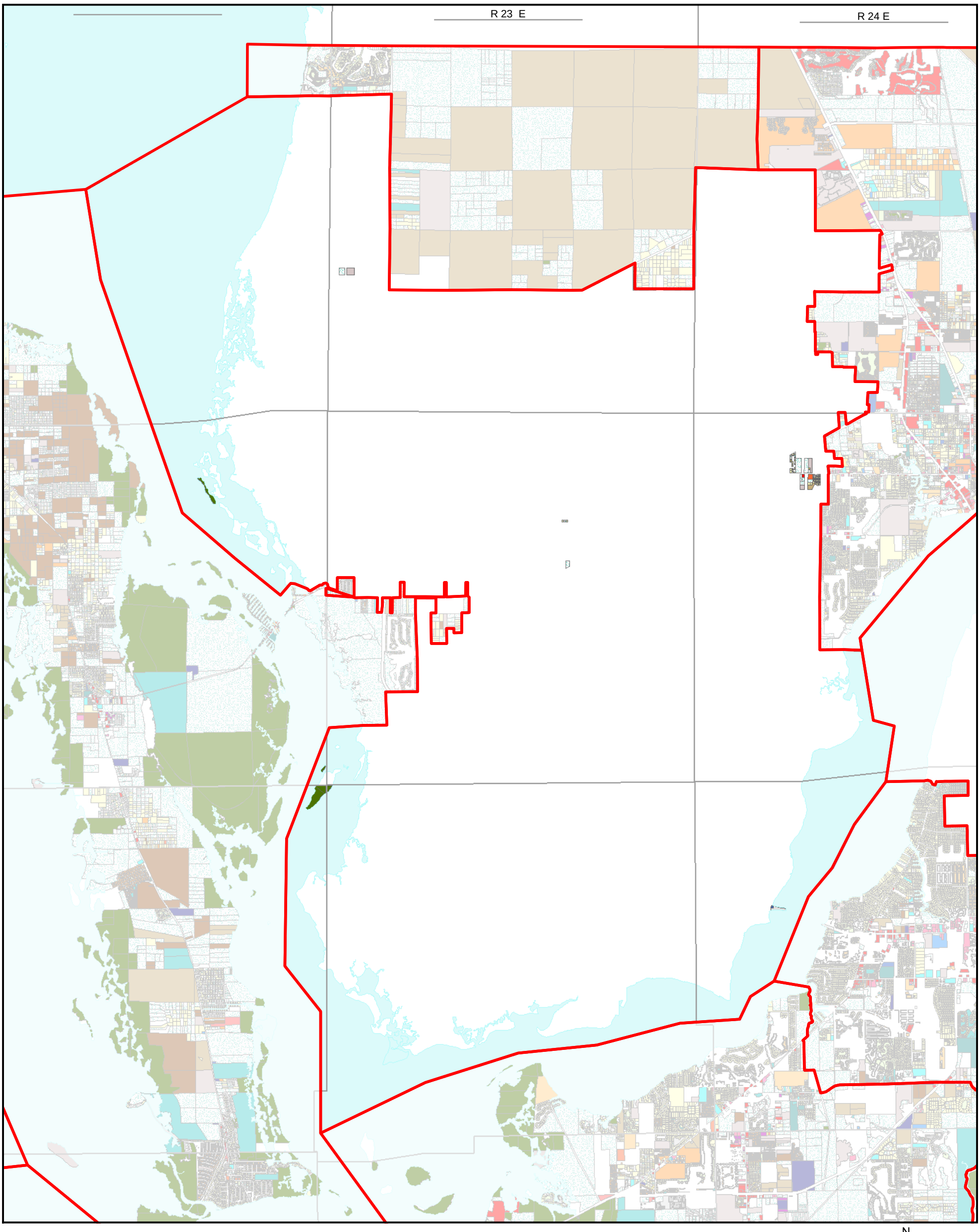
Miles

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Cape Coral

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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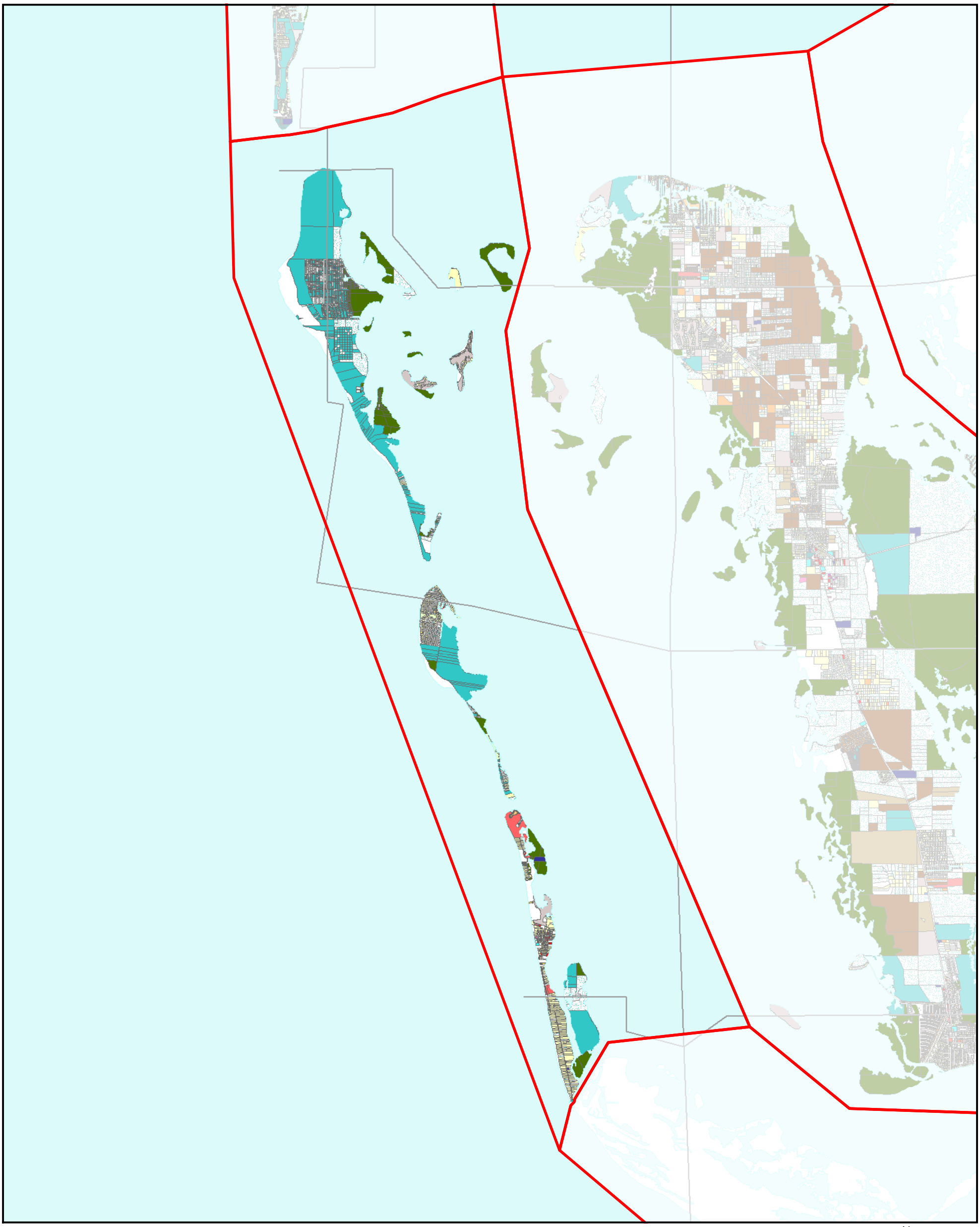
LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Captiva

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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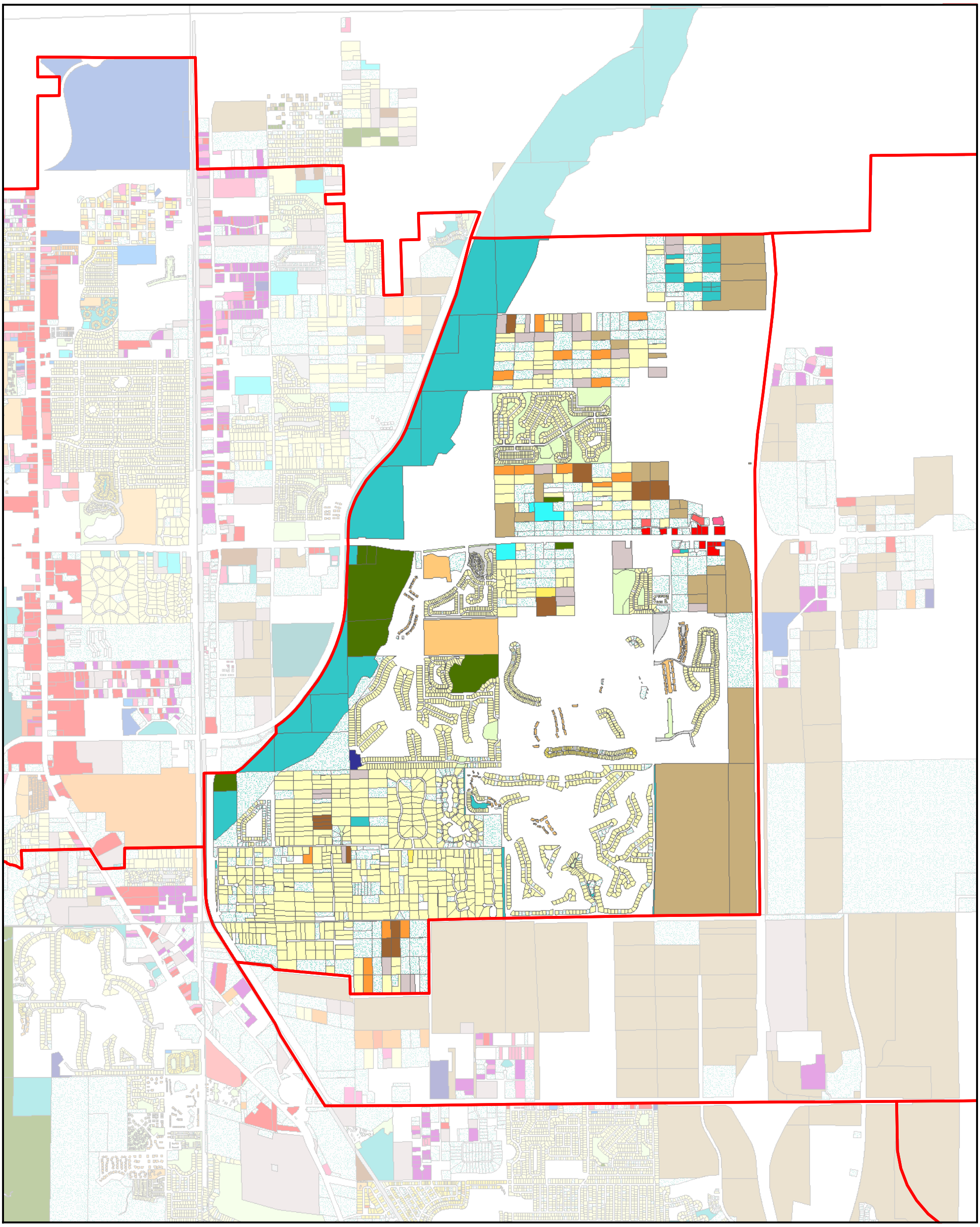
LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Daniels Parkway

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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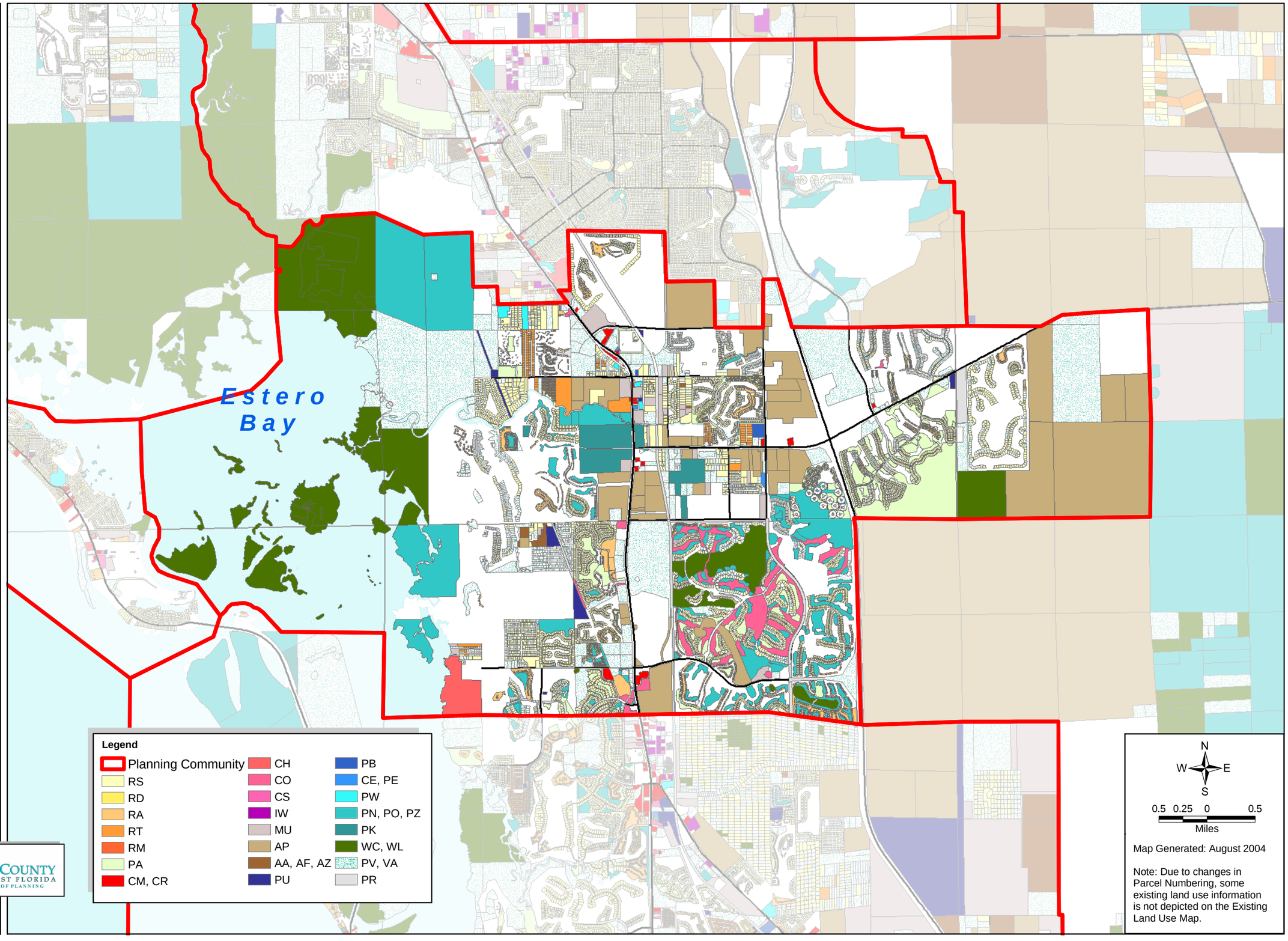
LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Estero
Existing Land Use



Lee County
Southwest Florida
Division of Planning

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Fort Myers

Existing Land Use

Caloosahatchee River

Legend

Planning Community	CH	PB
RS	CO	CE, PE
RD	CS	PW
RA	IW	PN, PO, PZ
RT	MU	PK
RM	AP	WC, WL
PA	AA, AF, AZ	PV, VA
CM, CR	PU	PR

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

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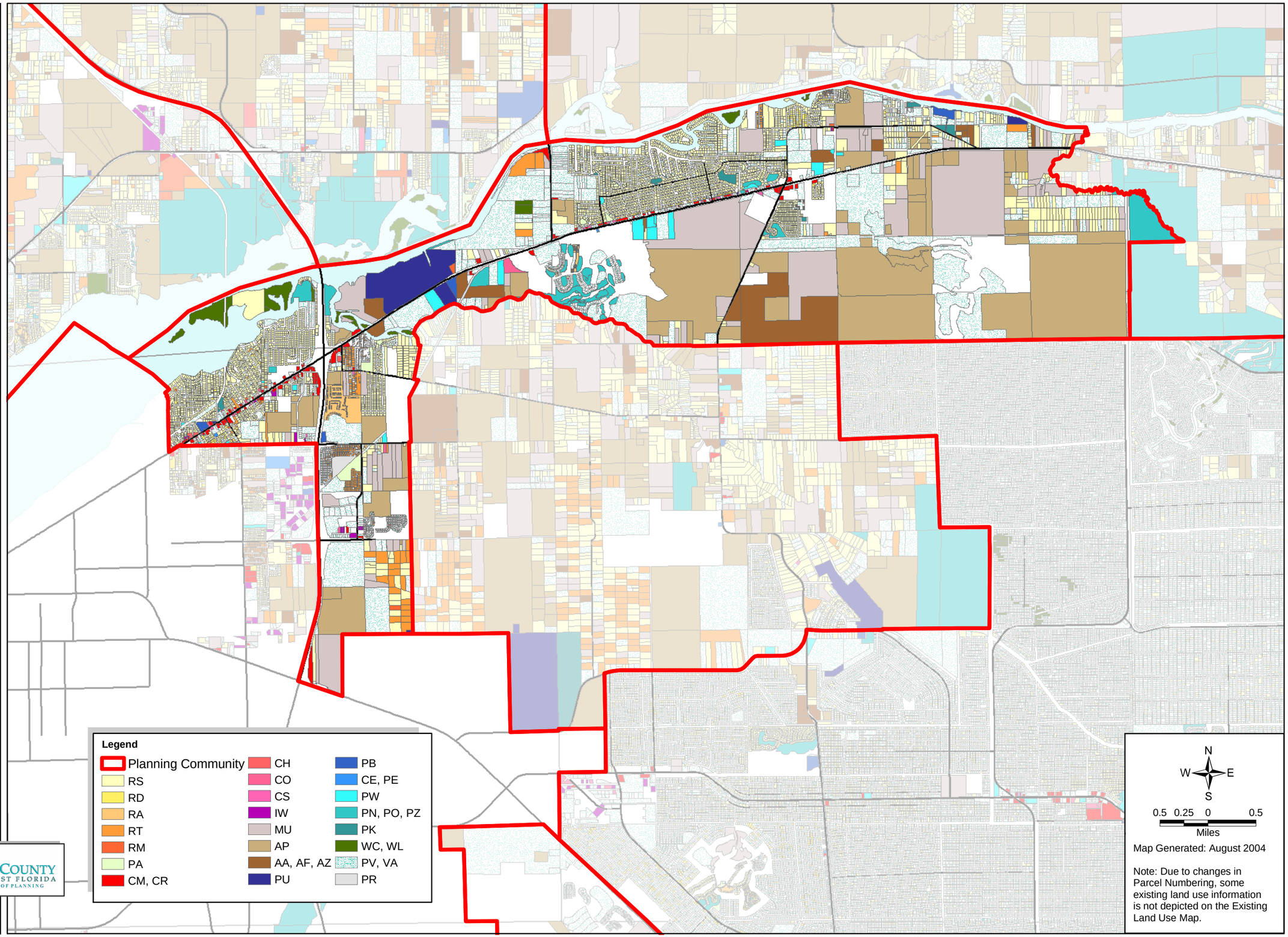
Miles

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Fort Myers Shores
Existing Land Use



LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Gateway / Airport

Existing Land Use

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Iona / McGregor

Existing Land Use

San Carlos Bay

Estero Ba

Legend

- Planning Community
- RS
- RD
- RA
- RT
- RM
- PA
- CM, CR
- CH
- CO
- CS
- IW
- MU
- AP
- AA, AF, AZ
- PU
- PB
- CE, PE
- PW
- PN, PO, PZ
- PK
- WC, WL
- PV, VA
- PR

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

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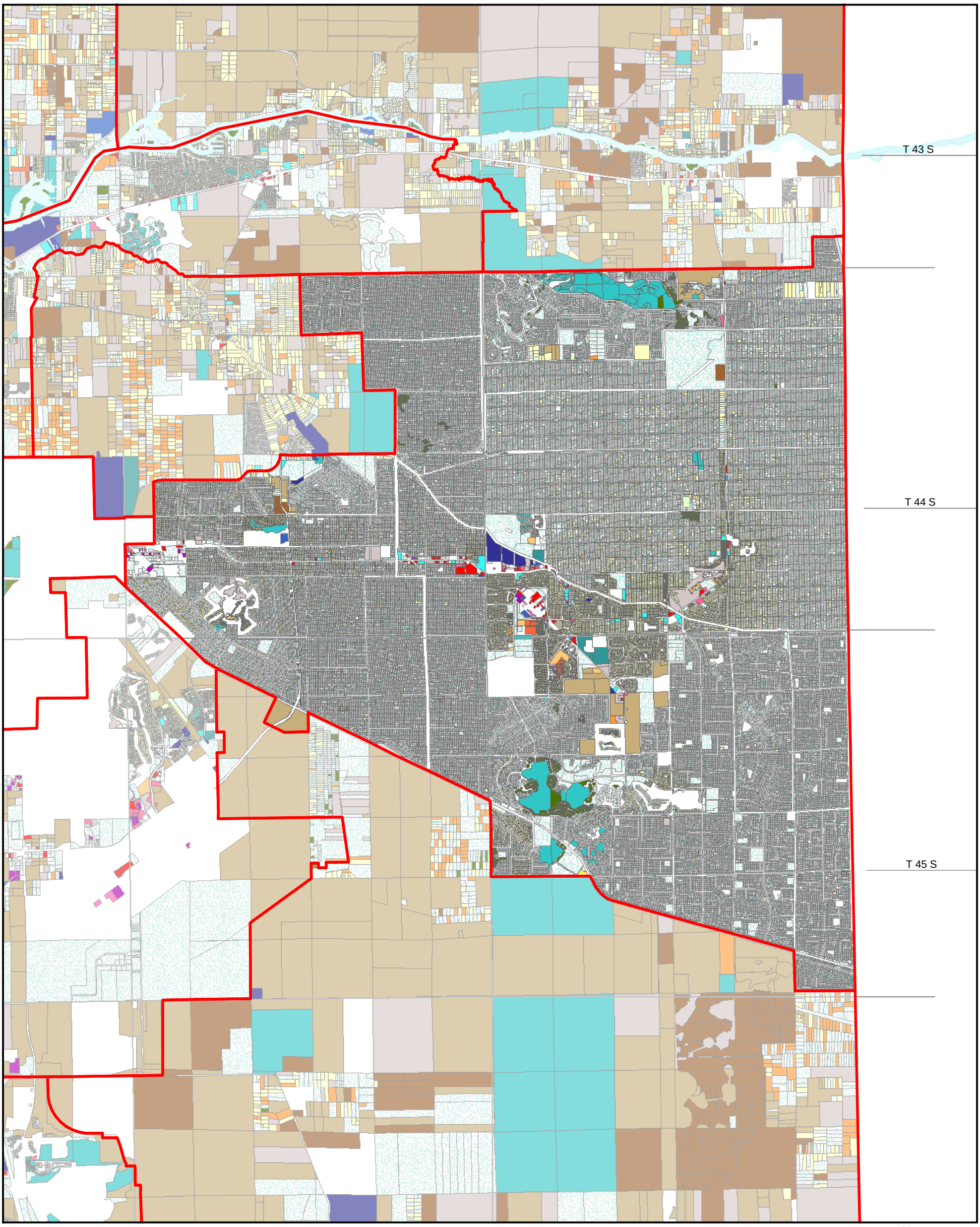
Miles

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Lehigh Acres

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

PlanningCommunity	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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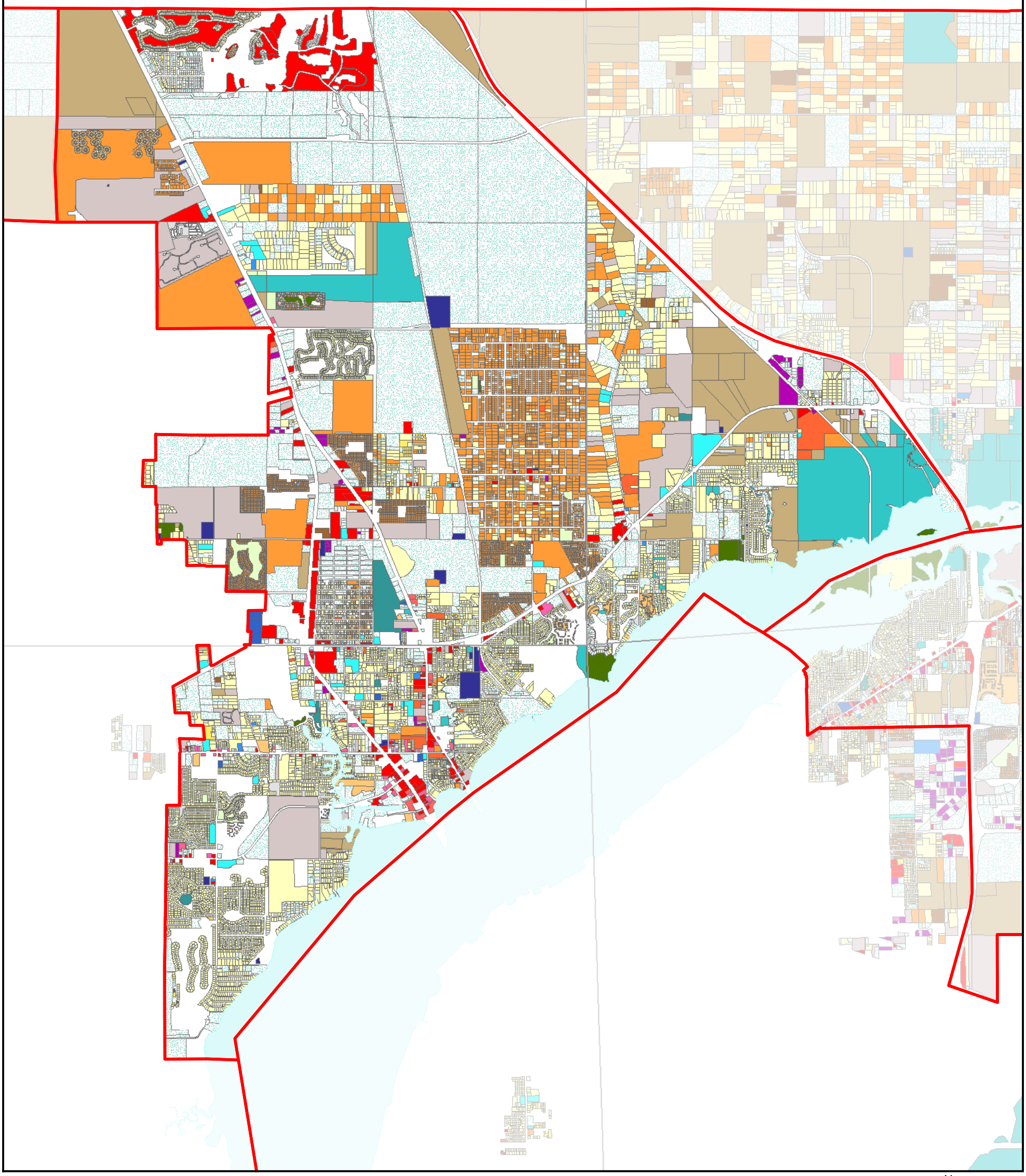
LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - North Fort Myers

Existing Land Use

R 24 E

R 25 E



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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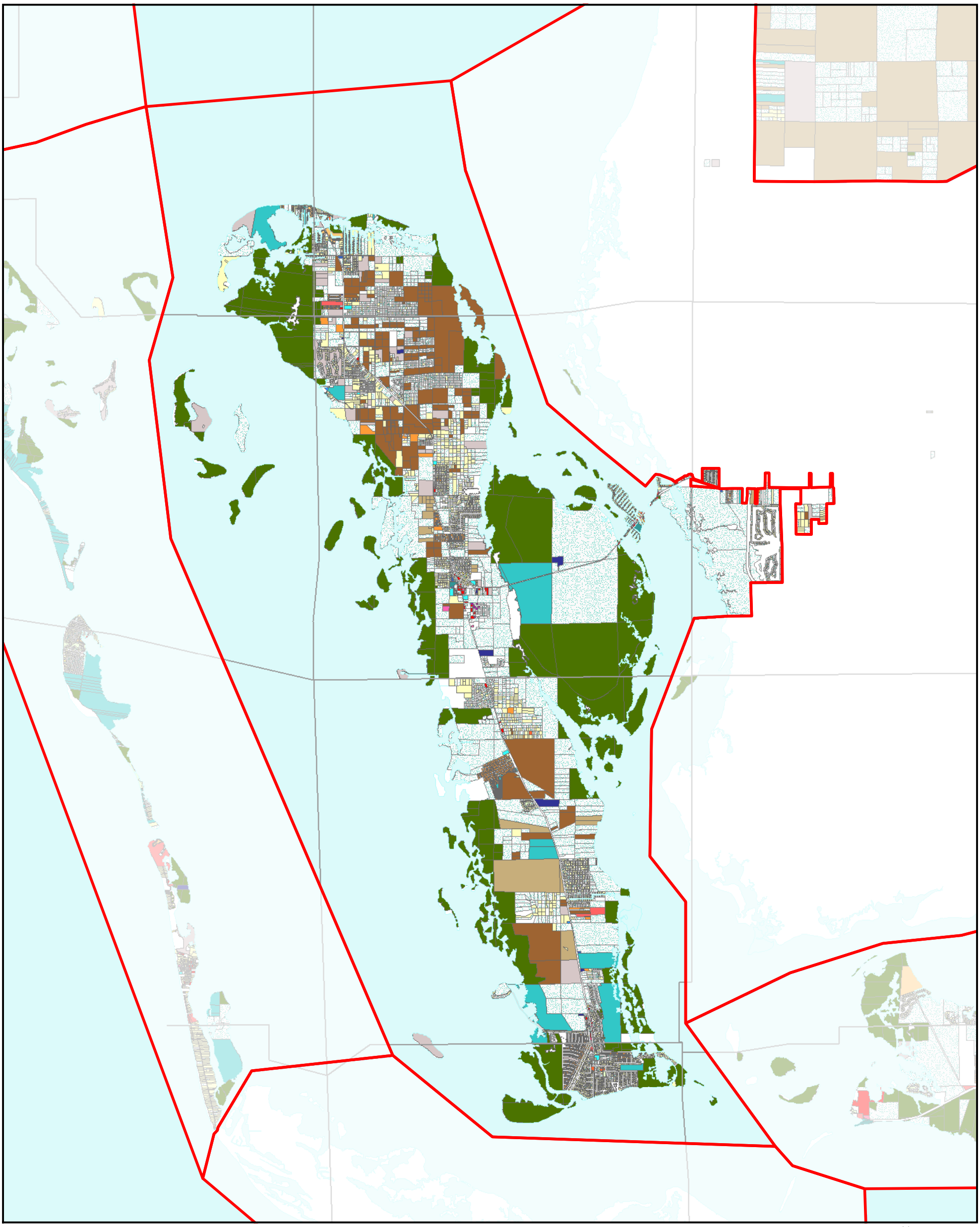
LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Pine Island

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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Miles

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - San Carlos

Existing Land Use

Legend

- Planning Community
- RS
- RD
- RA
- RT
- RM
- PA
- CM, CR
- CH
- CO
- CS
- IW
- MU
- AP
- AA, AF, AZ
- PU
- PB
- CE, PE
- PW
- PN, PO, PZ
- PK
- WC, WL
- PV, VA
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Miles

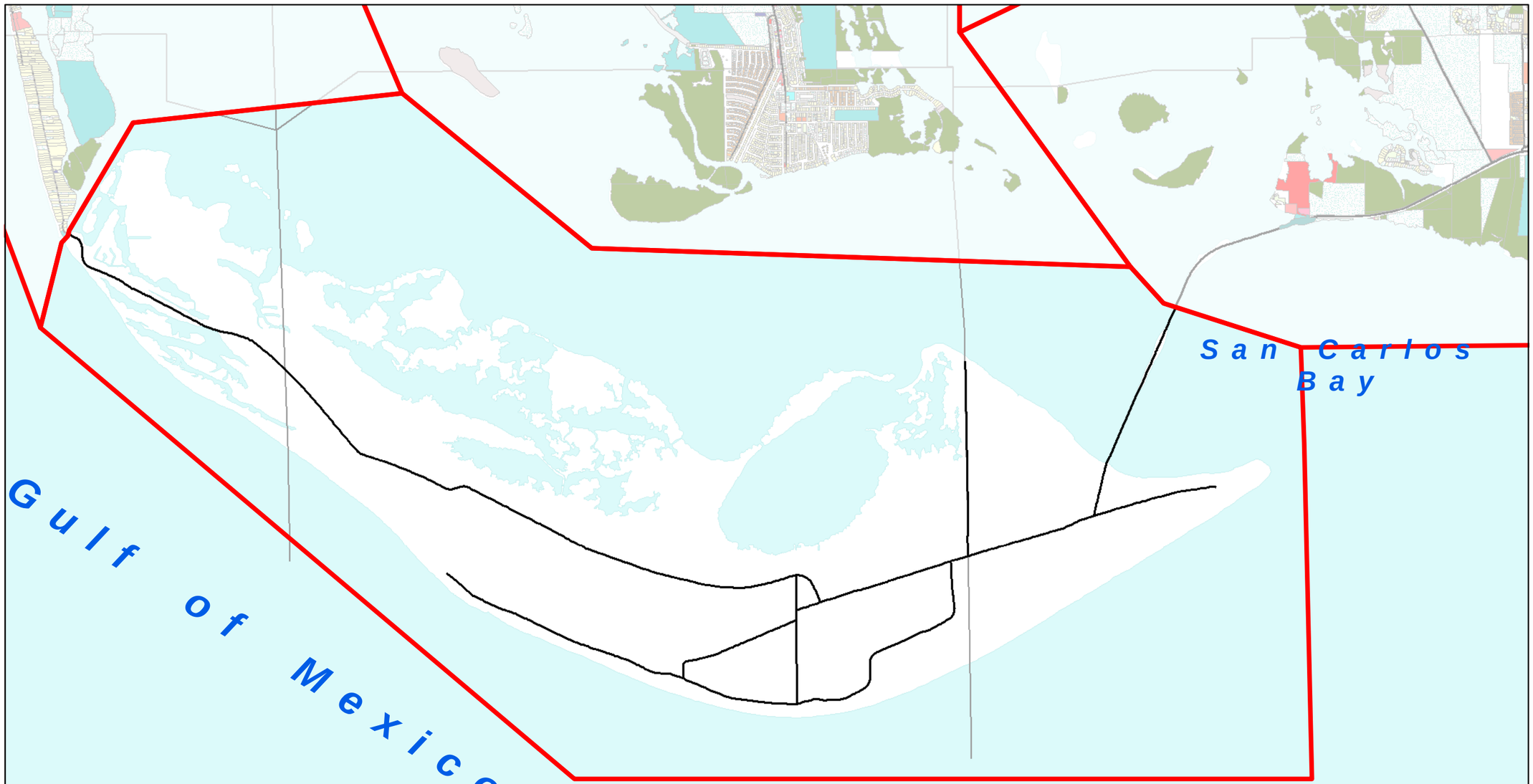
Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - Sanibel

Existing Land Use



Legend

- Planning Community
- RS
- RD
- RA
- RT
- RM
- PA
- CM, CR
- CH
- CO
- CS
- IW
- MU
- AP
- AA, AF, AZ
- PU
- PB
- CE, PE
- PW
- PN, PO, PZ
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- WC, WL
- PV, VA
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LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

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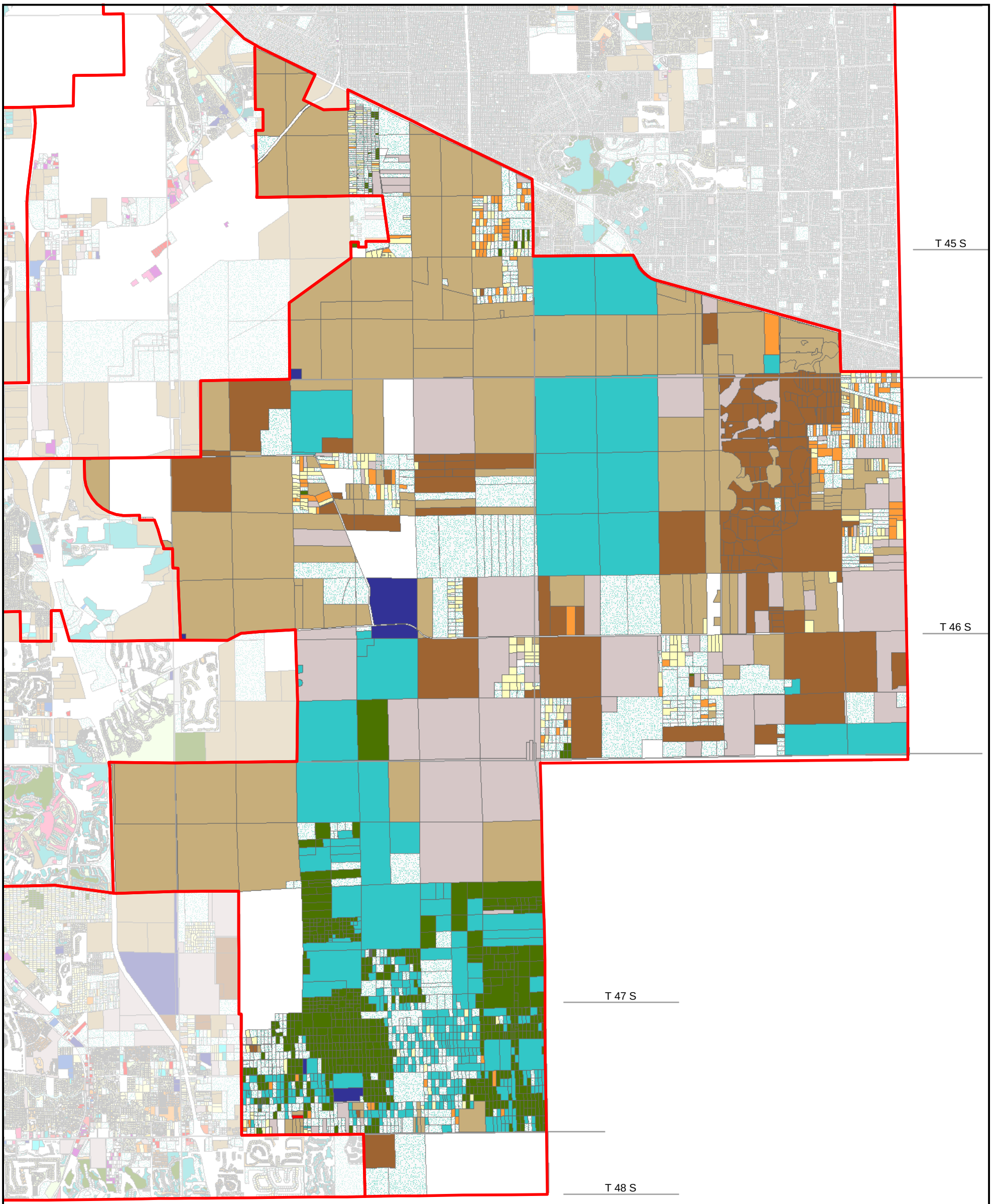
Miles

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Planning Community - Southeast Lee County

Existing Land Use



Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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Miles

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING

Planning Community - South Fort Myers

Existing Land Use

Map Generated: August 2004

Note: Due to changes in Parcel Numbering, some existing land use information is not depicted on the Existing Land Use Map.

Legend

Planning Community	PA	MU	PW
RS	CM, CR	AP	PN, PO, PZ
RD	CH	AA, AF, AZ	PK
RA	CO	PU	WC, WL
RT	CS	PB	PV, VA
RM	IW	CE, PE	PR

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Miles

LEE COUNTY
SOUTHWEST FLORIDA
DIVISION OF PLANNING