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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Anthony Cameratta
Cameratta Companies, LLC

FROM: Ted Treesh, PTP
President

Yury Bykau, P.E.
Transportation Consultant

DATE: April 11, 2022

RE: Kingston Rezone
Lee County, Florida

TR Transportation Consultants, Inc. has completed a traffic impact evaluation and Level of Service analysis for the requested rezoning of approximately 6,675 acres of property generally located between SR 82 and Corkscrew Road approximately seven miles east of Alico Road in Lee County, Florida. The analysis conducted as part of this report will be based on the trip generation of the uses and intensities as agreed upon with the Developer.

TRIP GENERATION

Table 1 summarizes the uses and intensities that were used for the trip generation and Level of Service analysis for the approximate 6,675 acre subject site.

Table 1
Land Uses
Kingston Rezone

Land Use	Size
Residential (LUC 210)	10,011 Dwelling Units (6,674.56 acres @ 1.5 units/acre)
Retail (LUC 820)	700,000 Sq. Ft.
Hotel (LUC 310)	240 Rooms

The trip generation for land uses shown in Table 1 was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 11th Edition. Land Use Code 210 (Single-Family Detached Housing) was utilized for the trip generation purposes of the residential uses, Land Use Code 820 (Shopping Center) was utilized for the trip generation purposes of the retail uses and Land Use Code 310 (Hotel) was utilized for the trip generation purposes of the lodging uses. The equations from the aforementioned land uses are attached to this Memorandum for reference. **Table 2** indicates the anticipated weekday AM and PM peak hour trip generation as currently proposed. The anticipated daily trip generation is also indicated within Table 2.

Note, the remaining of the analysis will be based on the PM peak hour traffic conditions since the trip generation for the weekday PM peak hour is significantly higher than the weekday AM peak hour, as illustrated in Table 2 below.

Table 2
Trip Generation – Total Trips
Kingston Rezone

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Residential (10,011 Dwelling Units)	1,281	3,646	4,927	4,754	2,792	7,546	69,879
Retail (700,000 Sq. Ft.)	339	208	547	1,100	1,191	2,291	24,141
Hotel (240 Rooms)	63	50	113	76	74	150	2,178
Total Trips	**1,683**	**3,904**	**5,587**	**5,930**	**4,057**	**9,987**	**95,198**

The total trips shown in Table 2 will not all be new trips added to the adjacent roadway system. With mixed use projects, ITE estimates that there will be a certain amount of interaction between uses within the boundaries of the project that will reduce the overall external trip generation of the project. This interaction is called "internal capture". In other words, trips that would normally come from external sources would come from uses that are within the project, thus reducing the overall impact the development has on the surrounding roadways. ITE, in conjunction with a study conducted by the NCHRP (National Cooperative Highway Research Program), has summarized the internal trip capture reductions between various land uses. For uses shown in Table 2, there is data in the ITE report for interaction between the residential, hotel and retail uses.

An internal capture calculation was completed consistent with the methodologies in the NCHRP Report and published in the ITE ***Trip Generation Handbook***, 3rd Edition. The resultant analysis indicates that there will be an internal trip capture reduction of approximately nine percent (9%) in the P.M. peak hour between the residential, hotel and retail uses. The summary sheets utilized to calculate the internal capture rate for the weekday PM peak hour are attached to this Memorandum for reference.

Pass-by traffic was also taken into account for the retail uses being proposed. The current version of the ITE ***Trip Generation Handbook***, 3rd Edition, indicates that the weekday PM peak hour pass-by rate for Land Use Code 820 is nineteen (19%) for shopping center with the floor area between 300,000 square feet and 900,000 square feet. **Table 3** indicates the total external trips based on the uses shown in Table 1.

Table 3
Trip Generation – Net New Trips
Kingston Rezone

Land Use	Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	
Total Trips	5,930	4,057	9,987	95,198
Less Internal Capture *	-454	-454	-908	-8,568
Less LUC 820 Pass-By Trips	-186	-164	-350	-4,174
Net New Trips	**5,290**	**3,439**	**8,729**	**82,456**

* Consistent with the attached Internal Capture Worksheets.

TRIP DISTRIBUTION

Table 1A, attached, illustrates the distribution of the project traffic to the surrounding roadway network. The projected 2045 Project Directional Annual Average Daily Traffic (AADT) volumes were obtained from the District 1 Regional Planning Model (D1RPM 2.0) 2045 Model that was completed for the development shown in Table 1. These volumes were then adjusted by appropriate K-factors in order to obtain the peak hour peak direction project traffic volumes as shown in Table 1A. Note, the K-factors for Lee County maintained roadways were obtained from the attached 2021 ***Lee County Traffic Count Report***. The K-factors for state maintained roadways were consistent with the attached ***FDOT's District One LOS Spreadsheet***.

Table 1A also the illustrates which roadway links will accommodate greater than 10% of the Peak Hour – Peak Direction Level of Service "C" volumes. The Level of Service threshold volumes for Lee County maintained roadways were obtained from the Lee County ***Generalized Peak Hour Directional Service Volume*** tables. The Level of Service threshold volumes for State maintained roadways were obtained from FDOT's ***Generalized Peak Hour Directional Volumes Table 7***. The Level of Service threshold volumes utilized for all roadways in the study area are shown in Table 1A. Roadway segments that are projected to be impacted by more than 10% of the Peak Hour – Peak Direction Level of Service "C" volume were then included in the Level of Service analysis conducted as part this rezoning request.

It is important to note that there were several roadway improvements that were included as background improvements in the Level of Service analysis conducted as part of this Memorandum. The following is a list of improvements that were included in this analysis consistent with the attached 2045 Financially Cost Feasible Plan;

- Corkscrew Road widening from US 41 to Airport Haul Road Ext. – 6LN
- Corkscrew Road widening from Airport Haul Road Ext. to Alico Road - 4LN
- Airport Haul Road Extension from Corkscrew Road to Alico Road – 2LN
- I-75 widening from Bonita Beach Road to Daniels Parkway – 10LN
- Alico Road Extension from Green Meadow Road to SR 82 – 2LN
- Daniels Parkway widening from Gateway Boulevard to SR 82 – 6LN
- Sunshine Boulevard widening from SR 82 to Lee Boulevard – 4LN
- Homestead Road widening from SR 82 to Sunrise Boulevard – 4LN

LEVEL OF SERVICE ANALYSIS

The link Level of Service analysis was completed based on the projected build-out year of 2045. The link data was analyzed based on year 2045 without the development and year 2045 with the development. **Table 2**A, attached, indicates the methodology utilized to obtain the year 2045 build-out traffic volumes. The 2045 peak season weekday background and project directional daily traffic volumes were obtained from the District 1 Regional Planning Model (D1RPM 2.0) 2045 Model that was completed for this project. The 2045 peak season weekday directional daily traffic volumes were then adjusted by the appropriate K factors to obtain the 2045 peak season, peak hour, peak direction traffic volumes. The K factors utilized for each roadway are included in this Memorandum for reference. Table 2A details the Level of Service analysis results for all links inside the project's area of influence.

CONCLUSION

The proposed zoning request would allow a development of up to 10,011 residential dwelling units and up to 700,000 square feet of commercial floor area and 240 hotel rooms on the parcel located between S.R. 82 and Corkscrew Road approximately seven miles east of Alico Road in Lee County, Florida.

The Level of Service analysis conducted as part of this document was based on the development program agreed upon as part of the settlement agreement between the property owner and Lee County. The transportation mitigation for this project will include the payment of road impact fees as normally collected by Lee County in addition to an additional proportionate fair share contribution to be paid in accordance with the Stipulation of Settlement Agreement between the County and the Property Owner. ***Based on the applicable Lee County regulations, the payment of impact fees and the additional payment of proportionate share mitigation as outlined in the settlement agreement, the public interest is protected.***

Attachments

TABLE 1A

LEVEL OF SERVICE THRESHOLDS

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
SIGNIFICANT IMPACT DETERMINATION

ROADWAY	ROADWAY SEGMENT FROM	TO	2045 E + C NETWORK LANES # Lanes	Roadway Designation	GENERALIZED SERVICE VOLUMES LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PCS #	K-100 FACTOR [2]	2045 FSUTMS PROJECT DIRECTIONAL AADT [1]	PROJECT PK HR PK DIR TRAFFIC VOLUME [3]	% IMPACT OF LOS C
Corkscrew Rd	River Ranch Rd	Three Oaks Pkwy	6LD	Arterial	0	400	2,840	2,940	2,940	70	0.098	2,853	280	9 9%
	Three Oaks Pkwy	I-75	6LD	Arterial	0	400	2,840	2,940	2,940	70	0.098	5,593	548	19%
	I-75	Ben Hill Griffin Pkwy	6LD	Arterial	0	400	2,840	2,940	2,940	70	0 098	6,543	641	23%
	Ben Hill Griffin Pkwy	Airport Haul Rd	4LD	Arterial	0	250	1,840	1,960	1,960	70	0 098	8,259	809	44%
	Airport Haul Rd	Wildcat Run Rd	4LD	Arterial	0	250	1,840	1,960	1,960	70	0 098	8,971	879	48%
	Wildcat Run Rd	Bella Terra Blvd	4LD	Arterial	0	250	1,840	1,960	1,960	70	0.098	9,097	892	48%
	Bella Terra Blvd	Corkscrew Woods Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960	70	0 098	9,097	892	48%
	Corkscrew Woods Pkwy	Alico Rd	4LD	Arterial	0	250	1,840	1,960	1,960	70	0 098	9,611	942	51%
	Alico Rd	Grammercy Blvd	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	70	0,098	9,472	928	109%
	Grammercy Blvd	Verdana Village Blvd	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	70	0,098	11,052	1,083	127%
	Verdana Village Blvd	Site Access	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	70	0,098	11,052	1,083	127%
	Site Access	SR 82	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	70	0 098	2,255	221	26%
SR 82	SR 29	Corkscrew Rd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0 090	3,407	307	12%
	Corkscrew Road	Columbus Blvd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0 090	2,752	248	9 5%
	Columbus Blvd	Eisenhower Blvd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0 090	2,962	267	10%
	Eisenhower Blvd	Alexander G Bell Blvd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0 090	13,443	1,210	47%
	Alexander G Bell Blvd	Homestead Rd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0.090	12,061	1,085	42%
	Homestead Rd	Alabama Rd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0 090	10,042	904	35%
	Alabama Rd	Sunshine Blvd	4LD	Uninterrupted Flow Highway	0	1,800	2,600	3,280	3,730	12070000	0 090	9,925	893	34%
	Sunshine Blvd	40th St SW	6LD	Uninterrupted Flow Highway	0	2,700	3,900	4,920	5,600	12070000	0 090	5,051	455	12%
	40th St SW	Daniels Pkwy	6LD	Uninterrupted Flow Highway	0	2,700	3,900	4,920	5,600	12070000	0 090	4,622	416	11%
	Daniels Pkwy	Griffin Dr	6LD	Arterial	0	0	3,087	3,171	3,171	12070000	0 090	2,010	181	6%
Daniels Pkwy	SR 82	Commerce Lakes Dr	6LD	Controlled Access Facility	0	430	3,050	3,180	3,180	52	0 091	2,165	197	6%
Gunnery Rd	SR 82	Leonard Blvd	4LD	Arterial	0	250	1,840	1,960	1,960	52	0 091	439	40	2%
Alico Rd Extension	SR 82	Green Meadow Rd	2LU	Controlled Access Facility	0	160	880	940	940	53	0 091	4,446	405	46%
Alico Rd	Corkscrew Rd	Green Meadow Rd	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	53	0 091	962	88	10%
	Green Meadow Rd	WildBlue Entr	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100	53	0 091	3,514	320	16%
	WildBlue Entr	Airport Haul Rd Ext	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100	53	0.091	3,327	303	15%
	Airport Haul Rd Ext	Esplanade Lake Club Blvd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100	53	0 091	2,120	193	10%
	Esplanade Lake Club Blvd	Ben Hill Griffin Pkwy	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100	53	0 091	1,908	174	9%
	Ben Hill Griffin Pkwy	I-75	6LD	Arterial	0	400	2,840	2,940	2,940	53	0 091	1,039	95	3%
Airport Haul Rd Ext	Alico Rd	Estero Pkwy	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,540	71	0 100	1,524	152	18%
	Estero Pkwy	Corkscrew Rd	2LU	Uninterrupted Flow Highway	130	420	850	1,210	1,640	71	0 100	2,178	216	26%
I-75	Bonita Beach Rd	Corkscrew Rd	10LNF	Freeway	0	5,690	7,760	9,520	10,570	12075000	0 090	1,393	125	2%
	Corkscrew Rd	Alico Rd	10LNF	Freeway	0	5,690	7,760	9,520	10,570	12075000	0 090	531	48	1%
	Alico Rd	Daniels Pkwy	10LNF	Freeway	0	5,690	7,760	9,520	10,570	12075000	0.090	376	34	0 4%
Imperial Pkwy	Shangrila Rd	Coconut Rd	4LD	Arterial	0	250	1,840	1,960	1,960	72	0 101	1,464	148	8%
Three Oaks Pkwy	Coconut Rd	Williams Rd	4LD	Arterial	0	250	1,840	1,960	1,960	72	0 101	1,951	197	11%
	Williams Rd	Corkscrew Rd	4LD	Arterial	0	250	1,840	1,960	1,960	72	0 101	2,154	218	12%
	Corkscrew Rd	Estero Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960	72	0 101	180	18	1%
	Estero Pkwy	San Carlos Blvd	4LD	Arterial	0	250	1,840	1,960	1,960	72	0 101	319	32	2%
Ben Hill Griffin Pkwy	Corkcrew Rd	Estero Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960	71	0 100	745	75	4%
	Estero Pkwy	FGCU Blvd	4LD	Arterial	0	250	1,840	1,960	1,960	71	0 100	859	86	5%
	FGCU Blvd	College Club Dr	4LD	Arterial	0	250	1,840	1,960	1,960	71	0 100	723	72	4%
	College Club Dr	Alico Rd	6LD	Arterial	0	400	2,840	2,940	2,940	71	0.100	1,072	107	4%
	Alico Rd	Terminal Access Rd	4LD	Controlled Access Facility	0	270	1,970	2,100	2,100	71	0 100	150	15	1%
Estero Pkwy	Three Oaks Pkwy	Ben Hill Griffin Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960	70	0 098	1,060	104	6%
	Ben Hill Griffin Pkwy	Airport Haul Rd Ext	2LU	Arterial	0	140	800	860	860	70	0.098	1,327	130	16%
Sunshine Blvd	SR 82	40th St SW	4LD	Arterial	0	250	1,840	1,960	1,960	6	0 086	395	34	2%
Homestead Rd	SR 82	Nimitz Blvd	4LD	Arterial	0	250	1,840	1 960	1,960	6	0 086	998	86	5%
Alexander G Bell Blvd	SR 82	Nimitz Blvd	2LU	Collector	0	0	310	660	740	6	0 086	1,344	116	37%
	Nimitz Blvd	Milwaukee Blvd	2LU	Collector	0	0	310	660	740	6	0 086	1,164	102	33%
	Milwaukee Blvd	Grant Blvd	2LU	Collector	0	0	310	660	740	6	0 086	937	81	26%
	Grant Blvd	Sunrise Blvd	2LU	Collector	0	0	310	660	740	6	0,086	761	65	21%
	Sunrise Blvd	Leeland Heights Blvd	2LU	Collector	0	0	310	660	740	6	0 086	584	50	16%
Eisenhower Blvd	SR 82	Nimitz Blvd	2LU	Collector	0	0	310	660	740	6	0 086	3,285	283	91%
	Nimitz Blvd	Jaguar Blvd	2LU	Collector	0	0	310	660	740	6	0 086	2,835	244	79%
	Jaguar Blvd	Milwaukee Blvd	2LU	Collector	0	0	310	660	740	6	0.086	634	55	18%
	Milwaukee Blvd	Grant Blvd	2LU	Collector	0	0	310	660	740	6	0 086	340	29	9%
Milwaukee Blvd	Hawthorne Ave	Eisenhower Blvd	2LU	Collector	0	0	310	660	740	6	0 086	116	10	3%
	Eisenhower Blvd	Columbus Blvd	2LU	Collector	0	0	310	660	740	6	0 086	179	15	5%
Leeland Heights Blvd	Richmond Ave	Alexander G. Bell Blvd	4LD	Arterial	0	250	1,840	1,960	1,960	69	0 088	137	12	1%
Joel Blvd	Alexander G Bell Blvd	Country Club Pkwy	4LD	Arterial	0	250	1,840	1,960	1,960	69	0 088	451	40	2%

[ ] - Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for Lee County arterials/collectors were taken from the Lee County Generalized Peak Hour Directional Service Volume tables for Urbanized Areas (dated April 2018)

* Level of Service Thresholds for State roadways were taken from the FDOT's Generalized Peak Hour Directional Volumes for Florida's Urbanized Area, Table 7

* The approximate project distribution percentages were obtained from the D1RPM 2045 Model

1 Obtainedfrom the D1RPM 2045 Model

2 The K factors for Lee County roadways were obtained from the 2021 Lee County Traffic Count Report The K factors for state roadways were consistent with the FDOT's District 1 LOS report

3 Peak Hour Peak Direction Project traffic was obtained by multiplying the 2045 Project Directional AADT by appropriate K factors

* For Gunnery Rd, the K factor was assumed based on the Lee County's PCS #52

* For Alico Road extension, the K factor was assumed based on the Lee County's PCS #53

* For Airport Haul Road extension, the K factor was assumed based on the Lee County's PCS #71

* For Imperial Parkway, the K factor was assumed based on the Lee County's PCS #72

* For Estero Parkway, the K factor was assumed based on the Lee County's PCS #70

* For Alexander G Bell Blvd, Eisenhower Blvd, Sunshine Blvd and Milwaukee Blvd, the K factor was assumed based on the Lee County's PCS #6

* For Leeland Heights Blvd, the K factor was assumed based on the Lee County's PCS #69

TABLES 2A

2045 LEVEL OF SERVICE ANALYSIS

TABLE 2A
2045 ROADWAY LINK LEVEL OF SERVICE CALCULATIONS
KINGSTON REZONE

ROADWAY	ROADWAY SEGMENT FROM	TO	2045 FSUTMS BACKGROUND DIRECTIONAL AADT [1]	2045 LANES	PCS #	K-100 FACTOR [2]	2045 BACKGROUND PEAK DIRECTION TRAFFIC VOLUMES & LOS VOLUME	LOS	2045 FSUTMS PROJECT DIRECTIONAL AADT [1]	PROJECT PK HR PK DIR TRAFFIC VOLUME [3]	2045 BACKGROUND+ PROJECT TRIPS VOLUME	LOS
Corkscrew Rd	Three Oaks Pkwy	I-75	36,574	6LD	70	0.098	3,584	F	5,593	548	4,132	F
	I-75	Ben Hill Griffin Pkwy	32,989	6LD	70	0.098	3,233	F	6,543	641	3,874	F
	Ben Hill Griffin Pkwy	Airport Haul Rd	23,180	4LD	70	0.098	2,272	F	8,259	809	3,081	F
	Airport Haul Rd	Wildcat Run Rd	19,359	4LD	70	0.098	1,897	D	8,971	879	2,776	F
	Wildcat Run Rd	Bella Terra Blvd	17,554	4LD	70	0.098	1,720	C	9,097	892	2,612	F
	Bella Terra Blvd	Corkscrew Woods Pkwy	17,544	4LD	70	0.098	1,719	C	9,097	892	2,611	F
	Corkscrew Woods Pkwy	Alico Rd	10,672	4LD	70	0.098	1,046	C	9,611	942	1,988	F
	Alico Rd	Grammercy Blvd	10,067	2LU	70	0.098	987	D	9,472	928	1,915	F
	Grammercy Blvd	Verdana Village Blvd	2,054	2LU	70	0.098	201	B	11,052	1,083	1,284	E
	Verdana Village Blvd	Site Access	2,054	2LU	70	0.098	201	B	11,052	1,083	1,284	E
	Site Access	SR 82	591	2LU	70	0.098	58	A	2,255	221	279	B
SR 82	SR 29	Corkscrew Rd	7,661	4LD	12070000	0.090	689	B	3,407	307	996	B
	Corkscrew Road	Columbus Blvd	7,682	4LD	12070000	0.090	691	B	2,752	248	939	B
	Columbus Blvd	Eisenhower Blvd	7,866	4LD	12070000	0.090	708	B	2,962	267	975	B
	Eisenhower Blvd	Alexander G. Bell Blvd	9,165	4LD	12070000	0.090	825	B	13,443	1,210	2,035	C
	Alexander G. Bell Blvd	Homestead Rd	9,809	4LD	12070000	0.090	883	B	12,061	1,085	1,968	C
	Homestead Rd	Alabama Rd	24,705	4LD	12070000	0.090	2,223	C	10,042	904	3,127	D
	Alabama Rd	Sunshine Blvd	28,524	4LD	12070000	0.090	2,567	C	9,925	893	3,460	E
	Sunshine Blvd	40th St SW	27,218	6LD	12070000	0.090	2,450	B	5,051	455	2,905	C
	40th St SW	Daniels Pkwy	34,577	6LD	12070000	0.090	3,112	C	4,522	416	3,528	C
Alico Rd Extension	SR 82	Green Meadow Rd	15,999	2LU	53	0.091	1,456	F	4,446	405	1,861	F
Alico Rd	Corkscrew Rd	Green Meadow Rd	3,751	2LU	53	0.091	341	B	962	88	429	C
	Green Meadow Rd	WildBlue Entr.	15,478	4LD	53	0.091	1,408	C	3,514	320	1,728	C
	WildBlue Entr.	Airport Haul Rd Ext.	14,282	4LD	53	0.091	1,300	C	3,327	303	1,603	C
	Airport Haul Rd Ext.	Esplanade Lake Club Blv	13,648	4LD	53	0.091	1,242	C	2,120	193	1,435	C
	Esplanade Lake Club Blvd	Ben Hill Griffin Pkwy	19,294	4LD	53	0.091	1,756	C	1,908	174	1,930	C
Airport Haul Rd Ext.	Alico Rd	Estero Pkwy	7,599	2LU	71	0.100	760	C	1,524	152	912	D
	Estero Pkwy	Corkscrew Rd	8,156	2LU	71	0.100	816	C	2,178	218	1,034	D
Three Oaks Pkwy	Coconut Rd.	Williams Rd.	24,734	4LD	72	0.101	2,498	F	1,951	197	2,695	F
	Williams Rd.	Corkscrew Rd.	24,536	4LD	72	0.101	2,478	F	2,154	218	2,696	F
Estero Pkwy	Ben Hill Griffin Pkwy	Airport Haul Rd Ext.	4,594	2LU	70	0.098	450	C	1,327	130	580	C
Alexander G. Bell Blvd	SR 82	Nimitz Blvd	3,528	2LU	6	0.086	303	C	1,344	116	419	D
	Nimitz Blvd	Milwaukee Blvd	6,702	2LU	6	0.086	576	D	1,184	102	678	E
	Milwaukee Blvd	Grant Blvd	7,069	2LU	6	0.086	608	D	937	81	689	E
	Grant Blvd	Sunrise Blvd	7,059	2LU	6	0.086	607	D	761	65	672	E
	Sunrise Blvd	Leeland Heights Blvd	7,060	2LU	6	0.086	607	D	584	50	657	D
Eisenhower Blvd	SR 82	Nimitz Blvd	3,145	2LU	6	0.086	270	C	3,285	283	553	D
	Nimitz Blvd	Jaguar Blvd	2,229	2LU	6	0.086	192	C	2,835	244	436	D
	Jaguar Blvd	Milwaukee Blvd	2,251	2LU	6	0.086	194	C	634	55	249	C

1 Obtainedfrom the D1RPM 2045 Model.
2 The K factors for Lee County roadways were obtained from the 2021 Lee County Traffic Count Report The K factors for state roadways were consistent with the FDOT's District 1 LOS report.
3 Obtained from Table 1A.
* For Alico Road extension, the K factor was assumed based on the Lee County's PCS #53.
* For Airport Haul Road extension, the K factor was assumed based on the Lee County's PCS #71.
* For Estero Parkway Extension, the K factor was assumed based on the Lee County's PCS #70.
* For Alexander G. Bell Blvd and Eisenhower Blvd, the K factor was assumed based on the Lee County's PCS #6

INTERNAL CAPTURE WORKSHEETS

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:		**Organization:**	
Project Location:		**Performed By:**	
Scenario Description:		**Date:**	
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	820	700,000	SF	2,291	1,100	1,191
Restaurant				0		
Cinema/Entertainment				0		
Residential	210	10,011	DU	7,546	4,754	2,792
Hotel	310	240	Rooms	150	76	74
All Other Land Uses[2]				0		
				9,987	5,930	4,057

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	310	13
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	110	0	0		9
Hotel	0	12	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	9,987	5,930	4,057
Internal Capture Percentage	9%	8%	11%
External Vehicle-Trips[5]	9,079	5,476	3,603
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	11%	27%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	7%	4%
Hotel	29%	16%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Project Name:	0
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	1100	1100	1.00	1191	1191
Restaurant	1.00	0	0	1.00	0	0
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	4754	4754	1.00	2792	2792
Hotel	1.00	76	76	1.00	74	74

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	24		345	48	310	60
Restaurant	0	0		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	112	1173	586	0		84
Hotel	0	12	50	0	1	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		88	0	0	190	0
Retail	0		0	0	2187	13
Restaurant	0	550		0	761	54
Cinema/Entertainment	0	44	0		190	1
Residential	0	110	0	0		9
Hotel	0	22	0	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	122	978	1100	978	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	310	4444	4754	4444	0	0
Hotel	22	54	76	54	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	323	868	1191	868	0	0
Restaurant	0	0	0	0	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	119	2673	2792	2673	0	0
Hotel	12	62	74	62	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

LEE COUNTY

2045 COST FEASIBLE PLAN

Interchange/Intersection
Bridge Reconstruction
Cost Feasible Lanes
2 Lane Roadway
2 Lanes one-way
3 Lanes one-way
3 Lane Roadway
4 Lane Roadway
4 Lane Limited Access
6 Lanes Divided
6 Lane Freeway
8 Lane Divided
10 Lane Freeway
Reconstruction
Cost Feasible Projects
N
0 2 4 Miles
GASPARILLA
OLD BURNT STORE
BURNT STORE
GULFSTREAM
KISMET
JACARANDA
DURDEN
DE NAVARRA
GATOR
24TH
MARIANA
PONDELLA
MILLOW
HART
SLATER
BAYSHORE
NALLE GRADE
NALLE RD
DEAL
PALM CREEK
SR-31 RIVER
ARMEDA
OLGA
RIVER
RIVER RD
OLD OLGA
PALM BEACH
PALM BEACH BL
ORANGE RIVER
CEMETERY
59TH
WINDERMERE
21ST
17TH
15TH
12TH
TICE
LUCKETT RD
NEAL
BALLARD
NUNA
PALM
FOWLER ST
BUCKINGHAM
SUNSHINE
JOAN
WILLIAMS
JOEL
MOORE
GOLFVIEW
LEONARD
36TH
GRIFFIN
SR-82
23RD
40TH
52ND
ALABAMA
RICHMOND
SENNINELA
GRANT
MCARTHUR
PARKDALE
JAGUAR
BELL
EISENHOWER
COLUMBUS
WILDCAT
WINKLER AV
PLANTATION
PENZANCE
TREELINE
I-75 SR-93
STRINGFELLOW
PINE ISLAND
STRINGFELLOW RD
H STRINGFELLOW
20TH
CHIQUITA
32ND
DEL PRADO
COUNTRY CLUB
47TH
PELICAN
SKYLINE
CAPTIVA
SANIBEL CAPTIVA
KINCAID
GULF
TARPON BAY
PERIWINKLE
IONA
SHELL POINT
JOHN MORRIS
SAN CARLOS
SUMMERLIN
WINKLER RD
BRIARCLIFF
TERMINAL ACCESS
ALICO
ISLAND PARK
WINGED FOOT
ORICLE
TAMIAMI TR
THREE OAKS
CORKSCREW RD
CORKSCREW
SIX LS FARM
ESTERO
CR-865 ESTERO BL
HICKORY
STRIKE
OLD US-41
TERRY
MORTON
DEAN
IMPERIAL
BONITA BEACH
Logan
41
75
41B

LEE COUNTY GENERALIZED PEAK HOUR DIRECTIONAL SERVICE VOLUMES TABLE

Lee County
Generalized Peak Hour Directional Service Volumes
Urbanized Areas

April 2016 c:\input5

Uninterrupted Flow Highway

Level of Service

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

Arterials

Class I (40 mph or higher posted speed limit)

Level of Service

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

Class II (35 mph or slower posted speed limit)

Level of Service

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

Controlled Access Facilities

Level of Service

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

Collectors

Level of Service

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

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

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES

TABLE 7

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

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%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply 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	**

PEDESTRIAN MODE[2]

(Multiply 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

BUS MODE (Scheduled Fixed Route)[3]

(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

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] 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 HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] 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 Implementation Office
https://www.fdot.gov/planning/systems/

D1RPM 2045 FSUTMS MODEL

D1RPMv2.0 - 2045 Cost Feasible Model AADT Volumes with Project

TRAFFIC DATA
FDOT'S DISTRICT ONE
LOS SPREADSHEET

YEAR 2020 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -PEAK HOUR TWO-WAY

Section No.	State Road No.	Local Road Name	From	Mile Pt.	To	To Pt.	Section Length	Year 2020 Improvement	Year 2026 (E+C)				Year 2045						Standard	Existing D Factor	Existing T_{24} Factor
									Thru Lanes	LOS Std	Peak Hour Two-Way Capacity	Peak Hour Two-Way Volume	LOS	Thru Lanes	LOS Std	Peak Hour Two-Way Capacity	Peak Hour Two-Way Trend Volume	Peak Hour Two-Way Trend LOS	Peak Hour Two-Way Added Volume	Peak Hour Two-Way Model LOS	E Factor		
12017000	SR 739	EVANS AVE	Harmon St	1.060	SR 82 (Martin Luther King Blvd)	2.446	1.386		3	D	3,960	1,116	A	3	D	3,960	1,872	A	1,941	A	90.00%	99.90%	8.40%
12030000	SR 80	MAIN ST	US 41 (Fowler/Cleveland Ave)	0.000	SR 82/ Monroe St	0.168	0.168		3	D	2,155	954	A	3	D	2,155	1,431	D	1,270	D	90.00%	52.80%	7.10%
12038000	SR 80/US 41	US 41	SR 739/US 41 Bus (Fowler St)	13.958	SR 80/Southboard St	3.066	1.868		2	D	2,054	837	A	2	D	2,054	1,670	D	1,497	D	90.00%	99.90%	7.10%
12040001	SR 80	PALM BEACH BLVD	SR 80/S. Island Rd	1.066	Veronica Shoemaker Blvd	2.586	0.840		4	D	3,580	1,741	B	4	D	3,580	2,221	C	2,741	C	90.00%	72.80%	8.40%
12040002	SR 80	PALM BEACH BLVD	Veronica Shoemaker Blvd	2.586	CR 80B (Dike Ave)	4.364	1.778		4	D	3,580	2,100	B	4	D	3,580	2,681	C	3,198	C	90.00%	52.80%	6.40%
12040003	SR 80	PALM BEACH BLVD	CR 80B (Dike Ave)	4.364	I-75	5.246	1.182		6	D	5,660	2,551	A	6	D	5,660	3,829	C	4,571	C	90.00%	52.80%	6.40%
12040004	SR 80	PALM BEACH BLVD	I-75	5.246	SR 31 (Arcadia Rd)	8.249	3.003		6	D	5,660	4,962	A	6	D	5,660	5,382	C	6,428	C	90.00%	72.80%	11.30%
12040005	SR 80	PALM BEACH BLVD	SR 31 (Arcadia Rd)	8.249	CR 80A/ Buckingham Rd/Old Olga Rd	10.711	2.462		4	D	3,580	3,402	D	4	D	3,580	4,017	F	4,823	F	90.00%	72.80%	11.30%
12040006	SR 80	PALM BEACH BLVD	CR 80A/ Buckingham Rd/Old Olga Rd	10.711	W. of Werner Drive	12.868	2.067		4	D	3,960	4,014	C	4	D	3,960	4,709	D	5,456	D	90.00%	99.90%	8.20%
12040007	SR 80	PALM BEACH BLVD	W. of Werner Drive	12.868	Hickey Creek Rd	13.908	1.250		4	C	3,020	4,014	C	4	C	3,020	4,709	D	5,456	D	90.00%	99.90%	8.20%
12040008	SR 80	PALM BEACH BLVD	Hickey Creek Rd	13.908	Broadway St/CR 78	17.051	4.316		4	C	3,020	3,267	C	4	C	3,020	3,961	F	4,591	D	90.00%	99.90%	12.10%
12040009	SR 80	PALM BEACH BLVD	Broadway St/CR 78	17.051	CR 884 (Joel Blvd)	18.227	0.973		4	C	2,940	3,267	F	4	C	2,940	3,961	F	4,591	F	90.00%	84.70%	12.00%
12040010	SR 80	PALM BEACH BLVD	CR 884 (Joel Blvd)	18.227	Hendry County Line	20.958	2.731		4	C	3,020	2,804	C	4	C	3,020	3,475	D	4,129	D	90.00%	99.90%	13.00%
12050102	SR 80 EB	SR 80/ 2ND ST	SR 739 (Fowler St)	0.397	SR 739 (Park Ave)	0.634	0.237		3	D	3,024	984	C	3	D	3,024	1,206	C	1,799	D	90.00%	99.90%	7.10%
12050101	SR 80 EB	SR 80/ 2ND ST/NEARLAND ST	SR 739 (Park Ave)	0.634	SR 80 (Palm Beach Blvd)	1.560	0.926		2	D	1,956	1,426	D	2	D	1,956	1,848	D	1,733	D	90.00%	99.90%	8.70%
12040040	SR 867	MCGREGOR BLVD	Old McGregor Blvd	0.000	A & W Bulb Rd	1.995	1.995		4	D	3,759	3,601	C	4	D	3,759	3,435	E	4,218	F	90.00%	52.90%	9.00%
12040000	SR 867	MCGREGOR BLVD	A & W Bulb Rd	1.995	College Pkwy	3.465	1.470		4	D	3,759	3,211	C	4	D	3,759	3,783	F	4,671	F	90.00%	99.80%	3.92%
12040002	SR 867	MCGREGOR BLVD	College Pkwy	3.465	Winkler Rd	4.896	1.431		4	D	3,680	3,498	C	4	D	3,680	3,779	F	4,479	F	90.00%	52.80%	3.40%
12040001	SR 867	MCGREGOR BLVD	Winkler Rd	4.896	CR 884/Colonial Blvd	6.485	1.589		2	D	1,764	2,124	B	2	D	1,764	2,502	F	1,893	F	90.00%	52.80%	3.40%
12040003	SR 78	PINE ISLAND RD	CR 765/ CR 884/ Burnt Store Rd	5.467	Chiquita Blvd	7.514	2.047		4	D	3,759	1,943	C	4	D	3,759	2,602	C	1,659	C	90.00%	52.00%	6.90%
12040004	SR 78	PINE ISLAND RD	Chiquita Blvd	7.514	Santa Barbara Blvd	9.757	2.243		4	D	3,759	3,339	C	4	D	3,759	4,918	F	3,463	C	90.00%	54.00%	9.00%
12040005	SR 78	PINE ISLAND RD	Santa Barbara Blvd	9.757	Del Prado Blvd	12.061	2.304		4	D	3,759	4,536	F	4	D	5,660	5,778	F	4,116	C	90.00%	54.00%	9.20%
12040006	SR 78	PINE ISLAND RD	Del Prado Blvd	12.061	W of CR 78A/ Pondella Rd	12.284	0.223		6	D	5,660	4,015	C	6	D	5,660	4,449	C	4,741	C	90.00%	54.00%	6.90%
12040007	SR 78	PINE ISLAND RD	W of CR 78A/ Pondella Rd	12.284	SR 45/ US 41 (Cleveland Ave)	14.741	2.457		4	D	3,759	3,658	D	4	D	3,759	5,654	F	3,978	C	90.00%	54.00%	6.54%
12050001	SR 78	PINE ISLAND RD	SR 45/ US 41 (Cleveland Ave)	14.741	SR 739/ US 41 Bus	15.858	1.117		4	D	3,759	4,312	F	4	D	3,759	4,543	F	3,196	C	90.00%	54.00%	6.90%
12050002	SR 78	BAYSHORE RD	SR 739/ US 41 Bus	15.858	Slater Pond Rd/ Hart Rd	17.015	1.157		4	D	3,759	4,138	F	4	D	3,660	4,030	C	3,621	D	90.00%	54.00%	6.90%
12050003	SR 78	BAYSHORE RD	Slater Pond Rd/ Hart Rd	17.015	Custer Rd/ Slater Rd	19.335	2.320		4	D	3,759	3,994	F	4	D	3,660	5,264	F	4,520	F	90.00%	54.00%	10.60%
12050004	SR 78	BAYSHORE RD	Custer Rd/ Slater Rd	19.335	W of Pinkham Place	21.179	2.911		4	D	3,759	2,910	C	4	D	3,759	3,988	F	4,554	F	90.00%	54.00%	6.90%
12050005	SR 78	BAYSHORE RD	W of Pinkham Place	21.179	Pinkham Place	21.300	0.121		4	D	3,759	1,540	C	4	D	3,759	2,619	D	4,554	F	90.00%	54.00%	12.40%
12050006	SR 78	BAYSHORE RD	Pinkham Place	21.300	Old Bayshore Rd	23.758	2.458		2	D	2,160	1,766	C	6	D	5,660	2,459	B	5,068	B	90.00%	54.00%	15.40%
12050007	SR 78	BAYSHORE RD	Old Bayshore Rd	23.758	SR 31	24.404	0.646		2	D	1,890	1,261	C	6	D	5,660	1,957	C	4,846	C	90.00%	54.00%	15.40%
12070004	SR 82	DR M L KING JR BLVD	US 41/SR 45	0.000	SR 82 (Monroe St)	0.200	0.200		3	D	1,890	807	D	3	D	1,890	1,005	D	980	D	90.00%	52.80%	9.20%
12070001	SR 82	DR M L KING JR BLVD	SR 82 (Monroe St)	0.200	Jackson St	0.371	0.171		3	D	1,890	1,215	B	3	D	1,890	2,061	F	2,120	D	90.00%	52.80%	9.70%
12070002	SR 82	DR M L KING JR BLVD	Jackson St	0.371	SR 739 (Fowler St)	0.645	0.274		3	D	1,890	1,215	B	3	D	1,890	2,061	F	1,965	D	90.00%	52.80%	9.70%
12070003	SR 82	DR M L KING JR BLVD	SR 739 (Fowler Ave)	0.645	Michigan Link Ave	2.966	2.321		4	D	3,086	4,104	F	4	D	3,086	6,292	F	3,084	F	90.00%	72.80%	4.90%
12070001	SR 82	DR M L KING JR BLVD	Michigan Link Ave	2.966	CR 865/Cleveland Ave	3.826	0.860		3	D	4,709	3,220	B	3	D	4,709	6,352	F	4,894	F	90.00%	52.80%	10.50%
12070000	SR 82	DR M L KING JR BLVD	CR 865/Cleveland Ave	3.826	W of Treeline Rd/I-75 NB On Ramp	4.507	0.681		6	D	5,660	4,827	C	6	D	5,660	7,047	F	6,382	F	90.00%	52.80%	10.50%
12070005	SR 82	IMMOKALEE ROAD	W of Treeline Rd/I-75 NB On Ramp	4.507	Buckingham Rd	6.154	1.647		6	D	5,660	4,203	C	6	D	5,660	6,543	F	6,011	F	90.00%	72.80%	7.70%
12070010	SR 82	IMMOKALEE ROAD	Buckingham Rd	6.154	CR 884/Colonial Blvd/Lee Blvd	8.874	2.720		6	D	5,660	5,070	C	6	D	5,660	6,292	F	5,811	F	90.00%	72.80%	8.30%
12070009	SR 82	IMMOKALEE ROAD	CR 884/Colonial Blvd/Lee Blvd	8.874	Gateway Blvd	7.946	1.072		6	D	5,660	5,859	C	6	D	5,660	6,219	F	5,047	F	90.00%	72.80%	8.40%
12070008	SR 82	IMMOKALEE ROAD	Gateway Blvd	7.946	Griffin Dr/Kay Ann St	9.331	1.408		6	D	5,660	5,746	C	6	D	5,660	7,049	F	6,226	F	90.00%	72.80%	8.40%
12070007	SR 82	IMMOKALEE ROAD	Griffin Dr/Kay Ann St	9.331	Daniels Pkwy/Commerce Lakes	11.123	1.804		6	D	5,660	5,747	C	6	D	5,660	6,970	F	6,947	F	90.00%	72.80%	7.90%
12070006	SR 82	IMMOKALEE ROAD	Daniels Pkwy/Commerce Lakes	11.123	Alabama Rd	14.709	3.586		6	D	5,950	4,983	B	6	D	5,950	6,926	F	5,258	C	90.00%	72.80%	7.70%
12070001	SR 82	IMMOKALEE ROAD	Alabama Rd	14.709	Bell Blvd S	16.929	4.220		4	D	3,760	1,231	B	4	D	3,760	1,956	B	1,959	B	90.00%	54.00%	11.50%
12070000	SR 82	IMMOKALEE ROAD	Bell Blvd S	16.929	Hendry County Line	21.750	4.822		4	D	3,960	1,269	B	4	D	3,960	1,978	B	1,981	B	90.00%	54.00%	11.50%
12070011	SR 82	MONROE ST	MLK Jr Blvd	0.000	SR 80 (Main St)	0.148	0.148		2	D	1,396	906	D	4	D	2,920	1,404	D	630	C	90.00%	52.80%	7.10%

Note: LOS Spreadsheet should be used as a planning level analysis tool. A detailed analysis is necessary to validate the actual operating conditions which may vary from this worksheet.

YEAR 2020 LEE COUNTY LEVEL OF SERVICE SPREADSHEET -DAILY

Section No.	State Road No.	Local Road Name	From	From MP	To	To MP	Section Length	TRIP Improvement	Year 2020 (E+C) Thru Lanes	LOS Std	Daily Capacity	Daily Volume	LOS	Year 2045 Thru Lanes	LOS Std	Daily Capacity	Daily Trend Volume	Daily Trend LOS	Daily Model Volume	Daily Model LOS	K Factor	D Factor	T(p) Factor
12070000	I-75	SR 93/I-75	Collier County Line	0.000	CR 865/Bonita Beach Rd	1.029	1.029		6	D	123,000	133,900	F	10	D	190,710	216,700	F	164,536	D	9.60%	57.20%	10.20%
12070000	I-75	SR 93/I-75	CR 865/Bonita Beach Rd	1.029	CR 850/Corkscrew Rd	8.657	7.628		6	D	123,000	133,900	F	10	D	190,710	216,700	F	172,851	D	9.60%	57.20%	10.20%
12070000	I-75	SR 93/I-75	CR 850/Corkscrew Rd	8.657	Alico Rd	12.604	3.947		6	D	123,000	117,900	F	10	D	190,710	192,100	F	161,873	D	9.60%	57.20%	12.30%
12070000	I-75	SR 93/I-75	Alico Rd	12.604	Terminal Access Rd	13.874	1.270		6	D	123,000	111,100	F	10	D	190,710	174,900	D	125,073	C	9.60%	58.80%	12.10%
12070000	I-75	SR 93/I-75	Terminal Access Rd	13.874	Daniels Pkwy	16.412	2.538		6	D	123,000	114,400	D	10	D	190,710	179,900	D	167,853	D	9.60%	58.80%	12.10%
12070000	I-75	SR 93/I-75	Daniels Pkwy	16.412	SR 884/CR 884/Colonial Blvd	20.657	4.245		6	D	123,000	120,400	D	10	D	190,710	183,000	D	153,120	C	9.60%	57.20%	12.00%
12070000	I-75	SR 93/I-75	SR 884/CR 884/Colonial Blvd	20.657	SR 82/Immokalee Rd	22.624	1.967		6	D	123,000	102,400	D	10	D	190,710	162,000	D	113,120	C	9.60%	57.20%	13.80%
12070000	I-75	SR 93/I-75	SR 82/Immokalee Rd	22.624	Luckett Rd	24.139	1.515		6	D	123,000	106,700	D	10	D	190,710	164,400	D	135,521	C	9.60%	57.20%	14.20%
12070000	I-75	SR 93/I-75	Luckett Rd	24.139	SR 80	26.047	1.908		6	D	123,000	100,200	C	10	D	190,710	151,600	C	224,711	C	9.60%	57.20%	16.90%
12070000	I-75	SR 93/I-75	SR 80	26.047	SR 78 (Bayshore Rd)	26.363	0.316		6	D	123,000	84,200	B	6	D	123,000	126,300	D	99,336	C	9.60%	57.20%	13.60%
12070000	I-75	SR 93/I-75	SR 78 (Bayshore Rd)	26.363	Charlotte County Line	31.138	4.775		6	C	86,610	51,900	B	6	C	86,610	72,800	C	63,960	C	10.50%	57.20%	19.40%
12090000	SR 31	ALICO RD	SR 80	0.000	Old Bayley Dr	1.640	1.640		2	D	19,514	16,660	C	6	D	62,895	27,693	C	54,711	C	9.10%	57.20%	16.60%
12090000	SR 31	ALICO RD	Old Bayley Dr	1.640	CR 876/N River Rd/Old Bayshore Rd	2.670	1.030		4	C	40,165	13,400	B	6	C	60,420	21,000	B	59,381	C	9.50%	57.20%	23.40%
12090000	SR 31	ALICO RD	CR 876/N River Rd/Old Bayshore Rd	2.670	Charlotte County Line	4.683	2.013		4	C	40,165	12,900	B	6	C	60,420	24,200	B	80,121	D	9.50%	57.20%	23.40%
12100000	SR 82	DANIELS PKWY	W of I-75	7.247	E of Fort Myers	7.760	0.513		6	D	62,895	56,200	C	8	D	84,105	66,300	C	62,581	C	9.00%	54.00%	2.80%
12080000	ACCESS 6	JACKSON ST	Park St/ Museum Rec	1.277	SR 82	1.286	0.009		2	D	18,650	7,900	C	2	D	18,650	9,300	C	5,448	B	9.80%	53.80%	9.70%
12080000	CR 865	BEN HILL GRIFFIN PKWY	Gulf Coast Dr	4.886	Alico Rd	5.338	0.452		6	D	86,400	35,600	C	6	D	86,400	29,600	C	26,419	C	9.80%	53.80%	2.60%
12080000	CR 865	BEN HILL GRIFFIN PKWY	Alico Rd	5.338	Medical Terminal	5.943	1.330		4	D	37,611	34,700	C	4	D	37,611	35,600	C	40,902	F	9.80%	53.80%	4.80%
12080000	ALICO RD	ALICO RD	I-75	8.811	Ben Hill Griffin Pkwy	9.667	0.856		6	D	86,400	37,600	C	4	D	86,400	33,900	C	40,130	F	9.80%	53.80%	4.80%
12080000	HENDRY ST	HENDRY ST	Union St	0.000	SR 82	0.158	0.125		2	D	18,920	1,100	C	2	D	18,920	1,400	C	877	C	9.80%	53.80%	4.90%
12080000	CR 765	BURNT STORE RD	SR 78	0.000	Embers Pkwy	1.000	1.000		4	D	66,200	16,000	B	4	D	66,200	21,000	B	20,000	B	9.80%	52.80%	9.00%
12080000	CR 765	BURNT STORE RD	Embers Pkwy	1.000	Diplomat Pkwy	2.774	1.774		4	D	66,200	16,000	B	4	D	66,200	20,900	B	31,200	B	9.80%	52.80%	9.00%
12120000		TERMINAL ACCESS RD	I-75	0.000	Airport Access	1.000	1.000		4	D	35,910	29,100	C	6	D	35,910	37,300	C	31,332	C	9.80%	53.60%	13.00%

Legend

Aggregated segment | Single-count segment | OFF System SIS Facility

** Future Model Volumes obtained from D1 Regional Planning Model are found to be less than Existing AADT.

Note: LOS Spreadsheet should be used as a planning level analysis tool. A detailed analysis is necessary to validate the actual operating conditions which may vary from this worksheet.

TRAFFIC DATA FROM LEE COUNTY

TRAFFIC COUNT REPORT

PCS 71 - Ben Hill Griffin Pkwy north of Estero Pkwy

2021 AADT = 25,200 VPD

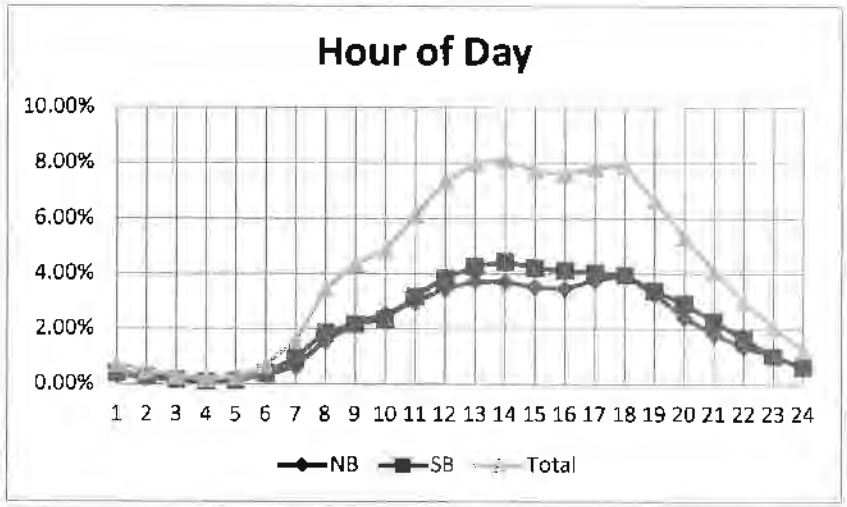
Hour	NB	SB	Total
0	0.33%	0.40%	0.72%
1	0.21%	0.29%	0.49%
2	0.14%	0.16%	0.30%
3	0.09%	0.10%	0.19%
4	0.13%	0.13%	0.26%
5	0.29%	0.39%	0.67%
6	0.63%	0.94%	1.57%
7	1.57%	1.89%	3.46%
8	2.19%	2.18%	4.37%
9	2.54%	2.34%	4.88%
10	2.97%	3.17%	6.14%
11	3.47%	3.86%	7.33%
12	3.73%	4.26%	7.99%
13	3.70%	4.43%	8.13%
14	3.53%	4.21%	7.74%
15	3.46%	4.13%	7.60%
16	3.78%	4.05%	7.83%
17	3.95%	3.95%	7.90%
18	3.26%	3.39%	6.66%
19	2.42%	2.92%	5.34%
20	1.83%	2.29%	4.11%
21	1.36%	1.65%	3.01%
22	1.05%	1.02%	2.08%
23	0.61%	0.62%	1.24%

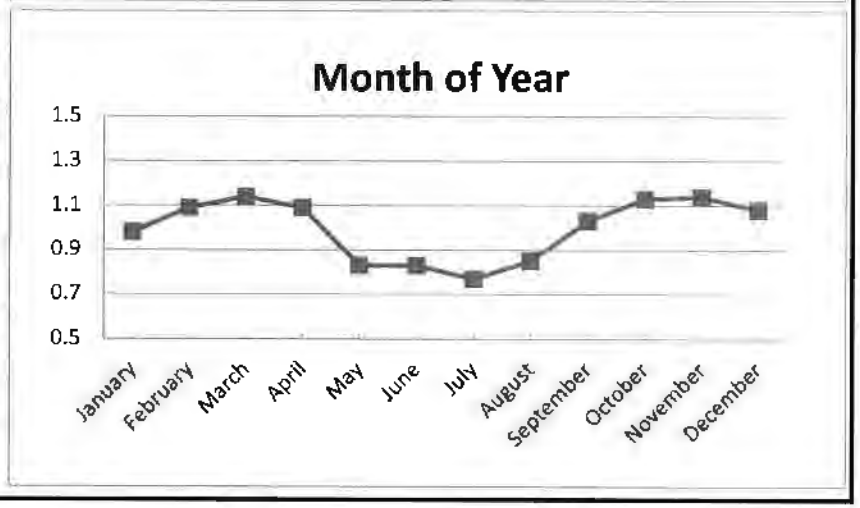
Month of Year	Fraction
January	0.98
February	1.09
March	1.14
April	1.09
May	0.83
June	0.83
July	0.77
August	0.85
September	1.03
October	1.13
November	1.14
December	1.08

Directional Factor		
AM	0.60	SB
PM	0.54	SB

Day of Week	Fraction
Sunday	0.84
Monday	0.99
Tuesday	1.05
Wednesday	1.05
Thursday	1.06
Friday	1.08
Saturday	0.93

Design Hour Volume		
#	Volume	Factor
5	2956	0.117
10	2779	0.110
20	2696	0.107
30	2650	0.105
50	2599	0.103
100	2525	0.100
150	2471	0.098
200	2434	0.097





PCS 70 - Corkscrew Rd west of Ben Hill Griffin Pkwy

2021 AADT = 17,600 VPD

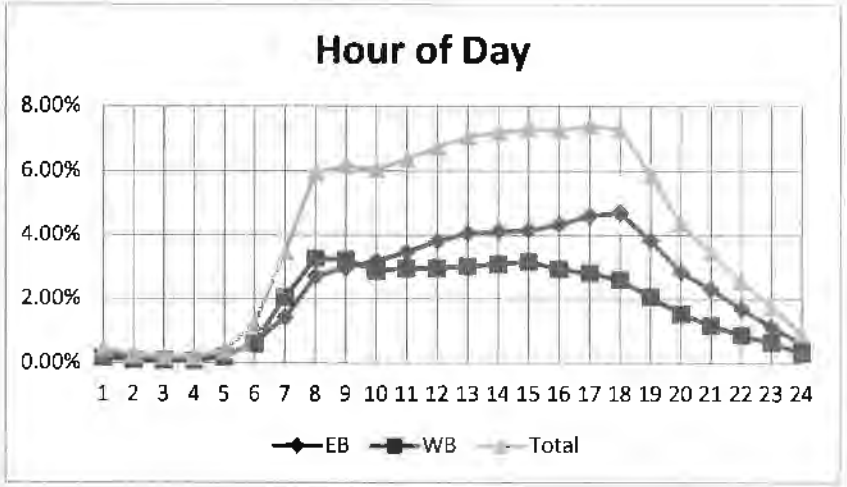
Hour	EB	WB	Total
0	0.31%	0.17%	0.47%
1	0.16%	0.10%	0.26%
2	0.13%	0.08%	0.21%
3	0.13%	0.07%	0.20%
4	0.20%	0.19%	0.39%
5	0.61%	0.58%	1.20%
6	1.41%	2.05%	3.47%
7	2.70%	3.26%	5.98%
8	2.96%	3.20%	6.17%
9	3.17%	2.87%	6.05%
10	3.44%	2.94%	6.39%
11	3.80%	2.95%	6.75%
12	4.06%	3.01%	7.07%
13	4.13%	3.08%	7.20%
14	4.15%	3.15%	7.30%
15	4.34%	2.93%	7.26%
16	4.61%	2.81%	7.40%
17	4.69%	2.60%	7.28%
18	3.83%	2.06%	5.89%
19	2.84%	1.53%	4.36%
20	2.30%	1.17%	3.47%
21	1.69%	0.86%	2.55%
22	1.12%	0.63%	1.76%
23	0.60%	0.31%	0.91%

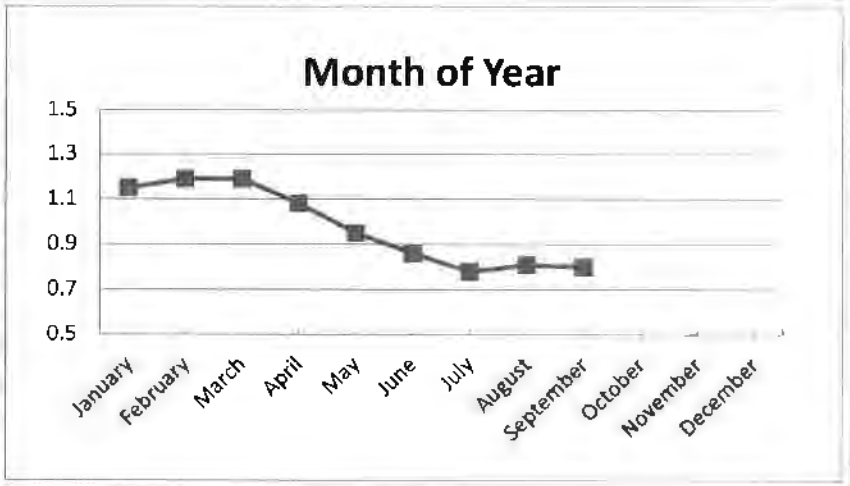
Month of Year	Fraction
January	1.15
February	1.19
March	1.19
April	1.08
May	0.95
June	0.86
July	0.78
August	0.81
September	0.8
October	
November	
December	

Day of Week	Fraction
Sunday	0.71
Monday	1.01
Tuesday	1.05
Wednesday	1.08
Thursday	1.11
Friday	1.12
Saturday	0.91

Directional Factor		
AM	0.59	WB
PM	0.62	EB

Design Hour Volume		
#	Volume	Factor
5	1885	0.107
10	1867	0.106
20	1844	0.105
30	1820	0.103
50	1780	0.101
100	1731	0.098
150	1693	0.096
200	1664	0.095





PCS 52 - Daniels Pkwy east of I-75

2021 AADT = 55,800 VPD

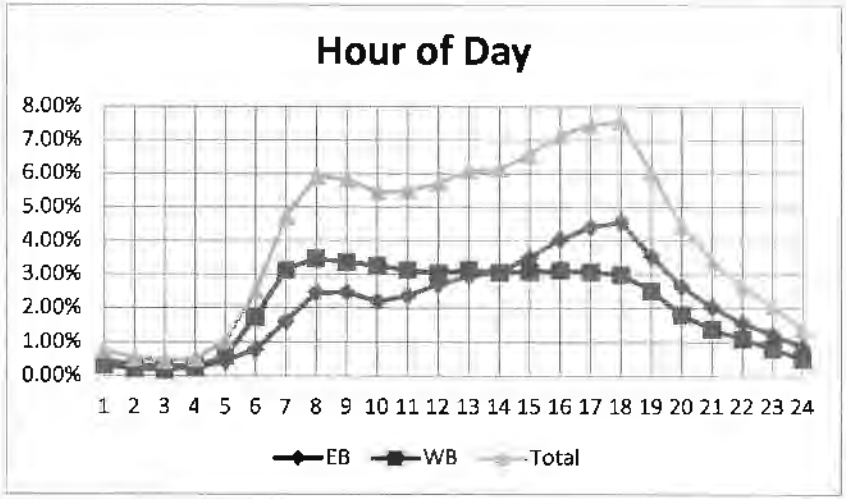
Hour	EB	WB	Total
0	0.47%	0.32%	0.78%
1	0.32%	0.22%	0.54%
2	0.28%	0.19%	0.47%
3	0.26%	0.26%	0.52%
4	0.43%	0.59%	1.02%
5	0.78%	1.72%	2.50%
6	1.61%	3.13%	4.74%
7	2.45%	3.46%	5.92%
8	2.46%	3.36%	5.83%
9	2.20%	3.26%	5.46%
10	2.36%	3.14%	5.50%
11	2.68%	3.03%	5.72%
12	2.96%	3.15%	6.10%
13	3.07%	3.06%	6.13%
14	3.50%	3.08%	6.59%
15	4.05%	3.12%	7.17%
16	4.40%	3.08%	7.47%
17	4.55%	3.00%	7.56%
18	3.53%	2.51%	6.04%
19	2.64%	1.81%	4.45%
20	2.03%	1.38%	3.41%
21	1.56%	1.09%	2.65%
22	1.25%	0.81%	2.06%
23	0.87%	0.51%	1.38%

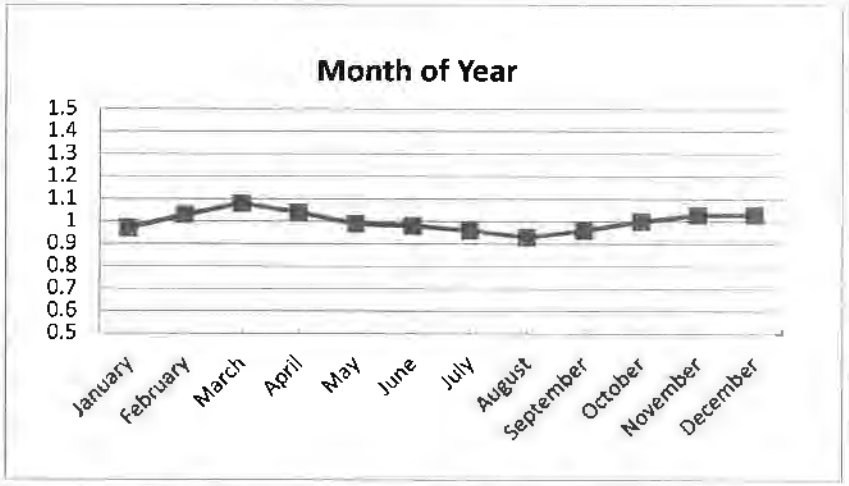
Month of Year	Fraction
January	0.97
February	1.03
March	1.08
April	1.04
May	0.99
June	0.98
July	0.96
August	0.93
September	0.96
October	1
November	1.03
December	1.03

Directional Factor		
AM	0.66	WB
PM	0.59	EB

Day of Week	Fraction
Sunday	0.7
Monday	1.03
Tuesday	1.08
Wednesday	1.1
Thursday	1.1
Friday	1.12
Saturday	0.87

Design Hour Volume		
#	Volume	Factor
5	5390	0.097
10	5310	0.095
20	5252	0.094
30	5198	0.093
50	5154	0.092
100	5053	0.091
150	4978	0.089
200	4914	0.088





PCS 53 - Alico Rd east of I-75

2021 AADT = 26,100 VPD

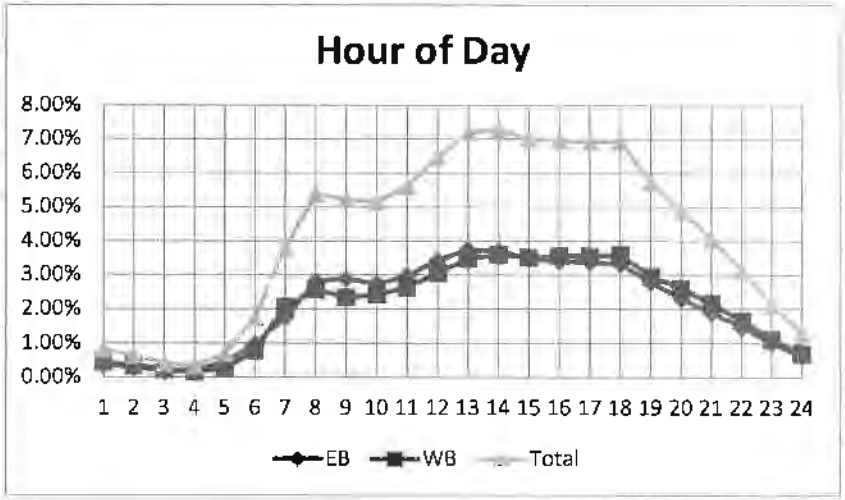
Hour	EB	WB	Total
0	0.38%	0.45%	0.83%
1	0.30%	0.34%	0.64%
2	0.19%	0.22%	0.41%
3	0.20%	0.15%	0.35%
4	0.45%	0.26%	0.71%
5	0.98%	0.77%	1.75%
6	1.76%	2.07%	3.82%
7	2.82%	2.58%	5.39%
8	2.89%	2.34%	5.23%
9	2.73%	2.43%	5.16%
10	2.98%	2.63%	5.61%
11	3.42%	3.06%	6.48%
12	3.74%	3.47%	7.21%
13	3.70%	3.59%	7.29%
14	3.50%	3.52%	7.02%
15	3.40%	3.57%	6.97%
16	3.38%	3.55%	6.93%
17	3.32%	3.60%	6.93%
18	2.77%	2.96%	5.73%
19	2.30%	2.60%	4.90%
20	1.90%	2.16%	4.06%
21	1.47%	1.66%	3.14%
22	1.00%	1.12%	2.12%
23	0.63%	0.70%	1.33%

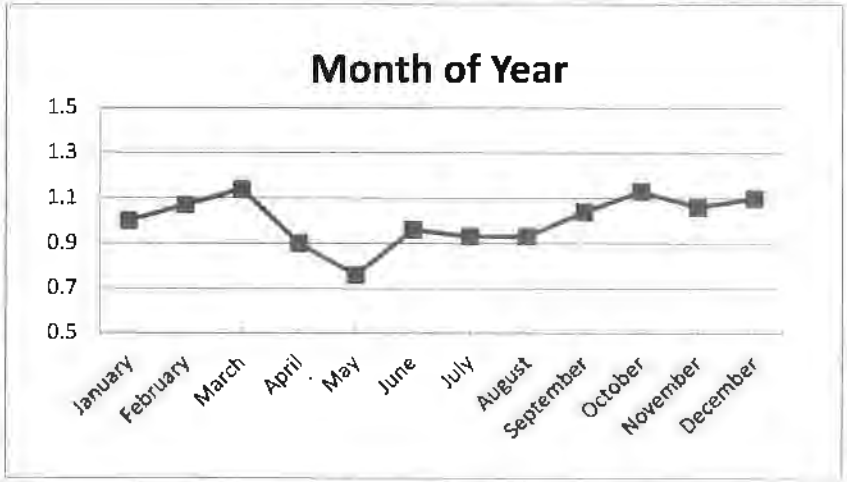
Month of Year	Fraction
January	1
February	1.07
March	1.14
April	0.9
May	0.76
June	0.96
July	0.93
August	0.93
September	1.04
October	1.13
November	1.06
December	1.1

Directional Factor		
AM	0.54	WB
PM	0.51	EB

Day of Week	Fraction
Sunday	0.71
Monday	1.03
Tuesday	1.08
Wednesday	1.09
Thursday	1.12
Friday	1.12
Saturday	0.85

Design Hour Volume		
#	Volume	Factor
5	2701	0.103
10	2576	0.099
20	2510	0.096
30	2473	0.095
50	2434	0.093
100	2367	0.091
150	2323	0.089
200	2283	0.087





PCS 72 - Three Oaks Pkwy south of Estero Pkwy

2021 AADT = 20,000 VPD

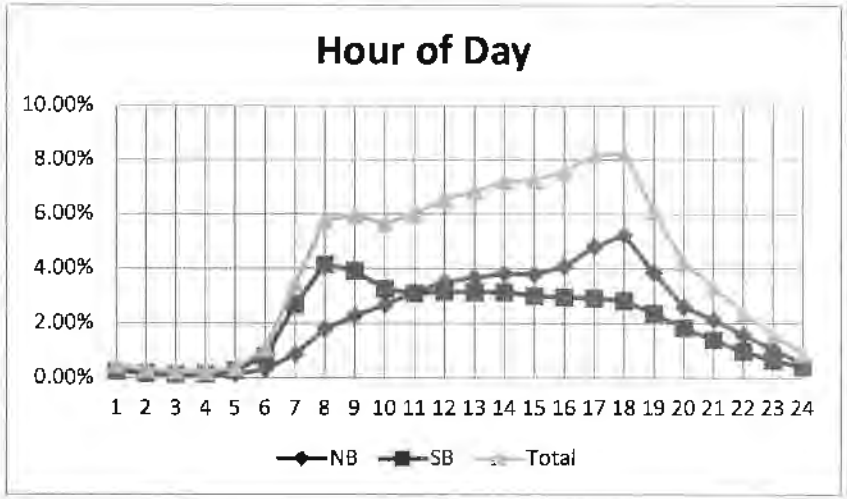
Hour	NB	SB	Total
0	0.29%	0.23%	0.49%
1	0.16%	0.16%	0.31%
2	0.13%	0.13%	0.25%
3	0.10%	0.13%	0.23%
4	0.11%	0.27%	0.38%
5	0.31%	0.79%	1.08%
6	0.87%	2.67%	3.45%
7	1.80%	4.15%	5.78%
8	2.28%	3.90%	5.94%
9	2.66%	3.25%	5.65%
10	3.13%	3.08%	6.01%
11	3.51%	3.15%	6.56%
12	3.67%	3.13%	6.85%
13	3.82%	3.14%	7.20%
14	3.79%	3.00%	7.27%
15	4.08%	2.95%	7.57%
16	4.80%	2.92%	8.20%
17	5.23%	2.82%	8.25%
18	3.85%	2.38%	6.08%
19	2.60%	1.83%	4.23%
20	2.14%	1.39%	3.32%
21	1.57%	0.97%	2.39%
22	1.06%	0.65%	1.61%
23	0.55%	0.41%	0.91%

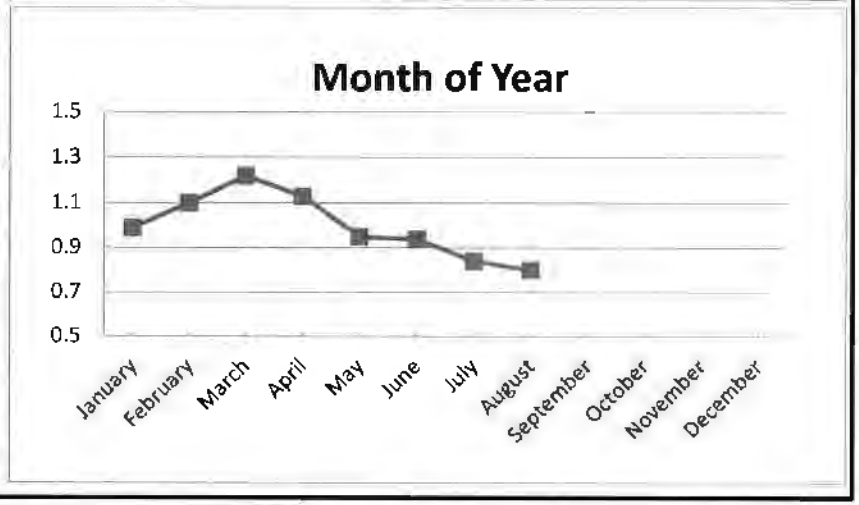
Month of Year	Fraction
January	0.99
February	1.1
March	1.22
April	1.13
May	0.95
June	0.94
July	0.84
August	0.8
September	
October	
November	
December	

Directional Factor		
AM	0.76	SB
PM	0.62	NB

Day of Week	Fraction
Sunday	0.71
Monday	1.02
Tuesday	1.08
Wednesday	1.08
Thursday	1.12
Friday	1.11
Saturday	0.87

Design Hour Volume		
#	Volume	Factor
5	2490	0.125
10	2270	0.114
20	2229	0.111
30	2183	0.109
50	2121	0.106
100	2024	0.101
150	1936	0.097
200	1886	0.094





PCS 6 - Homestead Rd south of Westminster St

2021 AADT = 26,400 VPD

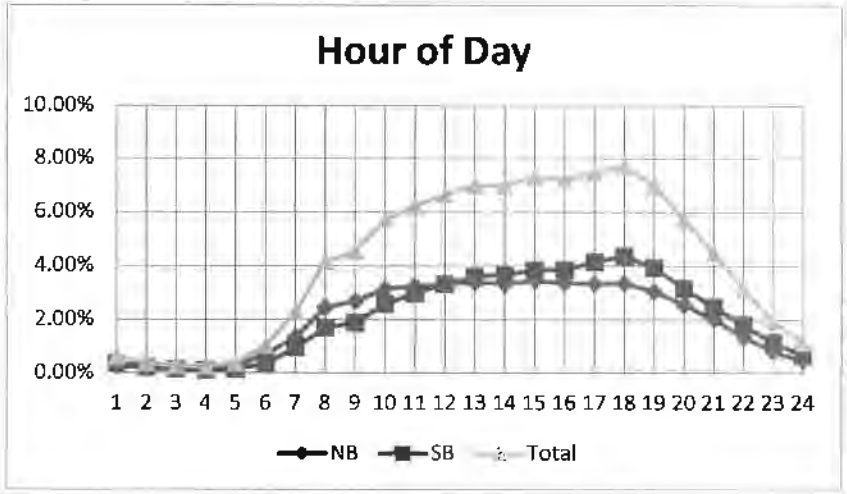
Hour	NB	SB	Total
0	0.26%	0.36%	0.62%
1	0.17%	0.22%	0.39%
2	0.14%	0.15%	0.29%
3	0.16%	0.11%	0.26%
4	0.25%	0.13%	0.39%
5	0.71%	0.34%	1.05%
6	1.35%	0.96%	2.31%
7	2.46%	1.70%	4.16%
8	2.68%	1.89%	4.57%
9	3.15%	2.59%	5.73%
10	3.26%	2.98%	6.24%
11	3.33%	3.33%	6.66%
12	3.40%	3.60%	7.00%
13	3.33%	3.68%	7.00%
14	3.46%	3.85%	7.32%
15	3.38%	3.86%	7.25%
16	3.35%	4.16%	7.51%
17	3.36%	4.38%	7.74%
18	3.06%	3.94%	7.00%
19	2.56%	3.17%	5.73%
20	2.02%	2.48%	4.50%
21	1.35%	1.81%	3.16%
22	0.81%	1.15%	1.96%
23	0.47%	0.69%	1.16%

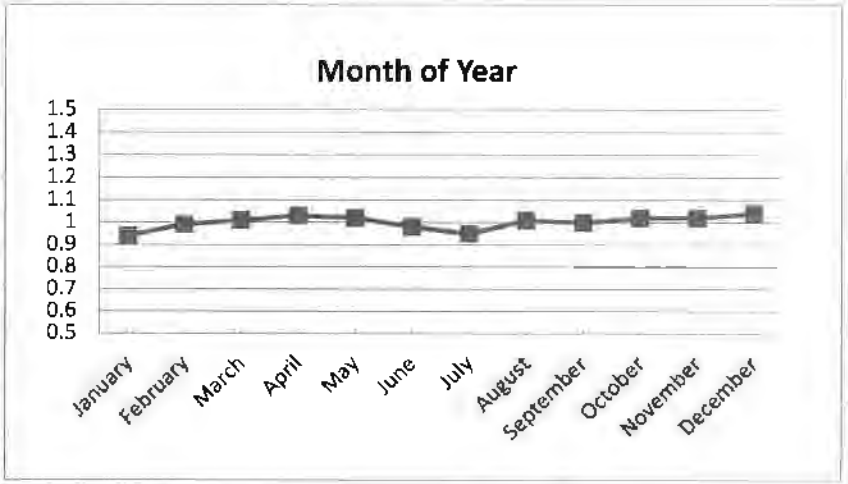
Month of Year	Fraction
January	0.94
February	0.99
March	1.01
April	1.03
May	1.02
June	0.98
July	0.95
August	1.01
September	1
October	1.02
November	1.02
December	1.04

Directional Factor		
AM	0.59	NB
PM	0.55	SB

Day of Week	Fraction
Sunday	0.85
Monday	1
Tuesday	1.02
Wednesday	1.02
Thursday	1.03
Friday	1.09
Saturday	0.98

Design Hour Volume		
#	Volume	Factor
5	2516	0.095
10	2472	0.094
20	2432	0.092
30	2399	0.091
50	2343	0.089
100	2269	0.086
150	2233	0.085
200	2202	0.083





PCS 69 - Joel Blvd north of E 10th St

2021 AADT = 10,300 VPD

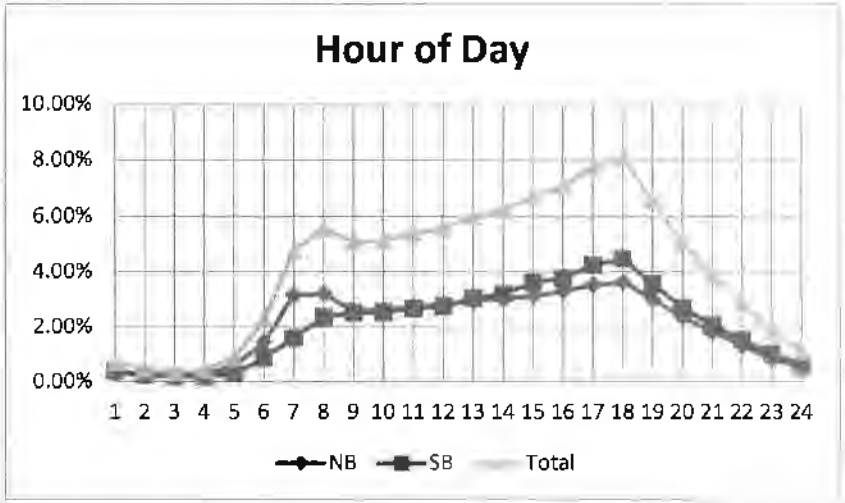
Hour	NB	SB	Total
0	0.32%	0.38%	0.70%
1	0.22%	0.25%	0.46%
2	0.19%	0.18%	0.36%
3	0.24%	0.18%	0.42%
4	0.59%	0.29%	0.88%
5	1.44%	0.85%	2.28%
6	3.15%	1.59%	4.75%
7	3.21%	2.35%	5.56%
8	2.57%	2.53%	5.10%
9	2.61%	2.53%	5.15%
10	2.74%	2.67%	5.41%
11	2.81%	2.76%	5.57%
12	2.95%	3.05%	6.00%
13	3.04%	3.20%	6.24%
14	3.12%	3.62%	6.75%
15	3.31%	3.77%	7.09%
16	3.53%	4.25%	7.78%
17	3.63%	4.48%	8.11%
18	3.01%	3.56%	6.57%
19	2.37%	2.71%	5.07%
20	1.81%	2.07%	3.88%
21	1.33%	1.53%	2.86%
22	0.83%	1.04%	1.87%
23	0.50%	0.64%	1.14%

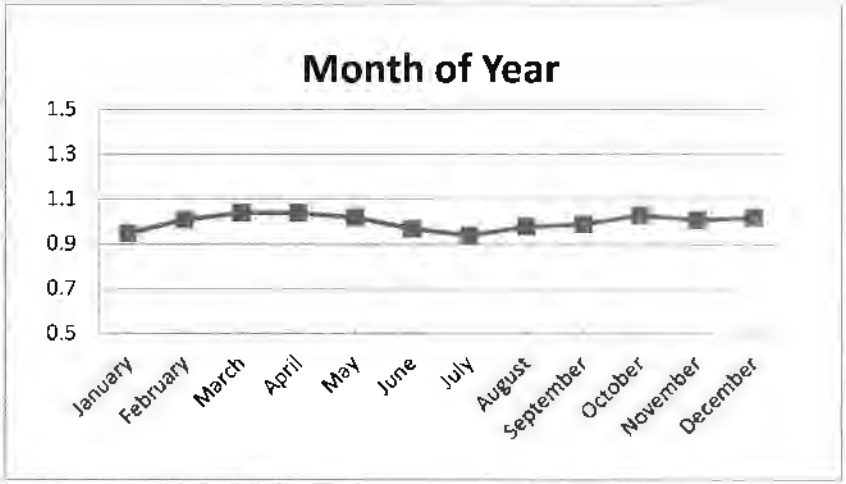
Month of Year	Fraction
January	0.95
February	1.01
March	1.04
April	1.04
May	1.02
June	0.97
July	0.94
August	0.98
September	0.99
October	1.03
November	1.01
December	1.02

Day of Week	Fraction
Sunday	0.87
Monday	0.99
Tuesday	1.01
Wednesday	1.02
Thursday	1.03
Friday	1.1
Saturday	0.98

Directional Factor		
AM	0.66	NB
PM	0.55	SB

Design Hour Volume		
#	Volume	Factor
5	1006	0.098
10	977	0.095
20	964	0.094
30	951	0.092
50	937	0.091
100	906	0.088
150	881	0.086
200	865	0.084





ITE PASS-BY RATES

LUC 820

Vehicle Pass-By Rates by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	820								
Land Use	Shopping Center (> 150k)								
Setting	General Urban/Suburban								
Time Period	Weekday PM Peak Period								
# Data Sites	8 Sites with GLA between 150 and 300k				16 Sites with GLA between 300 and 900k				
Average Pass-By Rate	29% for Sites with GLA between 150 and 300k				19% for Sites with GLA between 300 and 900k				
	Pass-By Characteristics for Individual Sites								
		Survey		Pass-By	Non-Pass-By Trips			Adj Street Peak	
GLA (000)	State or Province	Year	# Interviews	Trip (%)	Primary (%)	Diverted (%)	Total (%)	Hour Volume	Source
213	Florida	1990	312	28	31	41	72	—	33
225	Illinois	1994	264	35	32	33	65	1970	24
227.9	Kentucky	1993	—	34	35	31	66	—	34
235	Kentucky	1993	211	35	29	36	65	2593	2
255	Iowa	1994	222	23	38	39	77	3706	24
256	Connecticut	1994	208	27	51	22	73	3422	24
293	Illinois	1994	282	24	70	6	76	4606	13
294	Pennsylvania	1994	213	24	48	18	76	4055	24
350	Massachusetts	1994	224	18	45	37	82	2112	24
361	Virginia	1994	315	17	54	29	83	2034	24
375	North Carolina	1994	214	29	48	23	71	2053	24
413	Texas	1994	228	28	51	21	72	589	24
418	Maryland	1994	281	20	50	30	80	5610	24
450	California	1994	321	23	49	28	77	2787	24
476	Washington	1994	234	25	53	22	75	3427	24
488	Texas	1994	257	12	75	13	88	1094	13
560	Virginia	1994	437	19	49	32	81	3051	24
581	Colorado	1994	296	18	53	29	82	2939	24
598	Colorado	1994	205	17	55	28	83	3840	24
633	Texas	1994	257	10	64	26	90	—	24
667	Illinois	1994	200	16	53	31	84	2770	24
738	New Jersey	1994	283	13	75	12	87	8059	24
800	California	1994	205	21	51	28	79	7474	24
808	California	1994	240	13	73	14	87	4035	24

TRIP GENERATION EQUATIONS

Single-Family Detached Housing
(210)

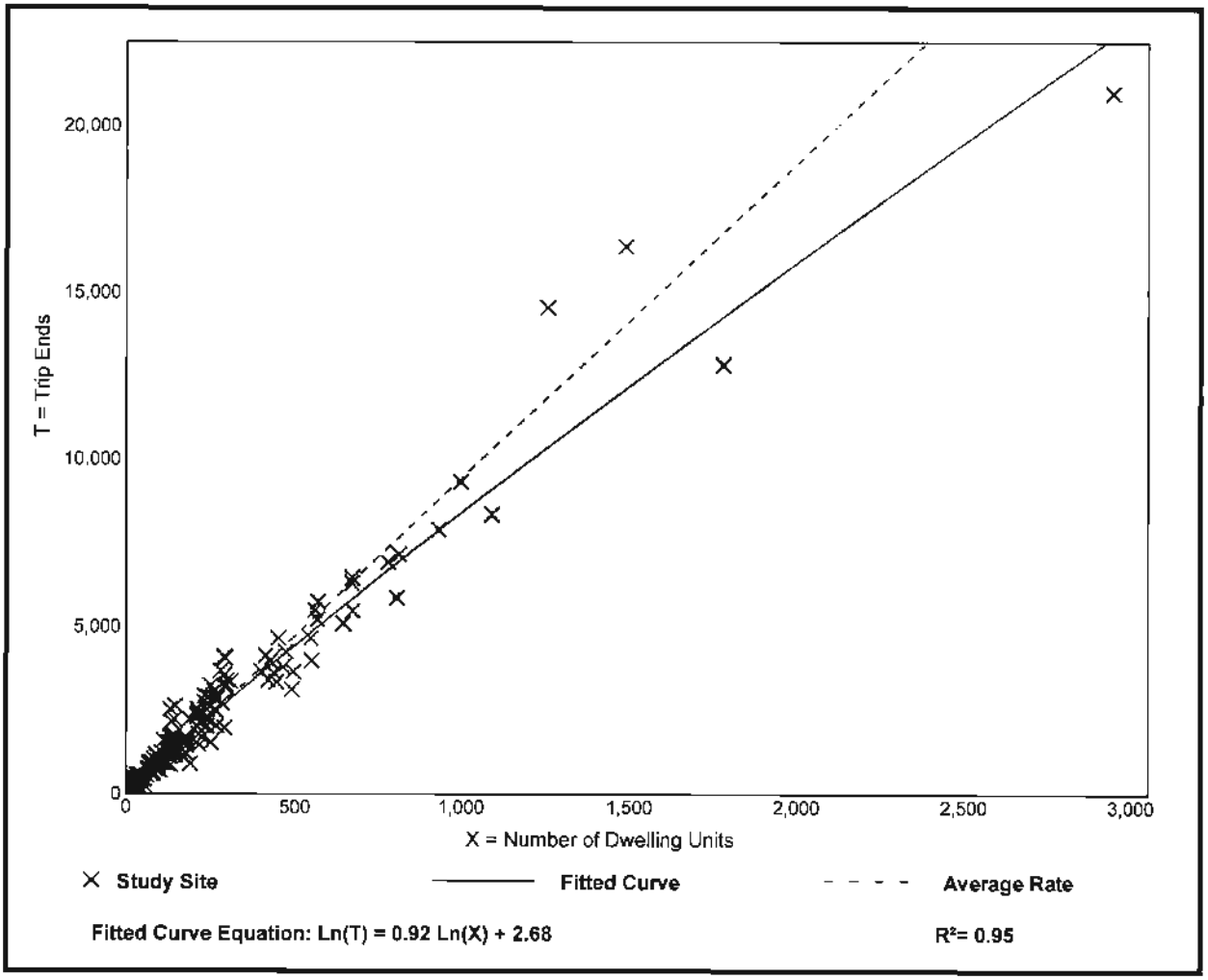
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



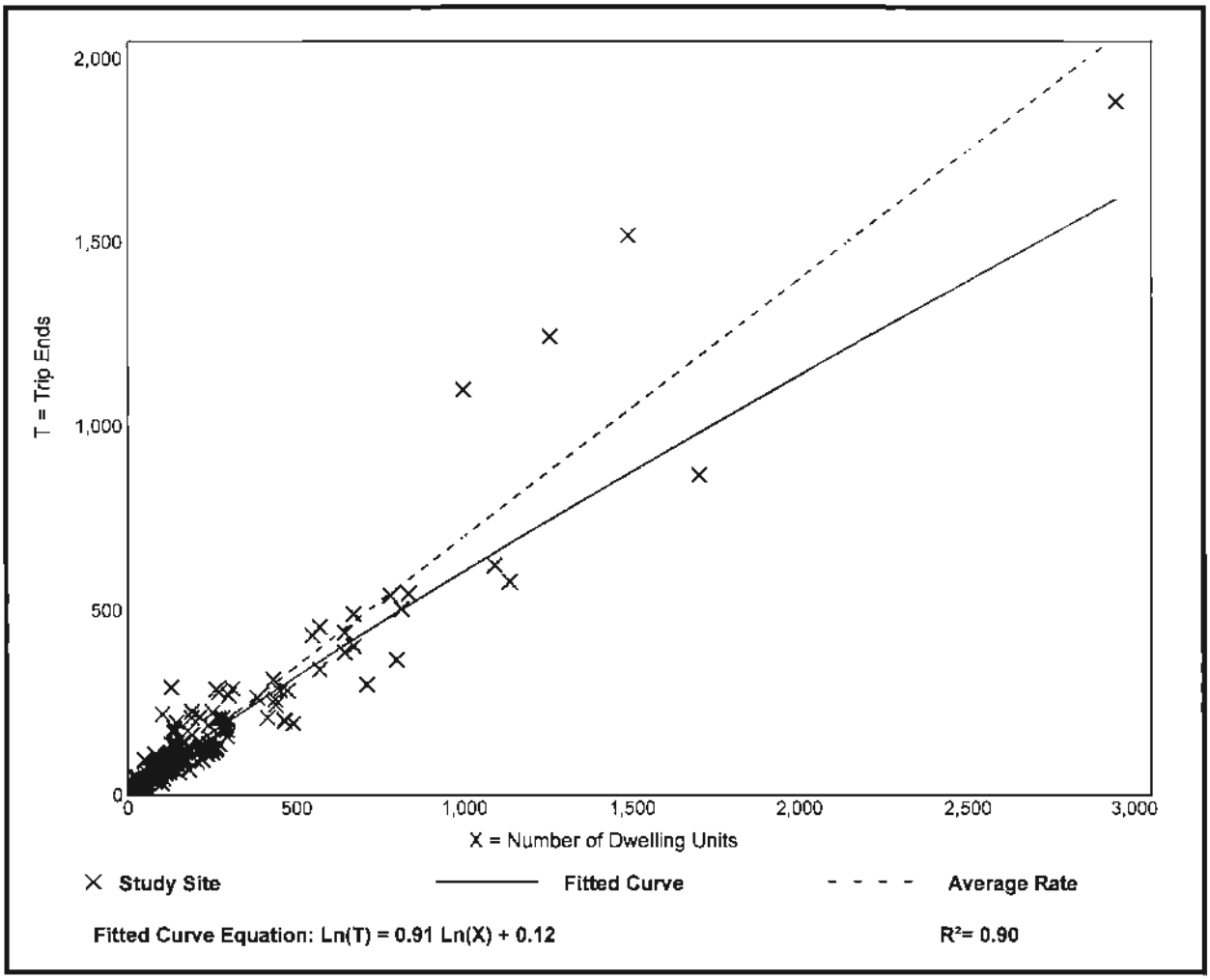
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	192
Avg. Num. of Dwelling Units:	226
Directional Distribution:	26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



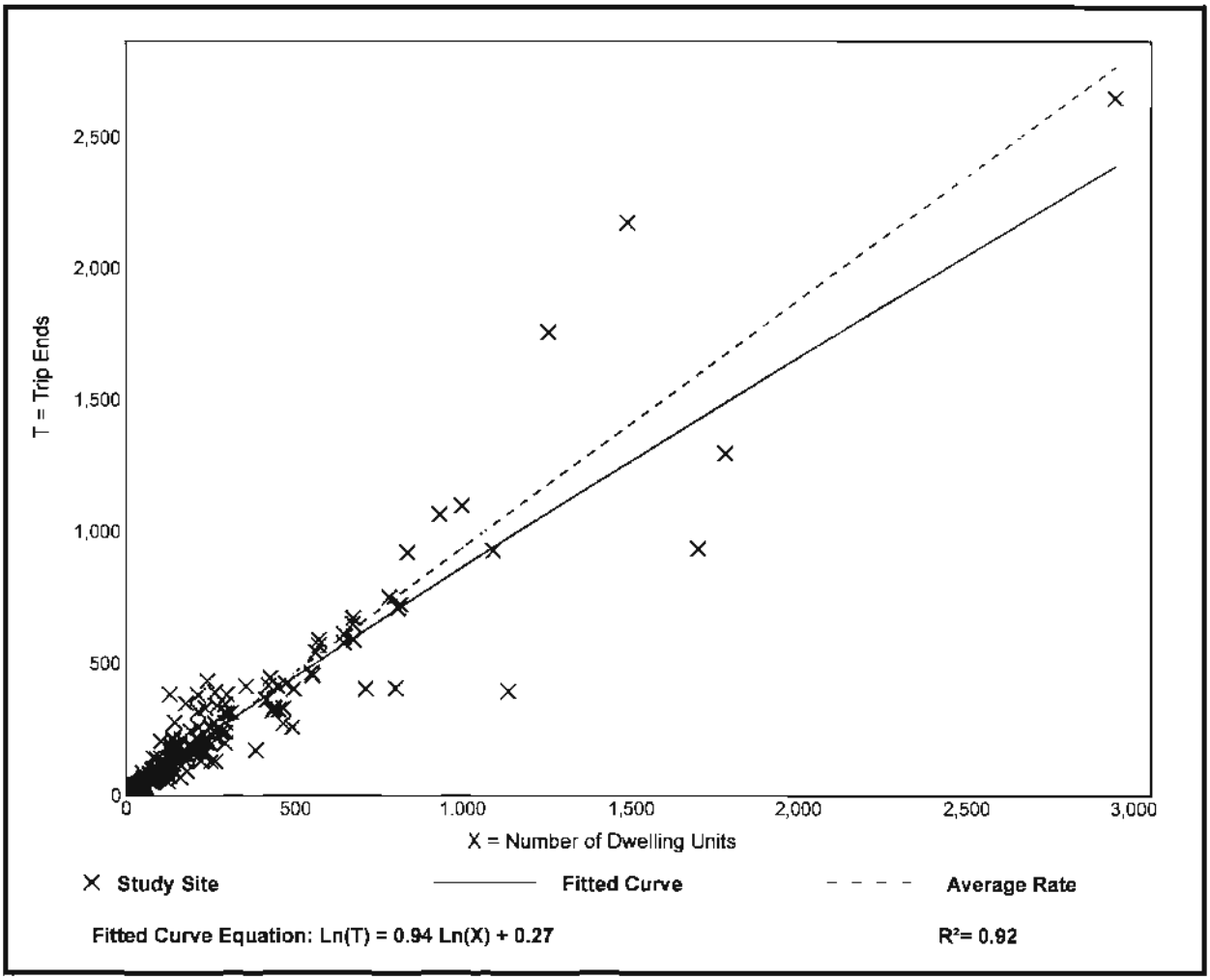
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies. 208
Avg. Num. of Dwelling Units. 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Shopping Center (>150k)
(820)

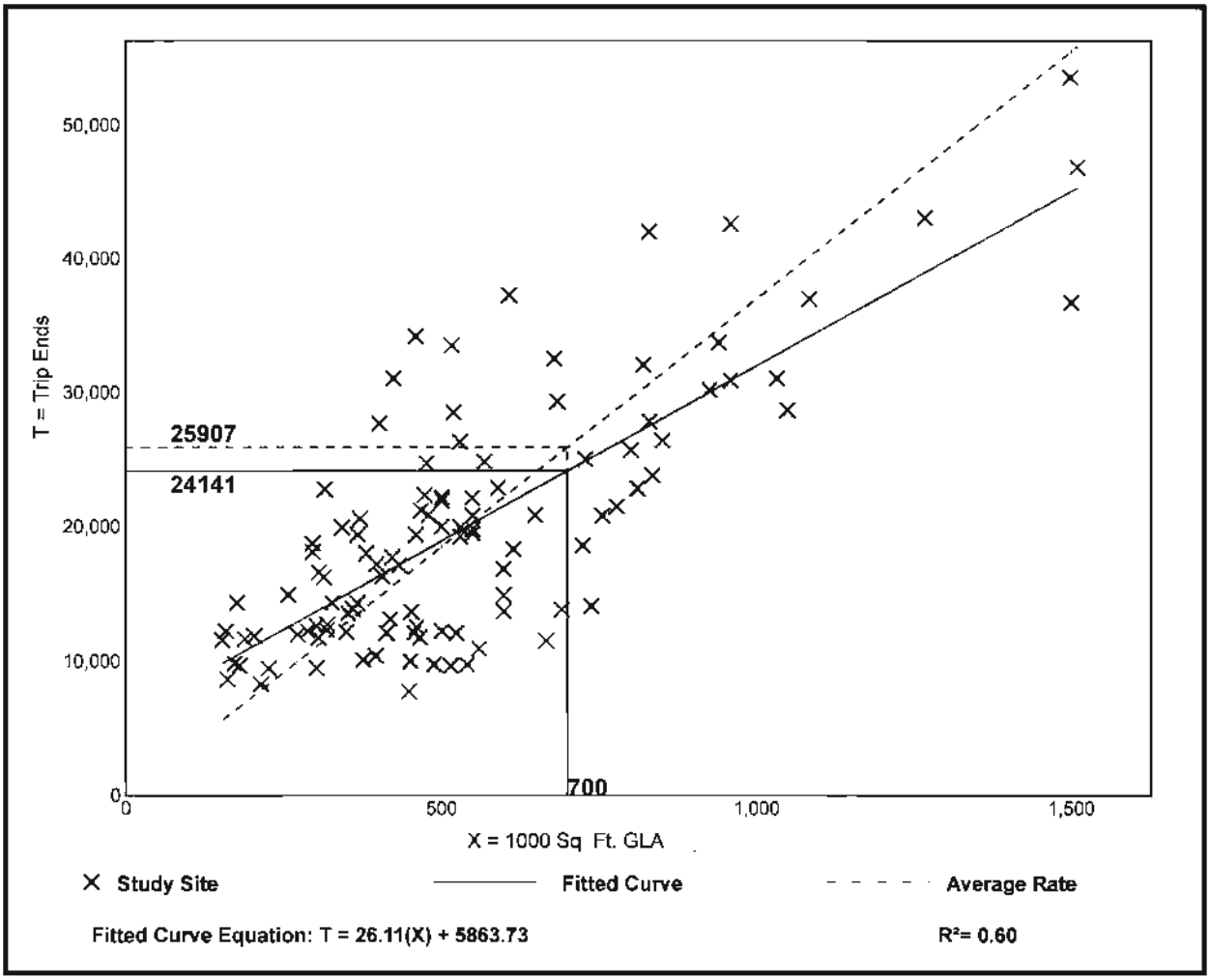
Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 108
Avg. 1000 Sq. Ft. GLA: 538
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
37.01	17.27 - 81.53	12.79

Data Plot and Equation



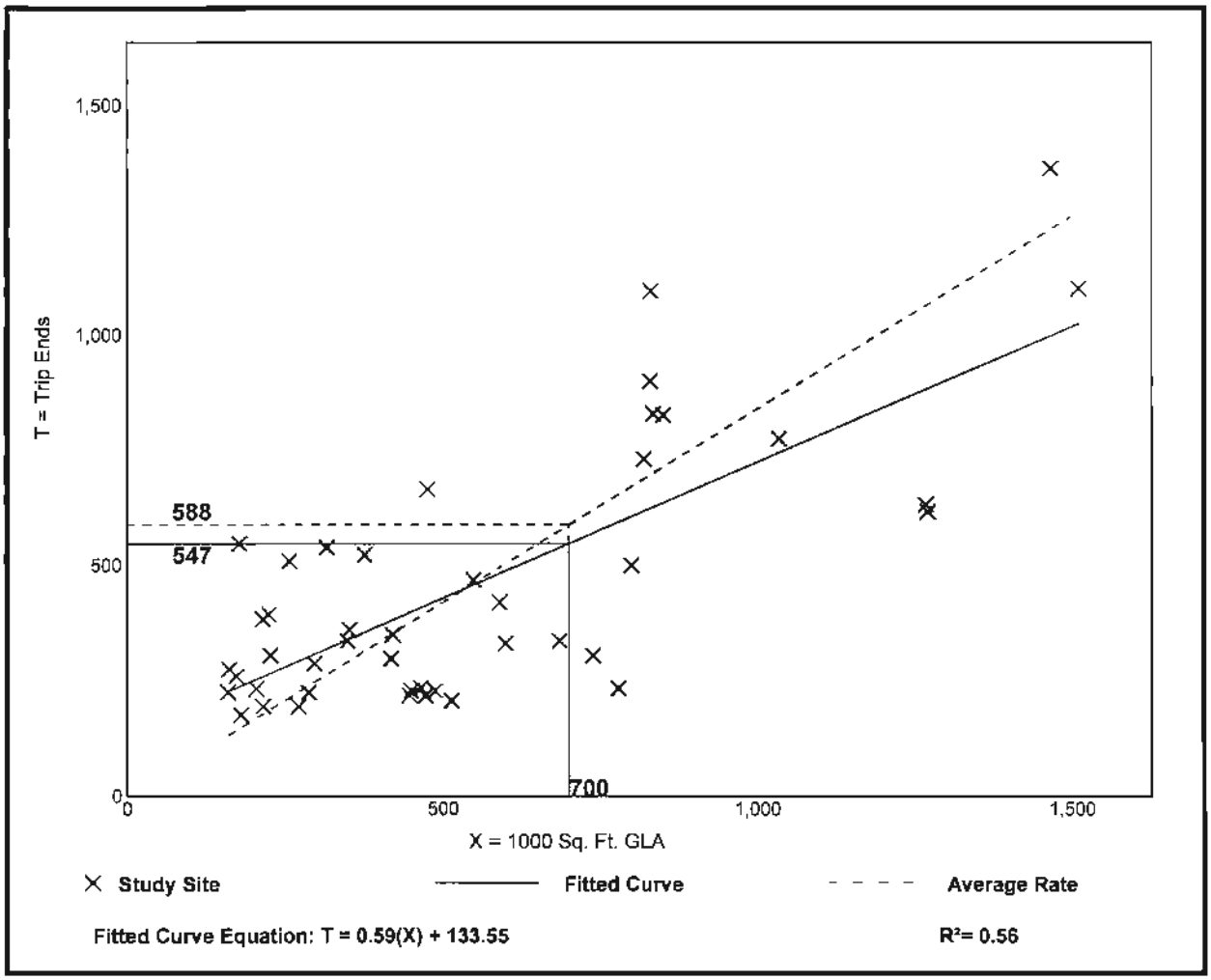
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies. 44
Avg. 1000 Sq. Ft. GLA: 546
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.84	0.30 - 3.11	0.42

Data Plot and Equation



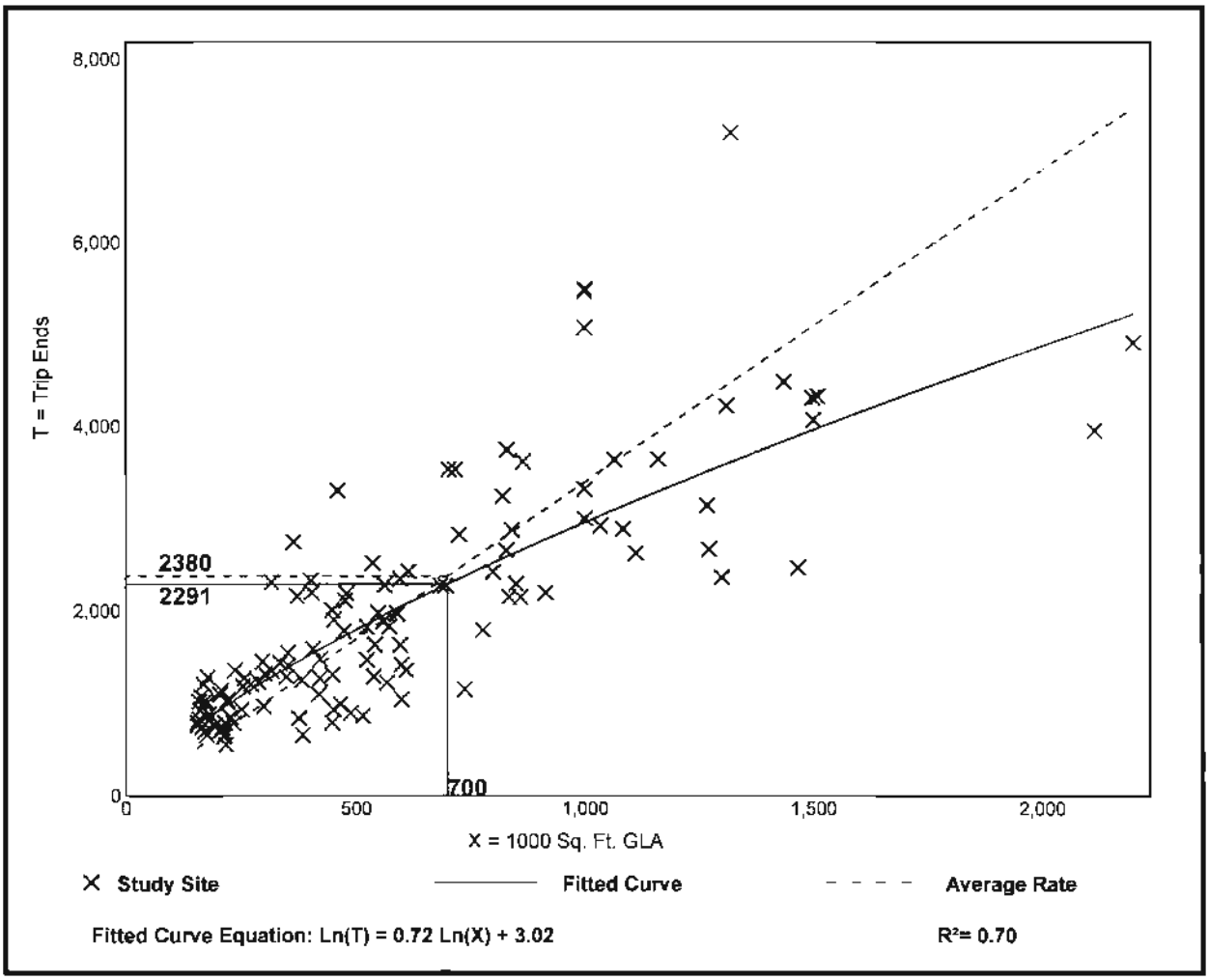
Shopping Center (>150k)
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 126
Avg. 1000 Sq. Ft. GLA: 581
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.40	1.57 - 7.58	1.26

Data Plot and Equation



Hotel
(310)

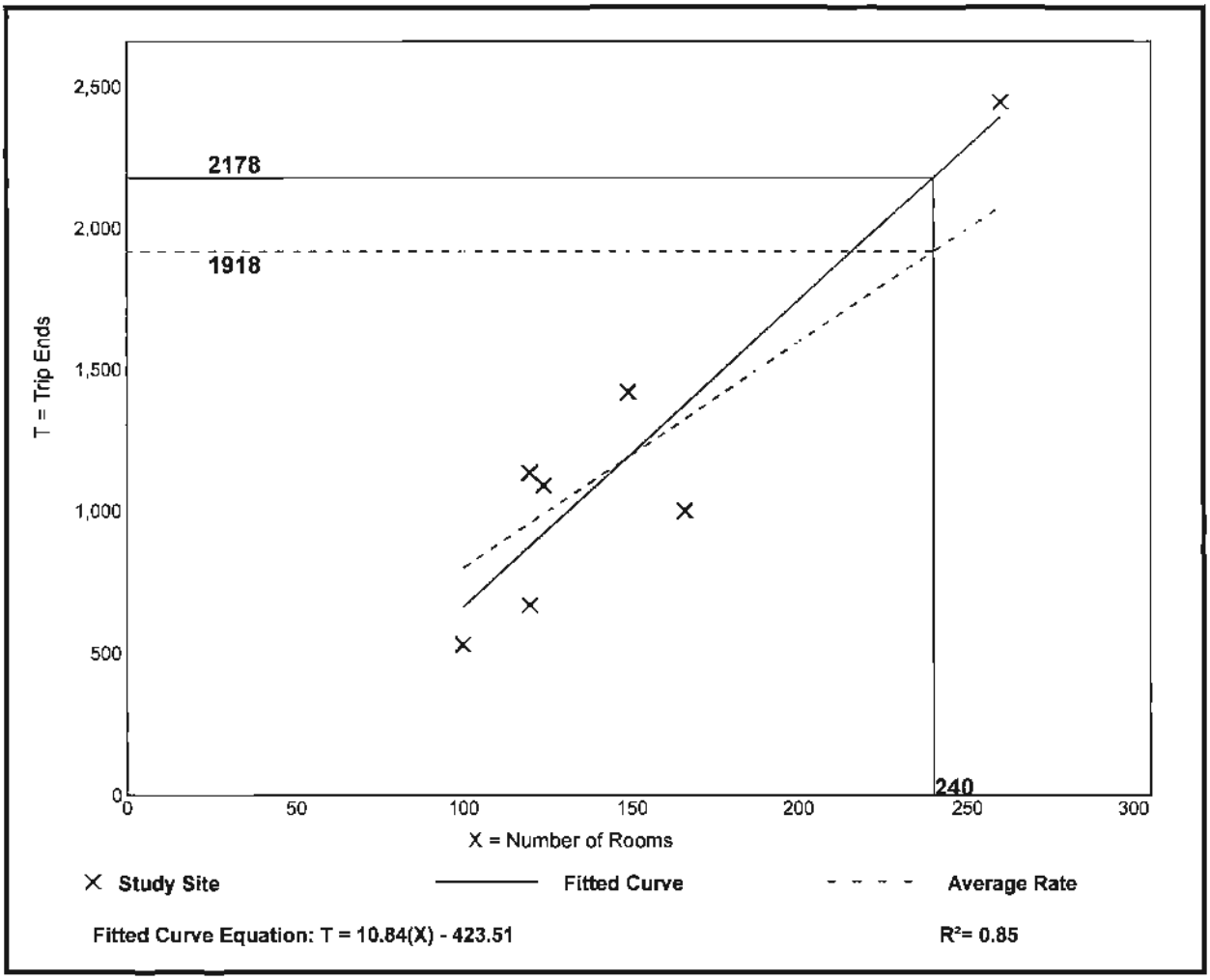
Vehicle Trip Ends vs: **Rooms**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 7
Avg. Num. of Rooms: 148
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



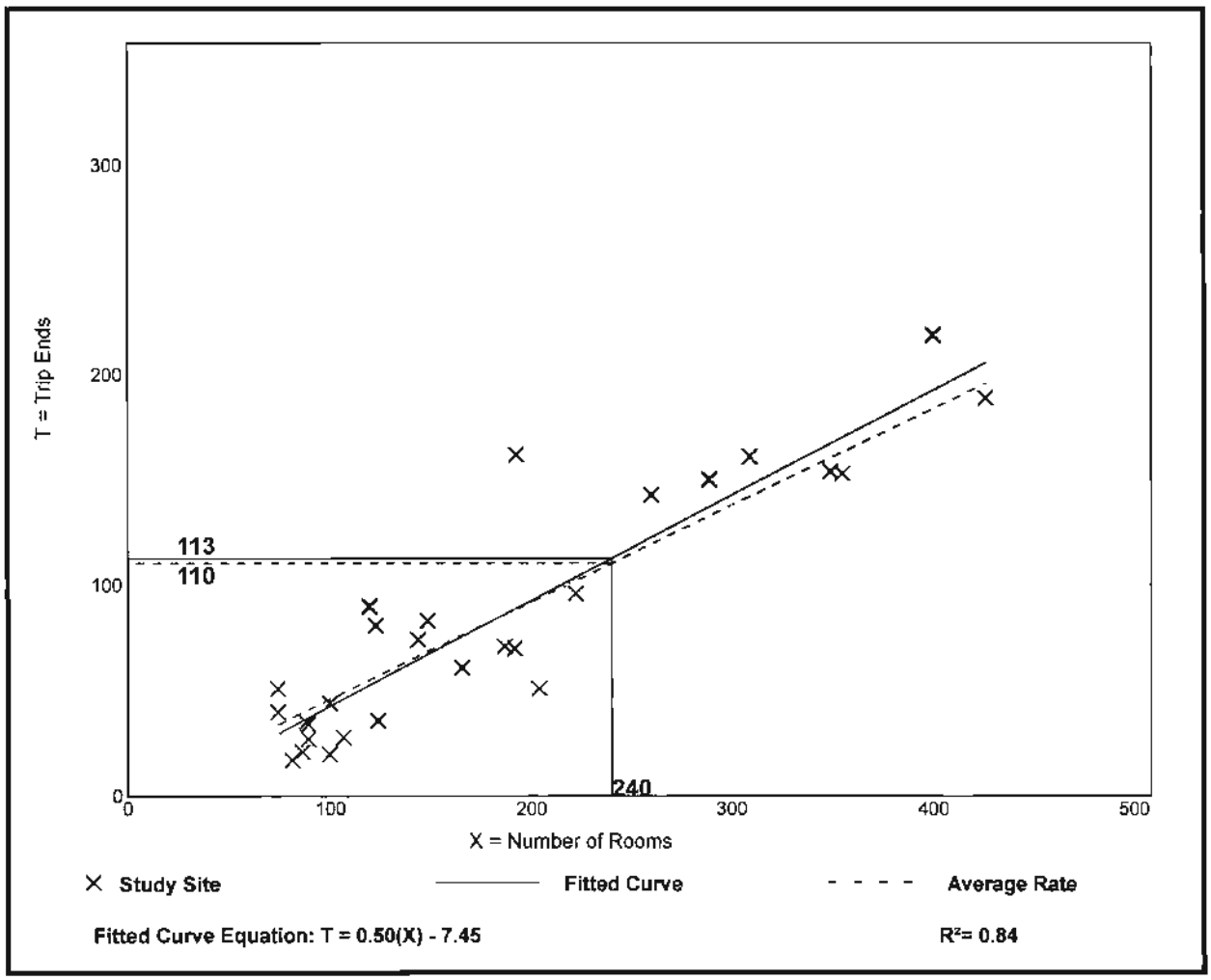
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	28
Avg. Num. of Rooms:	182
Directional Distribution:	56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



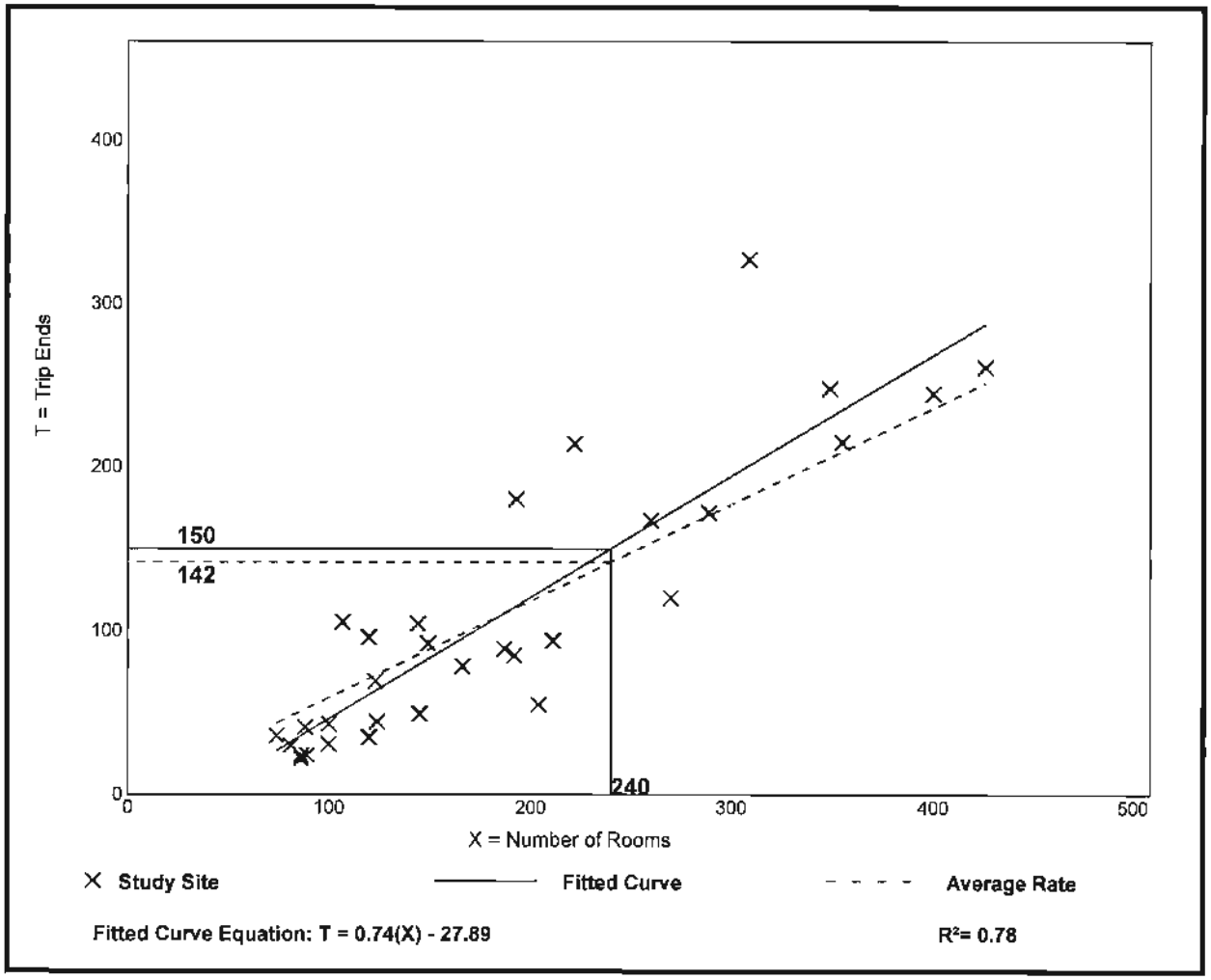
Hotel
(310)

Vehicle Trip Ends vs:	**Rooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Rooms:	186
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

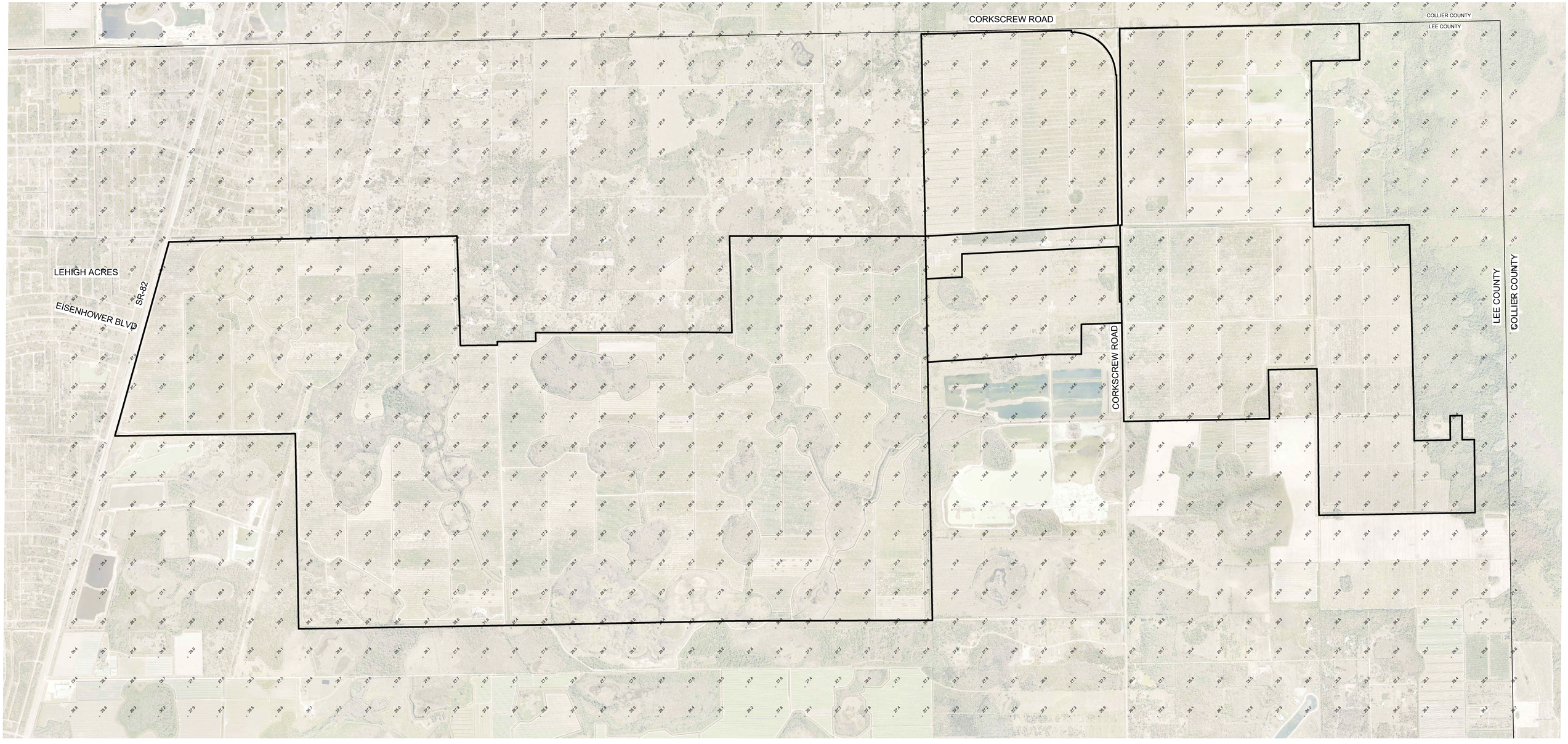
Data Plot and Equation



N

0 600' 1200' 2400'

SCALE: 1" = 1200'



J.R. EVANS ENGINEERING

KINGSTON

TOPOGRAPHIC MAP

KINGSTON LIDAR.DWG
April 20, 2022

May 10, 2022
ADDITONAL STAFF QUESTIONS:

RFI-1 Question – Can we provide a map that has the "Priority Acquisition Map" overlaid onto the Project site plan.

Answer – See attachment "Q".

RFI-2 Question – Can we provide a map that has the "Priority Acquisition Tier Map" overlaid onto the Project area map.

Answer – See attachment "R".

RFI-3 Question – Can we provide a map that has the "Priority Restoration Map" overlaid onto the Project area map.

Answer – See attachment "S".

May 12, 2022
ADDITONAL STAFF QUESTIONS:

RFI-4 Question – If agricultural uses are intended to be discontinued in phases as the development builds out, where will the access points be within the Property to maintain agricultural operations?

Answer – For agricultural access, see attachment "T"

RFI-5 Question – what is the purpose of the request?
Deviation 5 grants relief from LDC Section 10-291(3), which requires that residential development of more than five acres and commercial development of more than ten acres provide more than one means of ingress and egress, to allow one ingress and egress per initial construction of a residential or commercial pod with the remaining access point(s) installed prior to completion of the residential or commercial pod.

Answer – Each residential pod of more than 5 acres or commercial pod of more than ten acres will be designed to provide a minimum of two means of ingress and egress. At time of initial construction, and because of the size of the development pods, the initial phase of the residential or commercial pod may not be large enough to accommodate the second <u>permanent</u> access drive. The intent would be to construct one permanent paved access roadway and construct a temporary stabilized roadway for emergency access to be used until such time as the development phasing of construction can complete the second pod access.

In addition, Deviation 5 wanted to be clear that the Kingston Parkway spine road will be connected to Corkscrew Road and State Road 82 in a process and timing as determined by the Developer and is not required to connect to both Corkscrew Road and State Route 82 immediately as the development pods are connected to it since the spine road design is providing 2-lanes in both directions separated by a large, grassed median.

RFI-6 Question – Where is the "confining layer" in relation to a lake depth of 35'?
Deviation 2 grants relief from LDC Section 10-329(d) (3)a, which requires lakes to be limited to 20ft depth to allow for a maximum lake excavation depth not to exceed 35ft or one foot above the confining layer whichever is less.

Answer – See attachment "U".

RFI-7 Question – Clarify Deviation 8?
Deviation 8 seeks relief from LDC 10-285, which requires an access separation of 660 feet along principal arterials in Future Non-Urban areas to allow a connection separation distance of 460', as depicted on the MCP.

Answer – There are two Deviation 8 locations shown on the MCP. One of the locations is located on Corkscrew Road near the "donut hole" in the property ownership to accommodate the separation between the existing driveway that accommodates those property owners and the adjacent residential pod entry. The other location is also on Corkscrew Road to allow a reduced separation between the commercial pod entries and the Kingston spine road. This lessened separation will allow for further flexibility of the commercial site plan for the eventual end user. See attachment "V".

RFI-8 Question – The Project restoration describes "water benefits" in various locations within the settlement documents. Can a simplified summary be provided to describe the Project water benefits? Can you describe any adverse conditions that exist today and what measurement the Project is intended to improve?

Answer – The Kingston project will provide a number of benefits to the region as it relates to surface water and groundwater. First, and in accordance with the Lee Plan objective to reconnect historic pathways, the project will reconnect and re-establish flow patterns that have been severed by agricultural use and configuration that currently exists. These connections will provide the following benefits:

- *Proposed assistance consists of installing an overflow structure in our NE corner of the project to allow water from a Leigh Acres LAMSID canal to flow into our property during excessive rainfall and when flooding stages reach a certain elevation. There is documented occurrences of flooding within this portion of Lehigh Acres and this connection will provide a benefit by providing another route to send surface water when needed.*
- *Proposed assistance consists of removal of the impoundment berm along our east property line to allow additional offsite sheet flow onto the property, instead of staging up in Wildcat Farms. There may also be opportunities to install 2-3 hydraulic connections from roadside ditches within the Wildcat Farms area into our property at a controlled rate. These additional connections will allow a place for water to go, reducing flooding potential currently seen in these areas. As it exists today, Wildcat Farms experiences frequent flooding due to the lack of outlet for runoff in the area.*

Also, the project proposes a number of delineated flow-way basins that will allow for attenuation and elevation control of the water. This configuration allows for increased recharge potential to the groundwater table, increased and healthier hydroperiods within the existing wetlands, flood control, and increased treatment post the existing ditch system that exists today. In particular,

the project's flow-way system design includes an approach to addressing the issue with insufficient hydroperiods occurring within the existing wetlands systems of the Audubon lands, located downstream of the property. In a recent hydrologic modeling project for the National Audubon Society's Corkscrew Swamp Sanctuary, dated February 2021 and prepared for the South Florida Water Management District, the results of the study indicate that one of the main factors affecting the wetland hydroperiods is downstream drainage and conveyances. The study also demonstrated that nearby agriculture uses, and increased groundwater usage/pumping also adversely impacted the hydroperiods, due to lack of groundwater recharge and the increased spread of the willow plant. The Kingston Property Hydrological Restoration Plan aims to significantly reduce the groundwater usage with the elimination of the agriculture activities. The flow-way design of the restoration plan will provide surface water storage capacity upstream of the Audubon lands with the intent to further increase groundwater recharge and to properly manage (timing and flow) discharge into the Audubon lands to improve hydroperiods. The project's design includes slowing down the discharge to a more controlled rate with the installation of filter marshes and weirs throughout multiple basins upstream of the property. Current conditions allow water to flow as fast as possible to the property with no treatment, resulting in higher nutrient loadings and increased inundation during times when its not needed. Providing a more controlled discharge should improve water quality leaving the site and controlling the discharge will also allow for longer more stable hydroperiods of downstream wetlands.

RFI-9 Question – The size of the Project is very large. Can a "table" be provided comparing this Project to other existing EEPCO developments?

Answer – See attachment "X".

RFI-10 Question – Provide pictures of the Property as it exists today along with completed environmental restoration pictures from nearby EEPCO development.

Answer – Existing pictures are of the existing project property and "restoration completed" pictures are taken from The Place (aka Corkscrew Farms) development. See attachment "Y".

RFI-11 Question – Within the Restoration and Phasing Plan depicted on Exhibit "G" it does not appear as though any restoration is being performed on Pods 17, 18, or 19. Why not?

Answer – Restoration is shown on Pod 17 and is included with the restoration of Pod 16. Pod 18 is the remainder of the "land swap" property currently owned and to be retained by Lee County. Pod 19 is the parcel being given to the County of equal area of the "land swap". Both Pods 18 and 19 will remain owned by Lee County and will not be subject to the 50% restoration requirement.

RFI-12 Question – Summarize areas for conservation, flowway, and restoration lands.

Answer – Restoration will occur in both conservation easements and flowway easements totaling a minimum of 3,287-acres. Conservation easements will contain all existing and mitigated wetlands equal to approximately 1,192-acres and all the remaining property not designated as development pods or roadways will be placed into

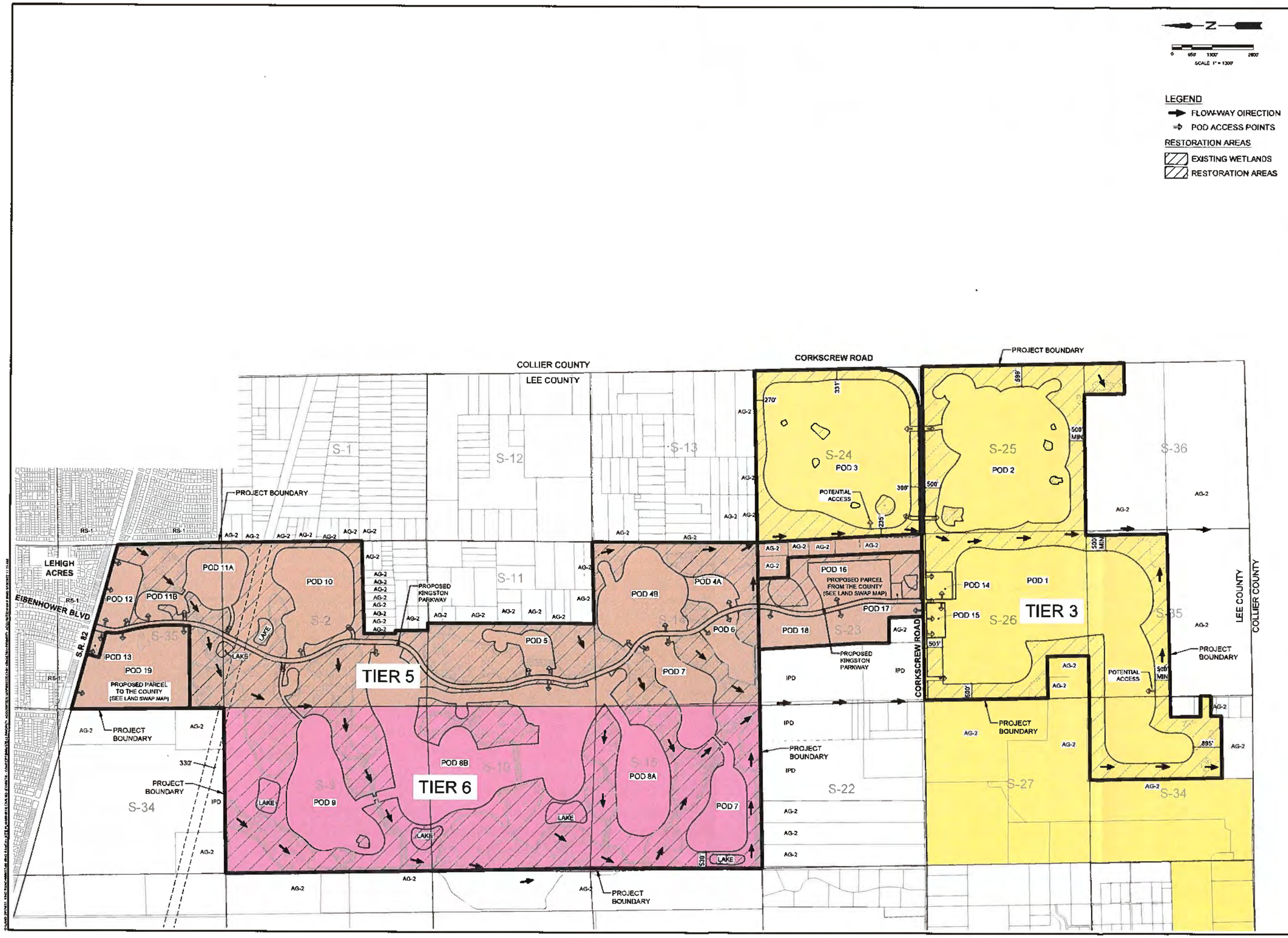
flowway easement equal to approximately 2,095-acres. It should be noted that the value of the restoration, at no cost to a 20/20 acquisition or Lee County taxpayers, is projected to be $101,897,000 plus an expected annual maintenance cost of 1,700,000 per year.

RFI-13 Question – Are there any proposed or expected wetland impacts on the proposed commercial Pods?

Answer – There will be no wetland impacts from the commercial Pods.

RFI-14 Question – How are traffic impacts being mitigated?

Answer – Impacts are being mitigated by (1) the Development constructing an approximate 5.5-mile spine road built to county specifications as a "collector" road, connecting Corkscrew Road to State Road 82 and dedicated to the County with the cost borne by the Developer at an approximate cost of $40,000,000, this provides for a northerly and southerly roadway to provide for sufficient traffic distribution to the north; (2) an obligation to pay $2,000.00 per residential unit equivalent to $20,000,000 in proportionate share for local roadway improvements including culverts and potential wildlife crossings;, and (3) road impact fees equivalent to 54,980,000.



J.R. EVANS ENGINEERING, P.A.
9351 CORKSCREW ROAD, SUITE 102
ESTERO, FLORIDA 33928
PHONE: (239) 405-9148
FAX: (239) 288-2537
WWW.JREVANSENGINEERING.COM

J.R. EVANS ENGINEERING

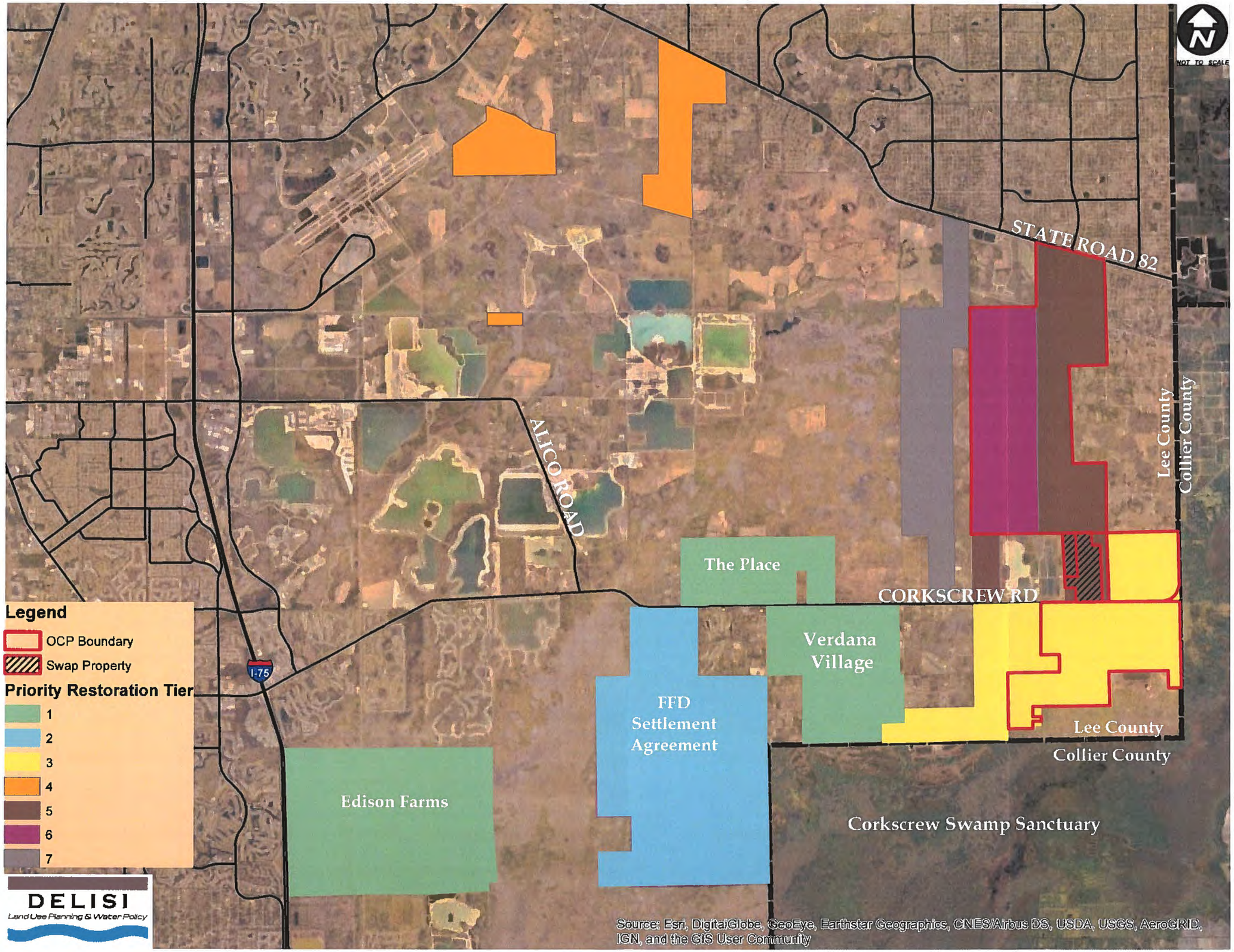
KINGSTON (A Cameratta Development)

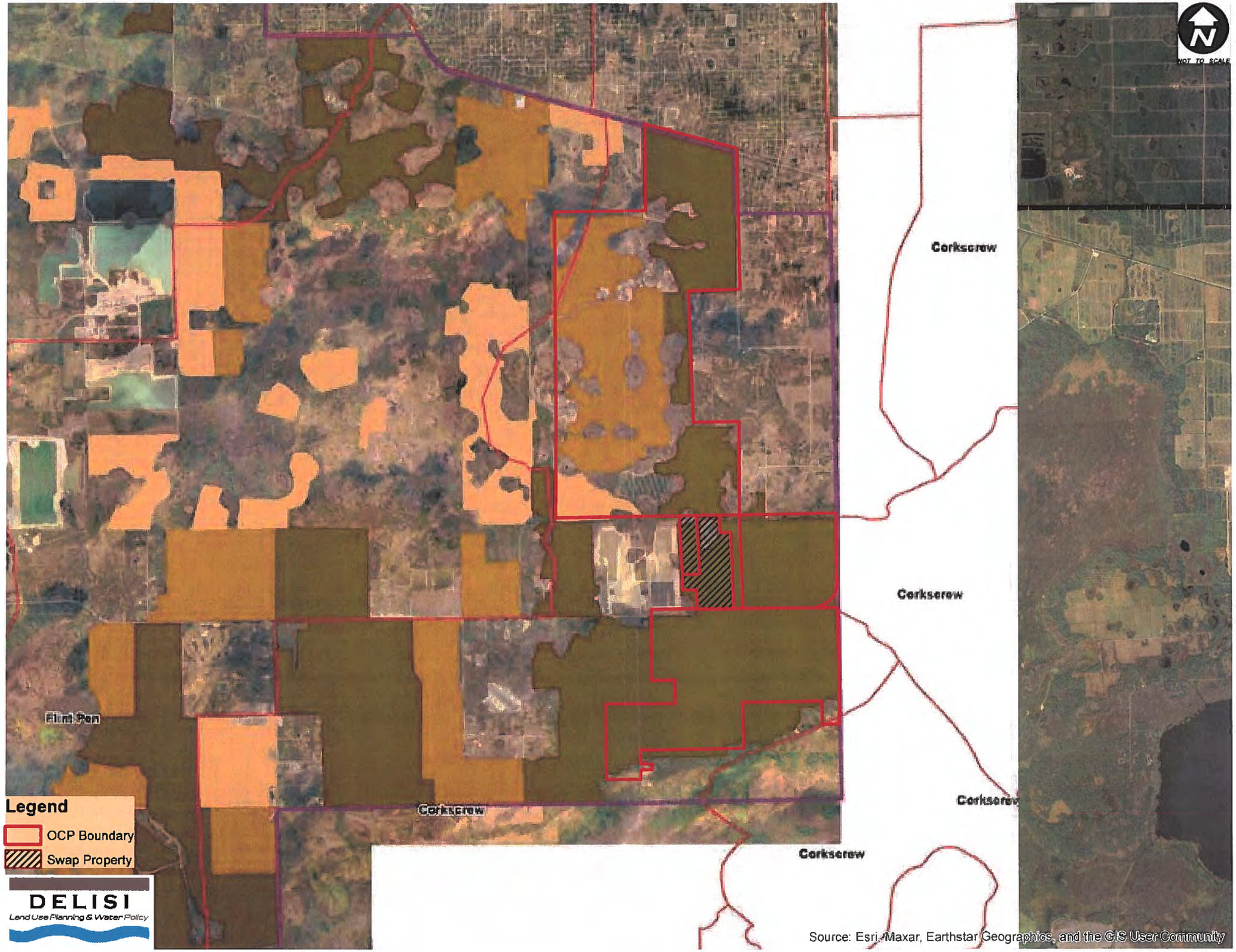
PRIORITY ACQUISITION MAP

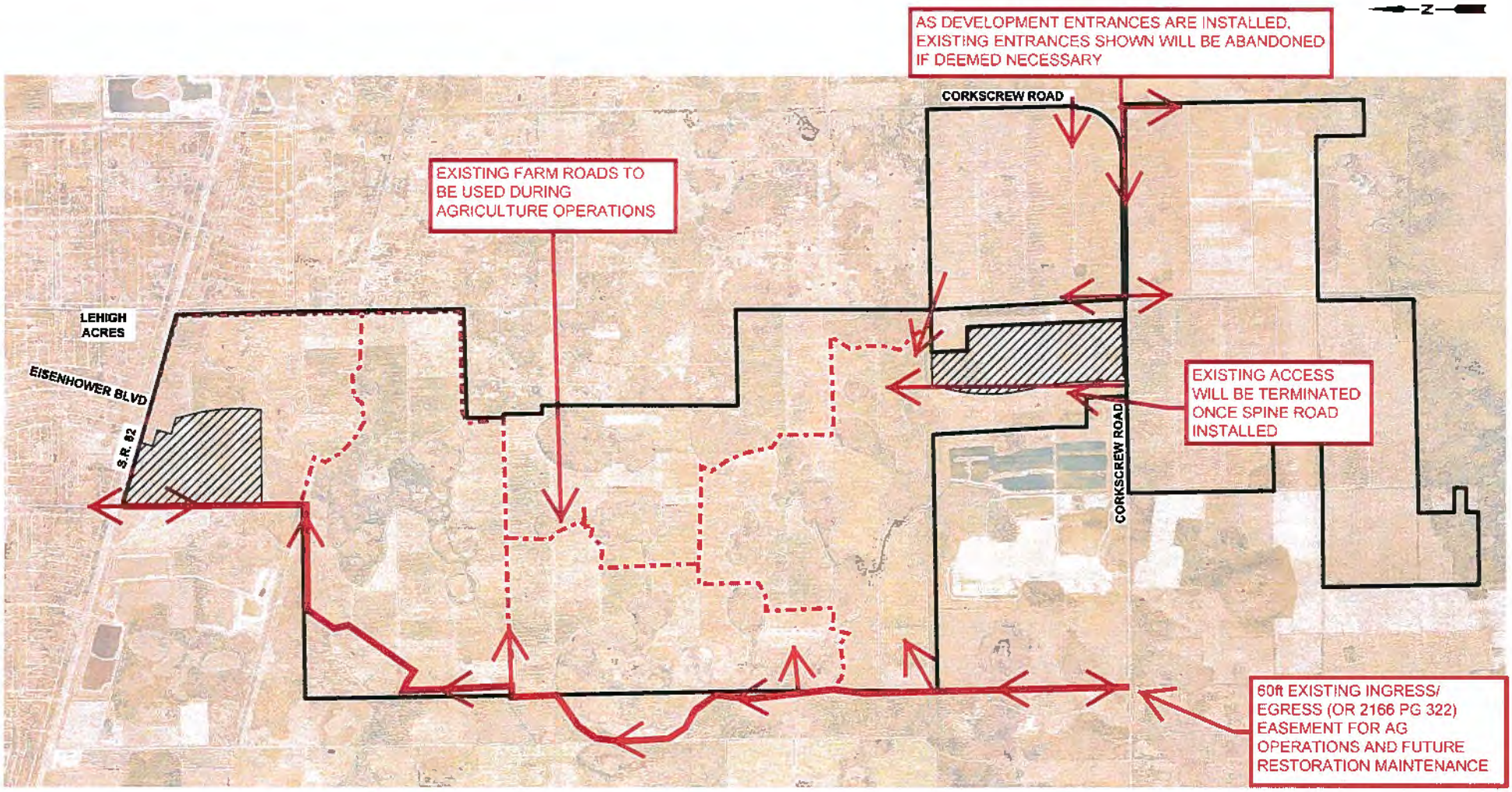
#	DATE	REVISIONS	1ST SUBMITTAL (05-03-2022)

PROJECT #: 00857-00

SHEET: 1 of 1


NOT TO SCALE
STATE ROAD 82
ALICO ROAD
Lee County
Collier County
The Place
CORKSCREW RD
Verdana Village
FFD Settlement Agreement
Lee County
Collier County
Edison Farms
Corkscrew Swamp Sanctuary
I-75
Legend
OCP Boundary
Swap Property
Priority Restoration Tier
1
2
3
4
5
6
7
DELISI
Land Use Planning & Water Policy
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


Corkscrew
Corkscrew
Corkscrew
Corkscrew
Corkscrew
Flint Pen
NOT TO SCALE
Legend
OCP Boundary
Swap Property
DELISI
Land Use Planning & Water Policy
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

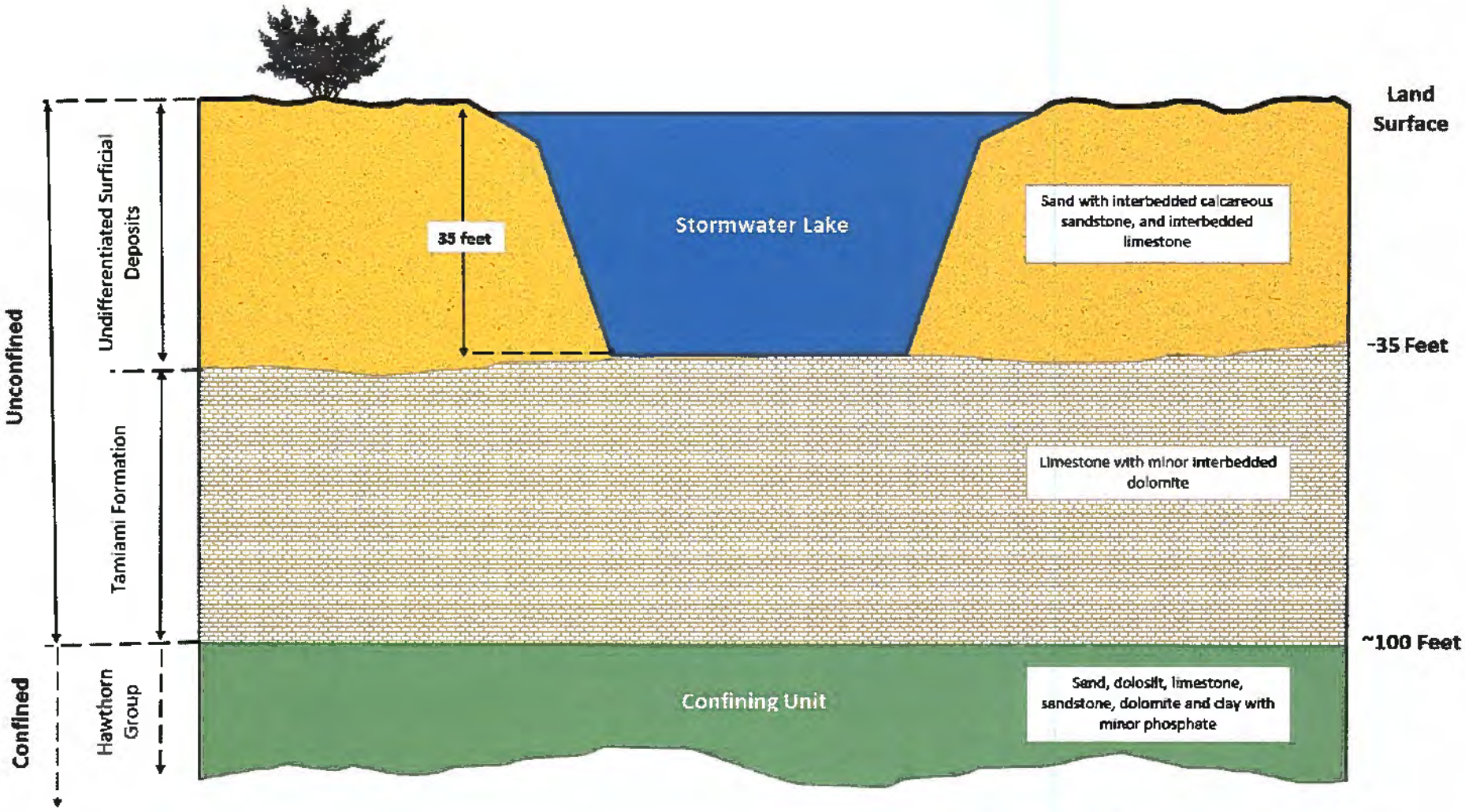


J.R. EVANS ENGINEERING

KINGSTON (A Cameratta Development)

MAP

April 1, 2022

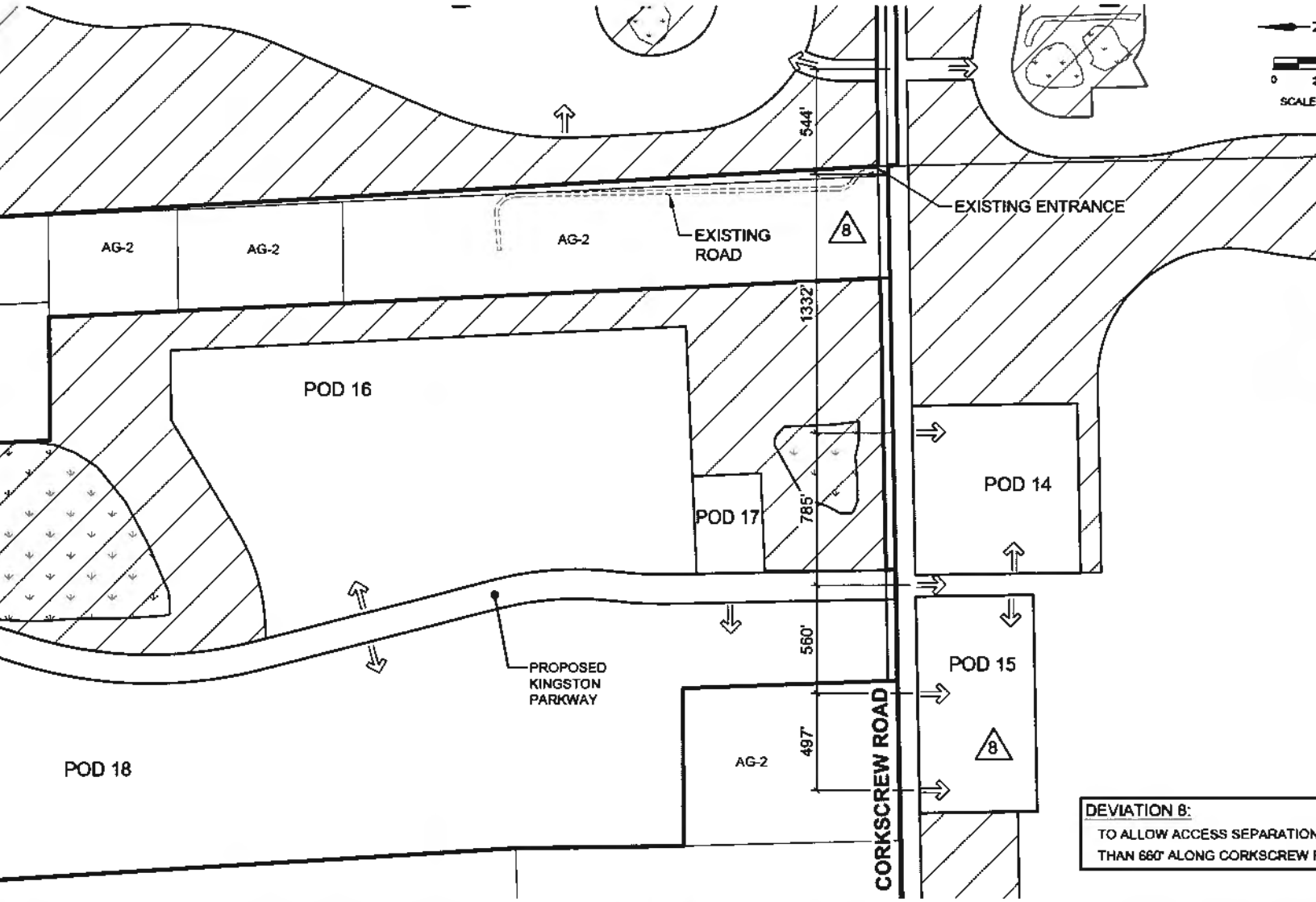


Taken from Corkscrew No. 1, Florida Geological Survey Information Circular No. 103

Progressive Water Resources has provided the images or data presented in this map for informational purposes only. This data is not intended to be used in lieu of official survey data provided by a Professional Surveyor licensed by the State of Florida

Generalized Hydrogeologic Cross-Section

Progressive Water Resources
Integrated Water Resource Consultants
a Division of RESPEC Company LLC



KINGSTON

DEVIATION 8

857 KINGSTON MCP O DEVI

N

0 600' 1200' 2400'

SCALE: 1" = 1200'

COLLIER COUNTY

LEE COUNTY

CORKSCREW ROAD

NATIONAL AUDUBON SOCIETY INC.

SFWMD

LEE COUNTY

COLLIER COUNTY

LEHIGH ACRES

EISENHOWER BLVD

SR-82

KINGSTON PKWY

CORKSCREW ROAD

POTENTIAL OFF-SITE FLOW ENTRY TO ALLOW FOR ESCAPE OF LEHIGH ACRES RUNOFF, REDUCING FLOODING POTENTIAL FOR NEARBY LEHIGH ACRES RESIDENTS

POTENTIAL OFF-SITE FLOW ENTRY

EXISTING LAMSID CANAL

PROJECT BOUNDARY

CONVERSION OF AGRICULTURE TO MIXED USE DEVELOPMENT ALLOWS FOR DRAMATICALLY LESS GROUNDWATER USAGE, LEADING TO RISE OF NEARBY GROUNDWATER LEVELS. ALSO, THE PROJECT INVOLVES THE CAPPING AND ABANDONMENT OF DOZENS OF WELLS THAT WIEL ALSO ENCOURAGE RECOVERY OF GROUNDWATER LEVELS

POTENTIAL OFF-SITE FLOW ENTRY TO ALLEVIATE NEARBY FLOODING

CULVERTS

FLOW PATHS DEVELOPED TO MIMIC AND RE-CREATE HISTORIC FLOWS SEEN IN THE AREA, AS DETERMINED BY HISTORIC AERIAL PHOTOGRAPHY

WEIR

FLOW-WAY BASIN DIVIDE

PROPOSED WEIRS ARE STRATEGICALLY PLACED TO CONTROL WATER ELEVATION, ALLOWING HEALTHIER WATER LEVELS WITHIN THE EXISTING WETLANDS, AS WELL AS SLOW THE WATER DOWN TO ALLOW FOR INCREASED STORAGE WITHIN THE PROJECT, AND LESS ABRUPT FLOW PATTERNS DOWNSTREAM

LEE COUNTY CONSERVATION LANDS

OPPORTUNITY FOR OFFSITE CONSERVATION LANDS TO FLOW INTO SYSTEM

EXISTING CULVERTS (TO BE SIZED AND REPLACED WITH DEVELOPMENT ORDER)

PROPOSED OUTFALL STRUCTURE WILL BE DESIGNED TO ATTENUATE WATER AND REGULATE FLOW TO PROVIDE A MORE NATURAL FLOW PATTERN AND DURATION, IN ACCORDANCE WITH AUDUBON DESIRES OUTLINED WITHIN THEIR 2021 HYDROLOGIC MODELING EFFORT

FLOW-WAY SYSTEM POTENTIAL OUTFALL TO REPLACE EXISTING CONTROL WEIR

WEIRS

EXPAND EXISTING CANAL TO ALLOW FURTHER TREATMENT AND ATTENUATION

MULTIPLE SURFACE WATER EXIT POINTS PROPOSED TO ALLOW FOR A MORE NATURAL SPREAD DISCHARGE PATTERN, IN ACCORDANCE WITH AUDUBON DESIRES

FLOW-WAY SYSTEM POTENTIAL OUTFALL

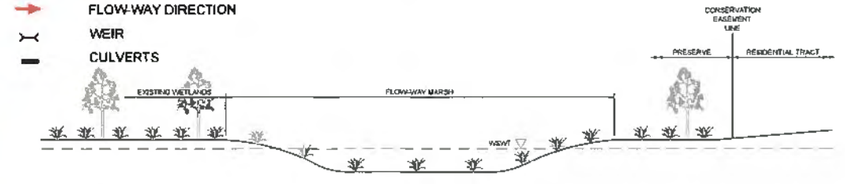
FLOW-WAY SYSTEM POTENTIAL OUTFALL

LEGEND

- EXISTING WETLANDS
- FLOW-WAY BASIN DIVIDE
- FLOW-WAY MARSH
- FLOW-WAY LAKE (MAX DEPTH 12FT)
- FLOW-WAY DIRECTION
- WEIR
- CULVERTS

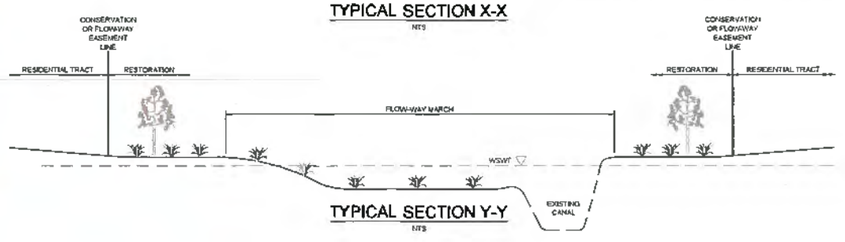
NOTES:

1. FINAL ELEVATIONS, AND DETAILS OF THIS HYDROLOGIC RESTORATION PLAN TO BE PROVIDED WITHIN THE FIRST DEVELOPMENT ORDER PROPOSING VERTICAL DEVELOPMENT WITHIN THE KINGSTON PROJECT.
2. ROGER COPP AND NATIONAL AUDUBON SOCIETY WILL BE CONSULTED IN ORDER TO PROVIDE DISCHARGE PATTERNS THAT ARE CONDUCIVE TO RE-ESTABLISHING FLOWS THAT MIMIC NATURAL PATTERNS AND SEASONALITY



TYPICAL SECTION X-X

NTS



TYPICAL SECTION Y-Y

NTS

J.R. EVANS ENGINEERING

KINGSTON (A Cameratta Development)

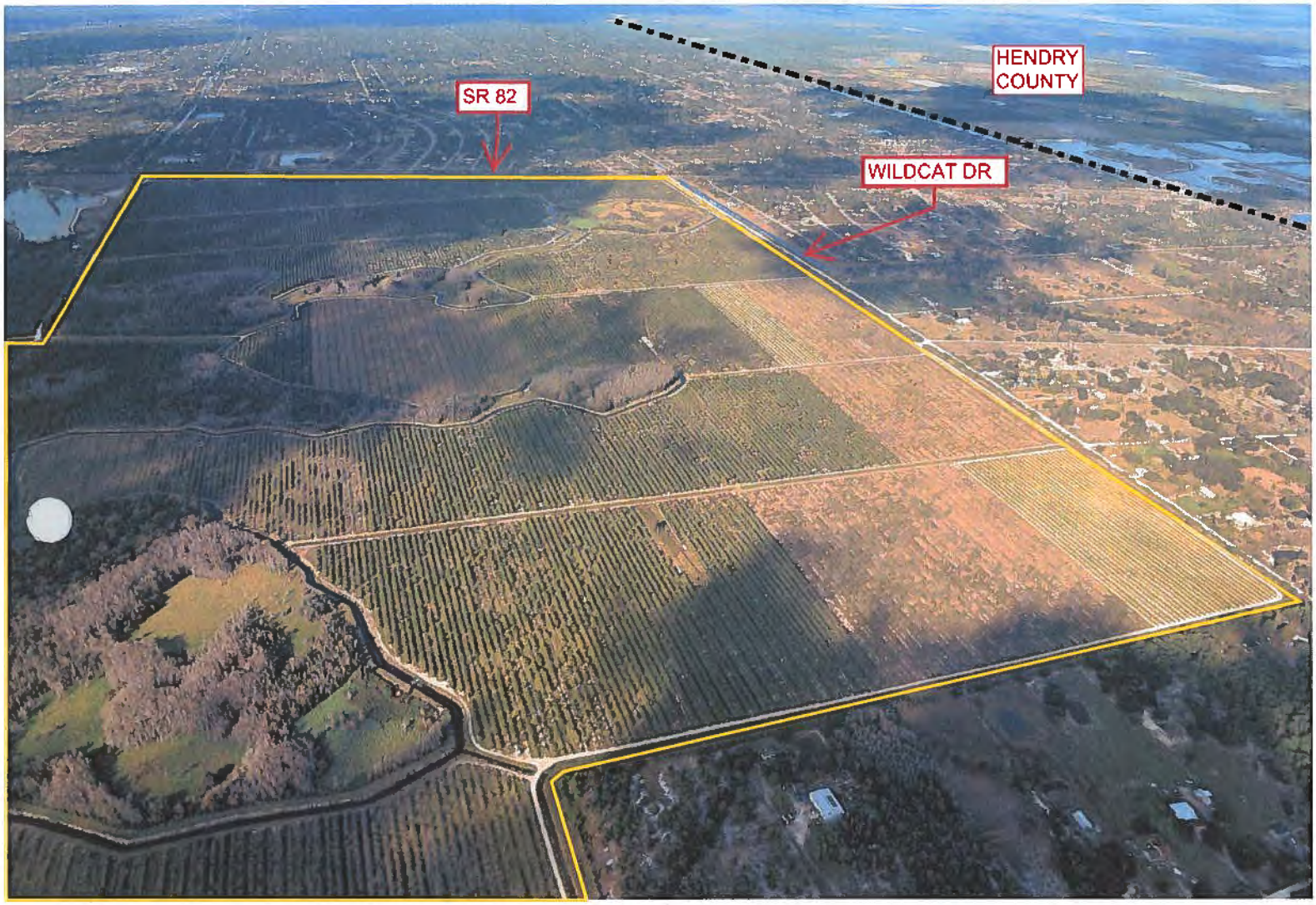
HYDROLOGIC BENEFITS MAP

KINGSTON HYDROLOGIC RESTORATION PLAN.DWG

May 13, 2022

DEVELOPMENT COMPARISONS

DESCRIPTION	**KINGSTON**	VERDANA VILLAGE	THE PLACE (aka CORKSCREW FARMS)
DEVELOPMENT AREA	6,676 acres	2,138 acres	1,361 acres
DEVELOPMENT RESIDENTIAL DENSITY	10,000	2,400	1,325
MINIMUM CONSERVATION / FLOWWAYS	3,387 acres	1,197 acres	749 acres
MINIMUM OPEN SPACE	4,002 acres	1,389 acres	898 acres

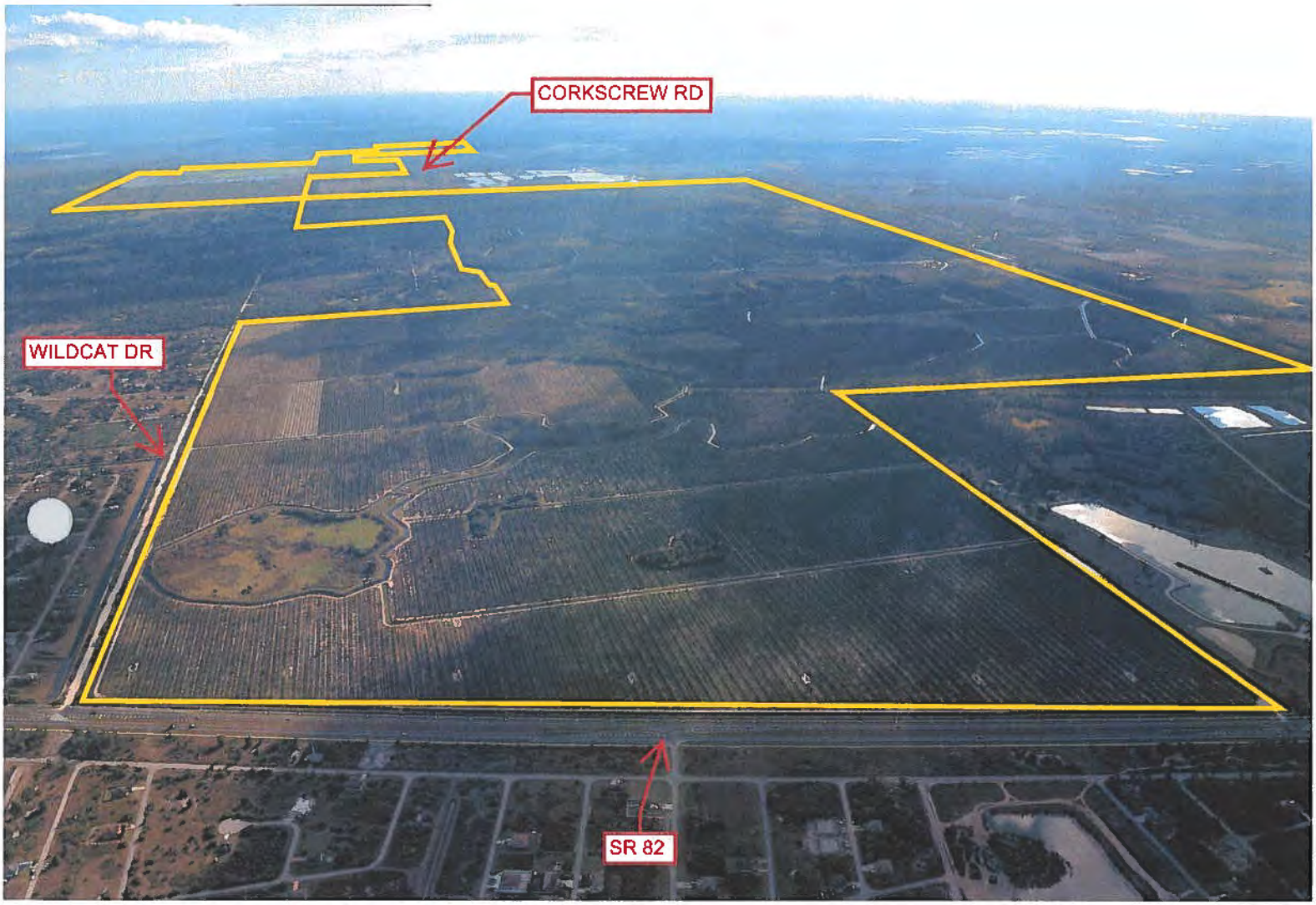


Aero Photo

727.520.8181
www.aerophoto.com

Kings Ranch

Image # 08
Date 12.28.2021



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Kings Ranch

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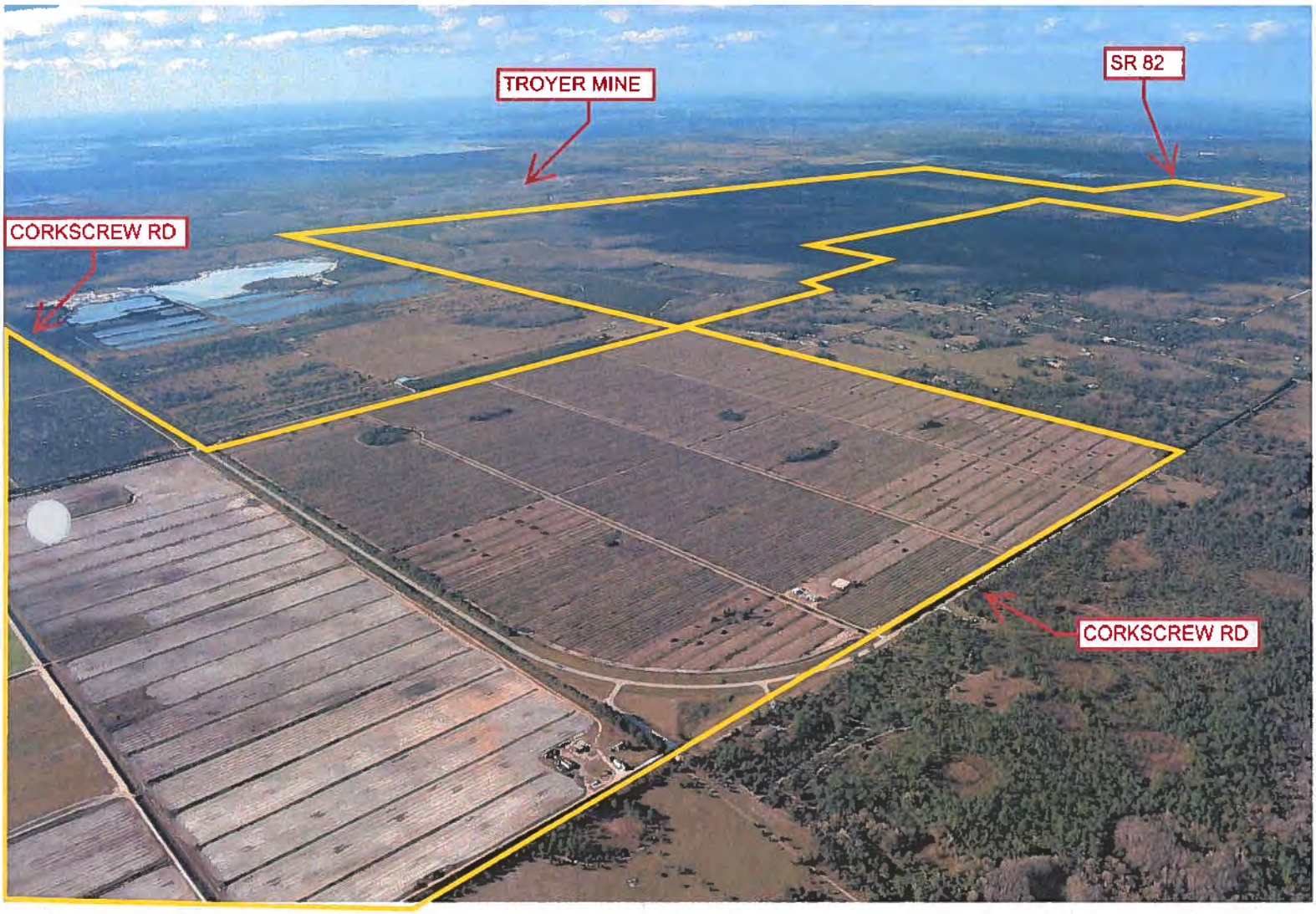

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Kings Ranch

Image # 10
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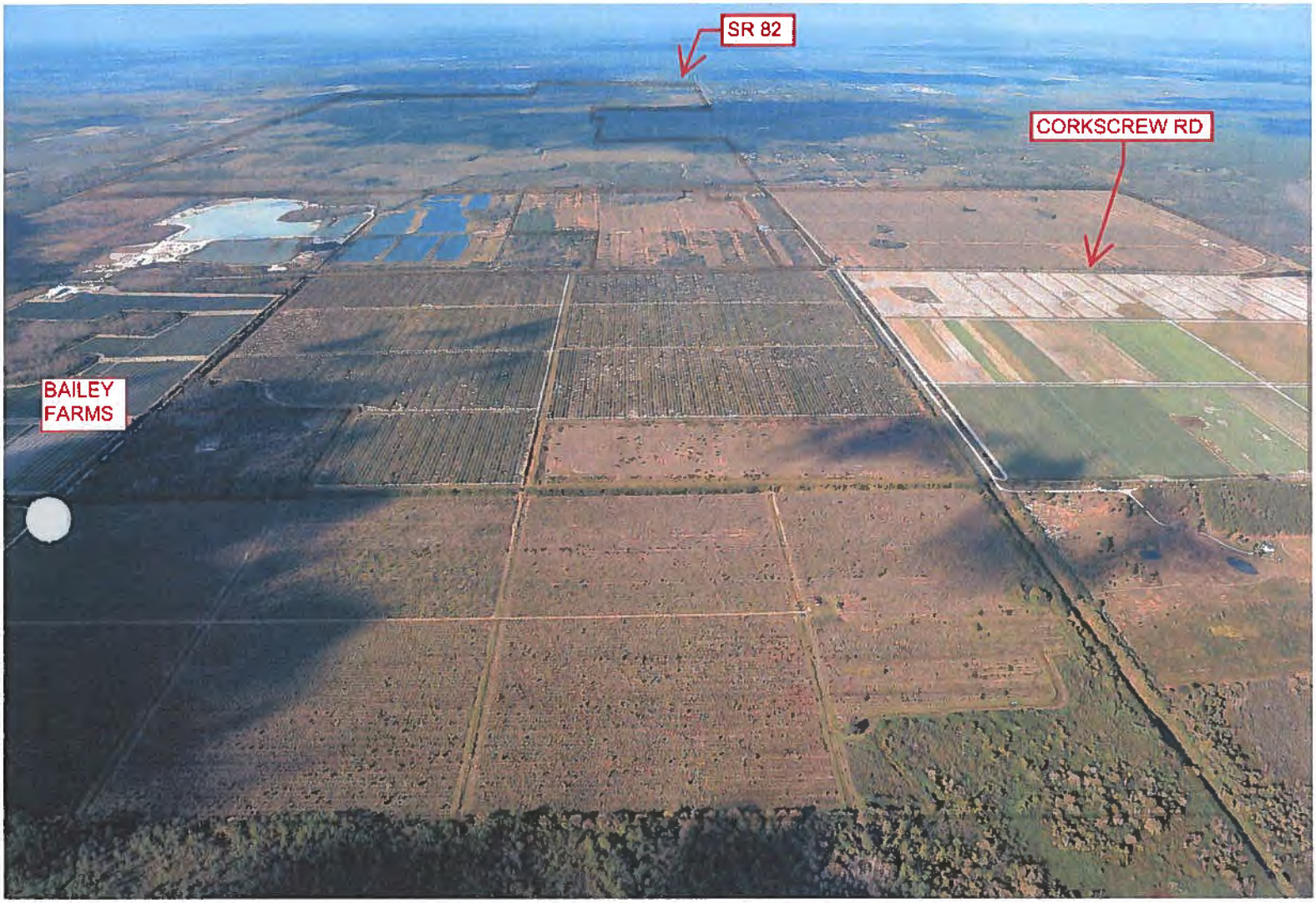

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Kings Ranch

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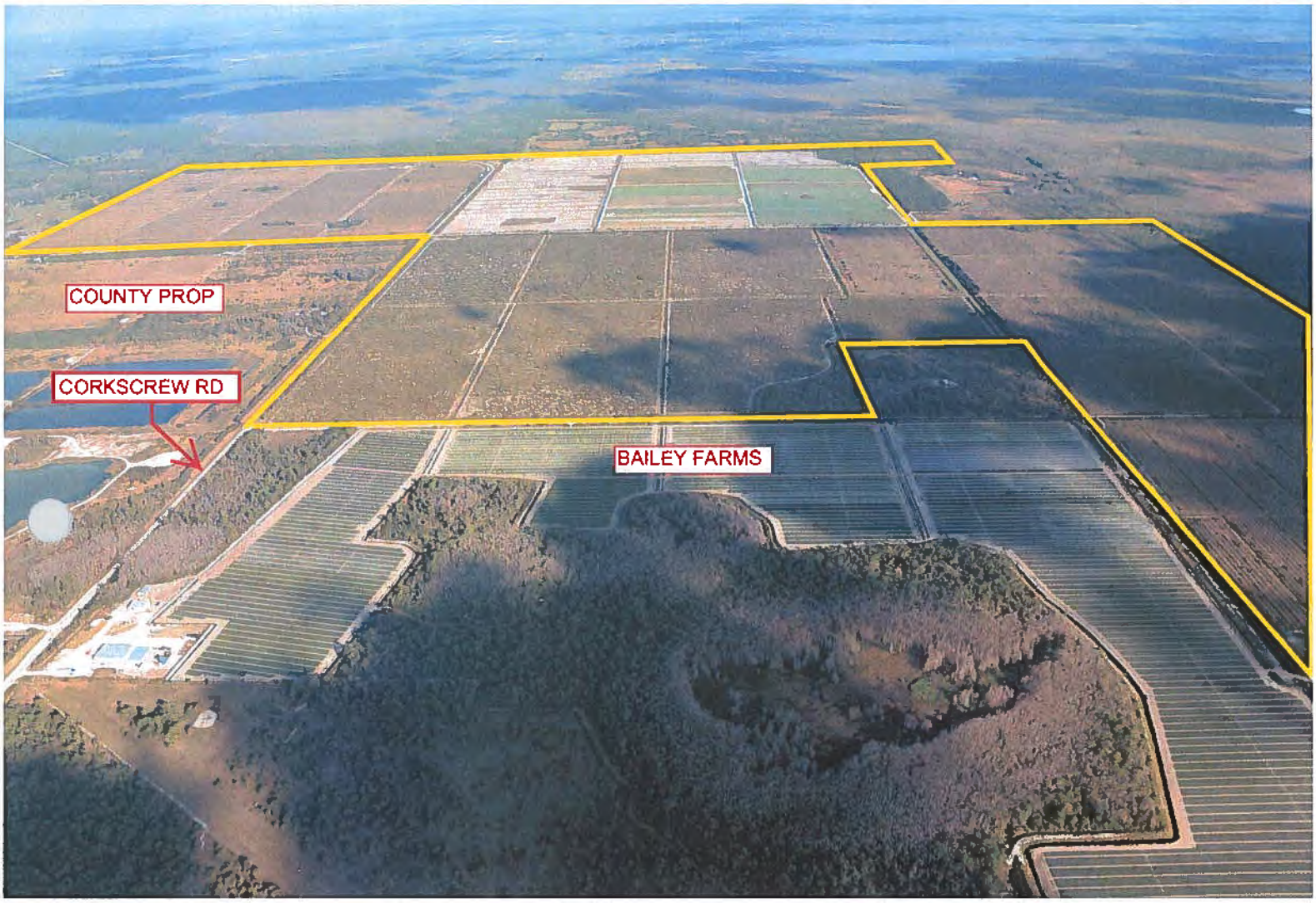

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Kings Ranch

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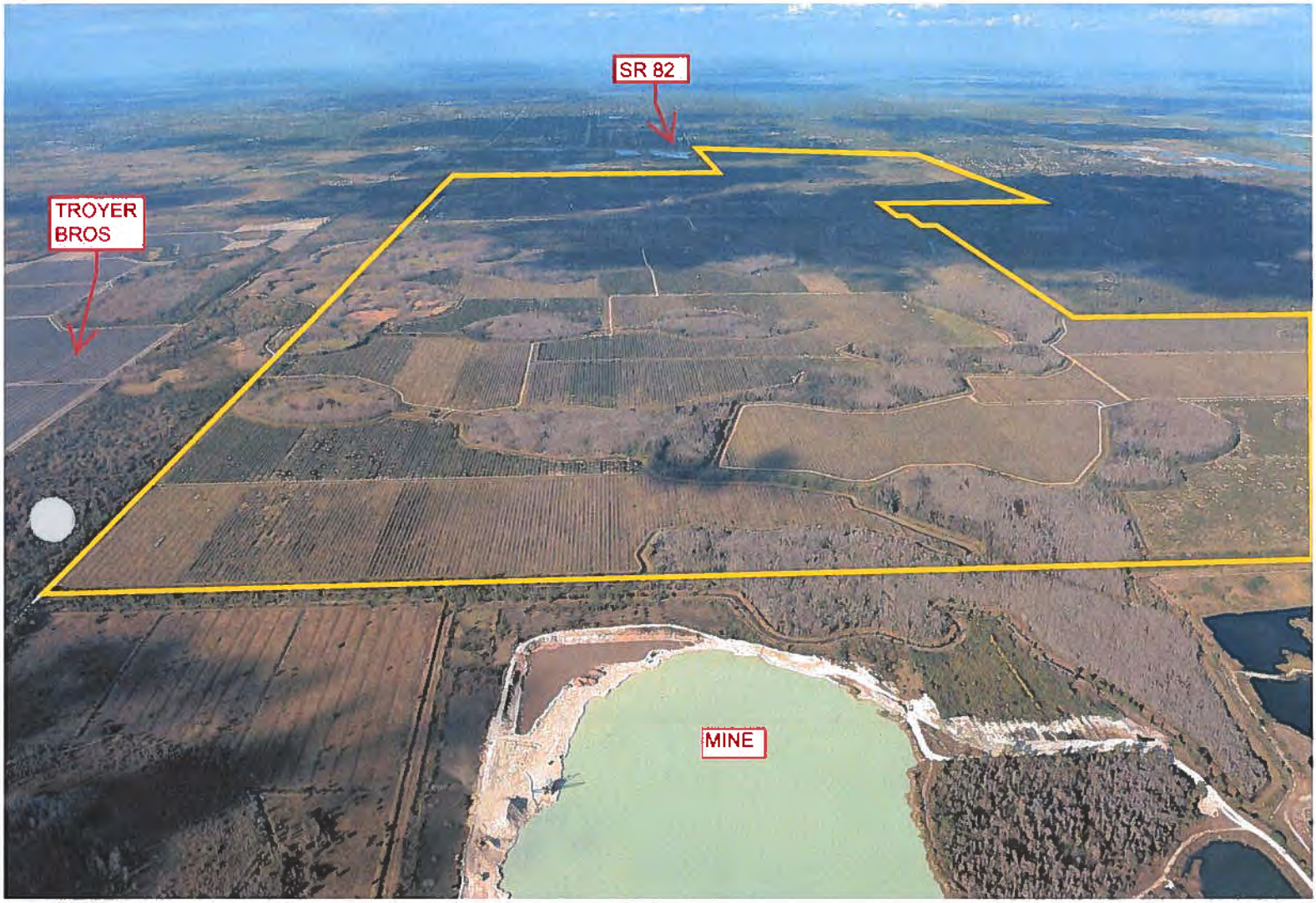

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Kings Ranch

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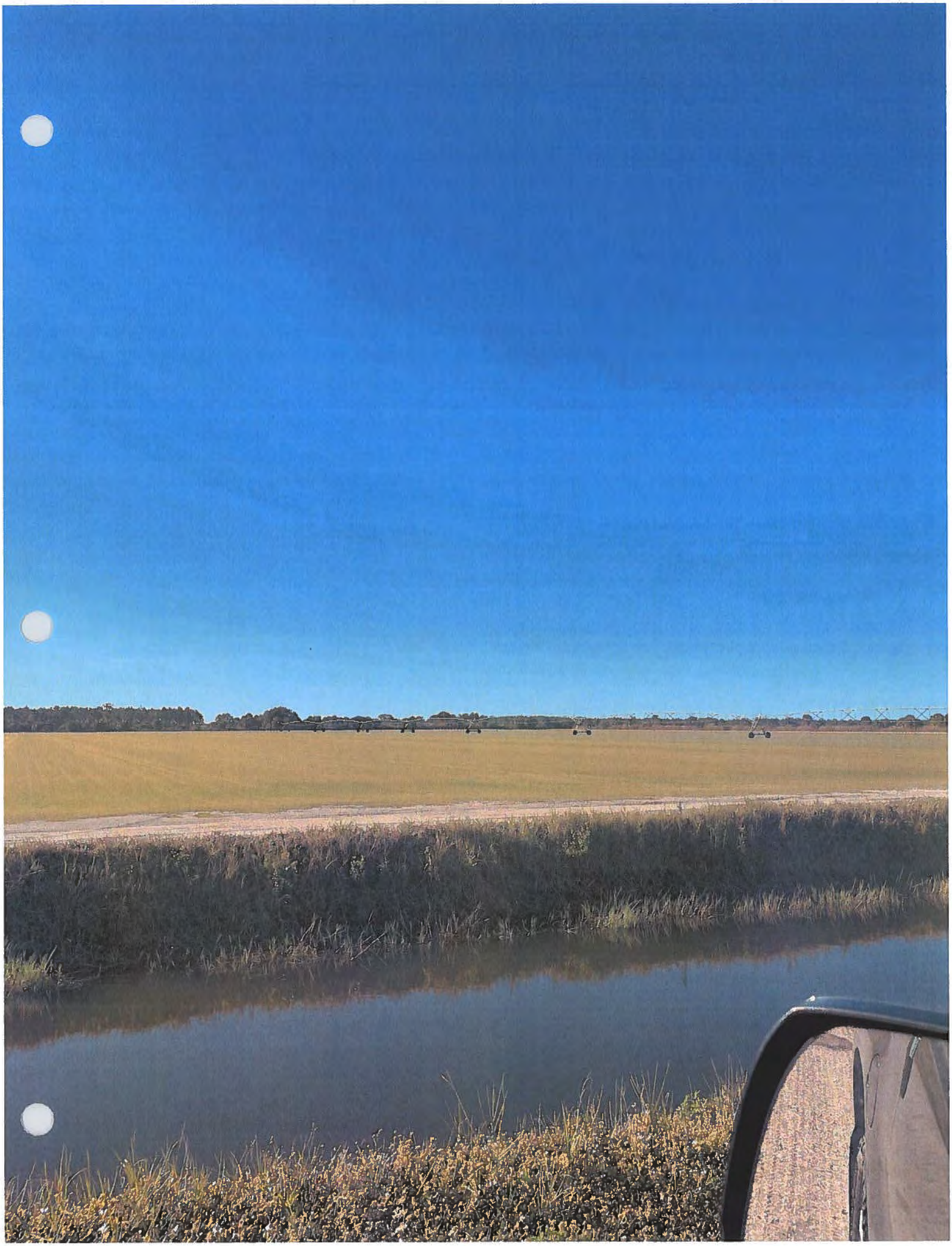

N
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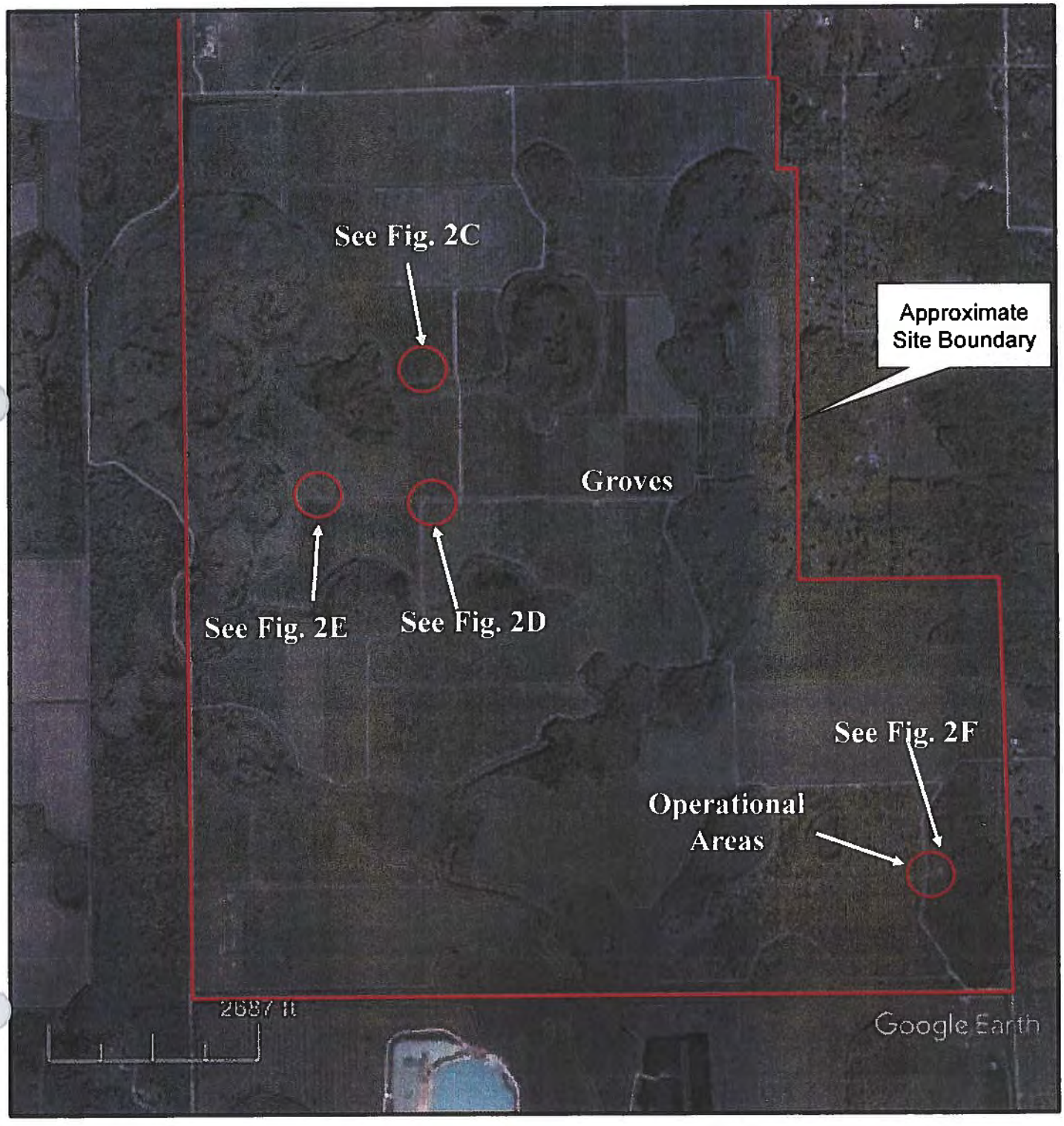
82
Approximate Site Boundary
Groves
See Fig. 2G
Operational Areas
See Fig. 2B
2401 ft
See Fig. 2H
See Fig. 2A
Google Earth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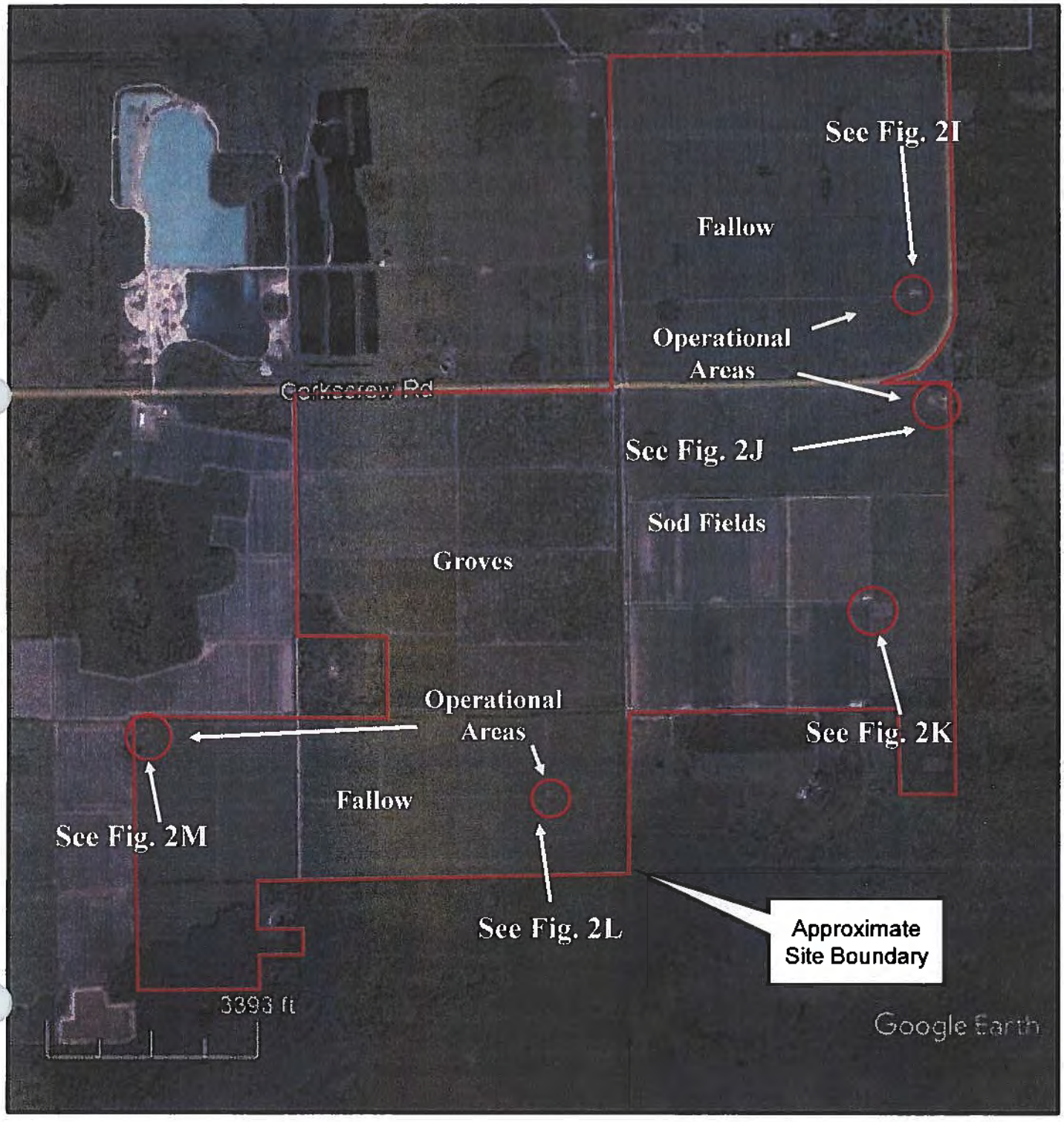
See Fig. 2C
Approximate Site Boundary
Groves
See Fig. 2E
See Fig. 2D
See Fig. 2F
Operational Areas
2687 ft
Google Earth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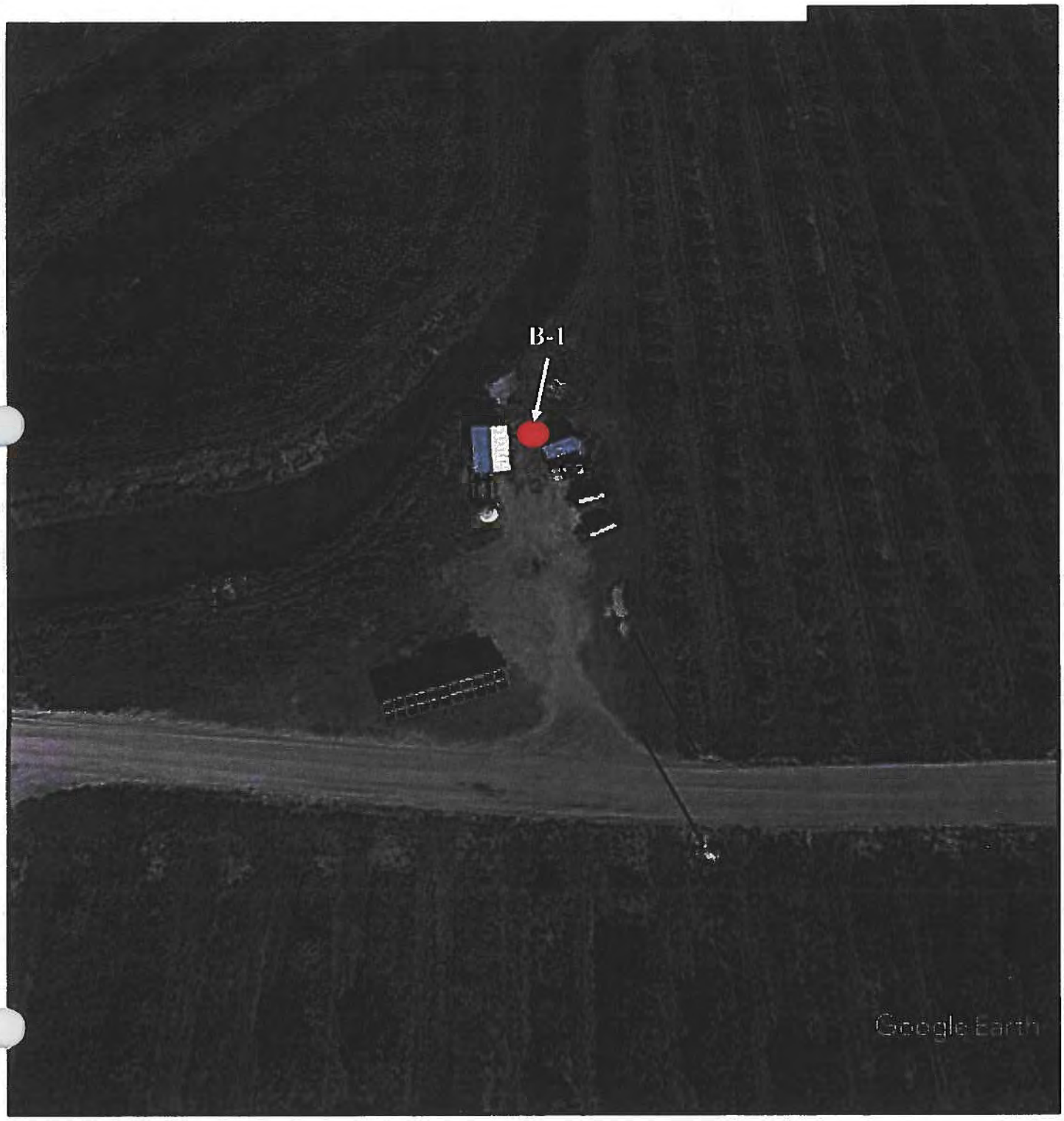
See Fig. 2I
Fallow
Operational Areas
Corkscrew Rd
See Fig. 2J
Sod Fields
Groves
Operational Areas
See Fig. 2K
Fallow
See Fig. 2M
See Fig. 2L
Approximate Site Boundary
3393 ft
Google Earth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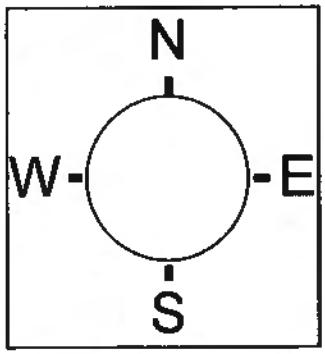
Google Earth

AP



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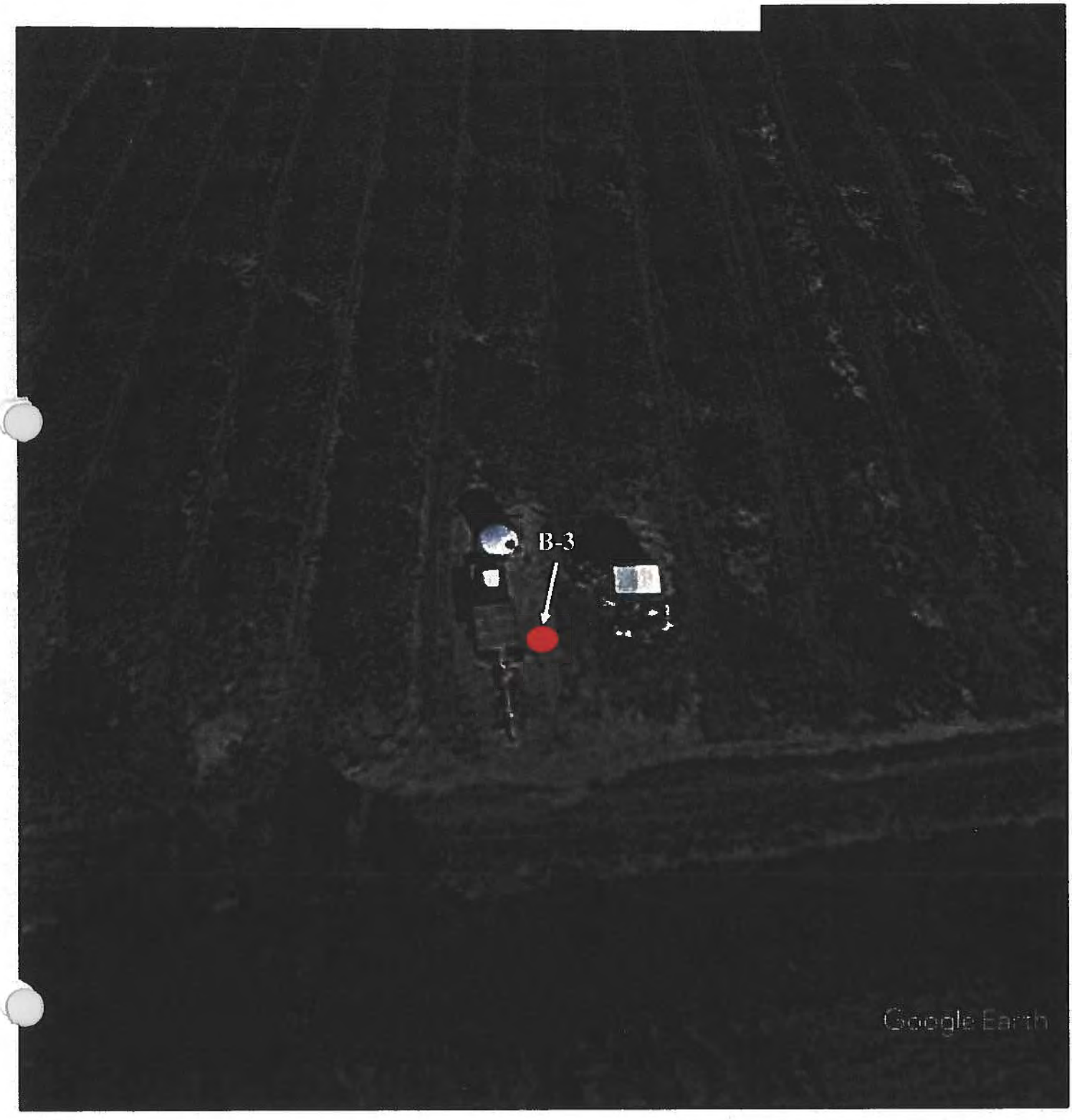

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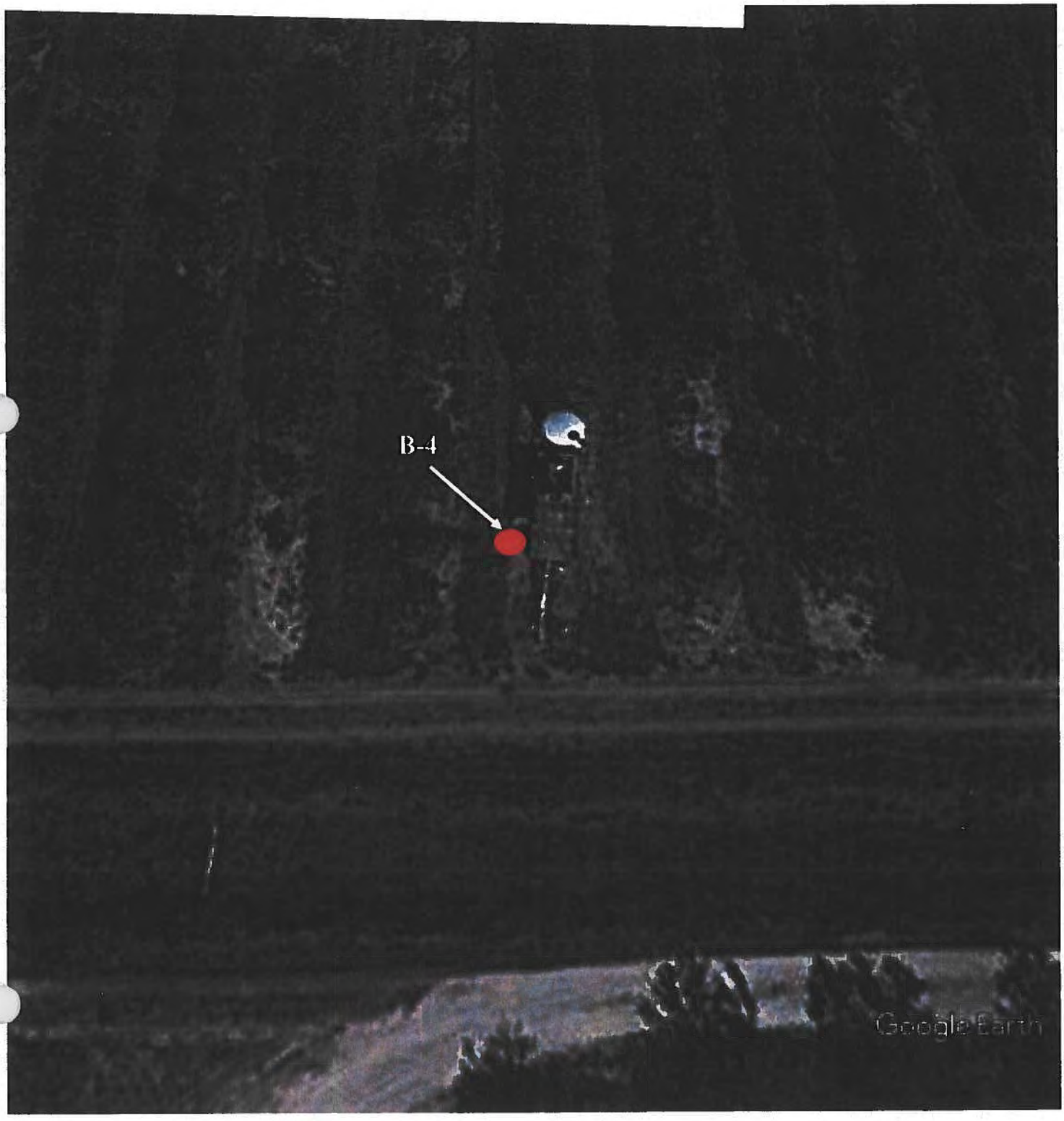

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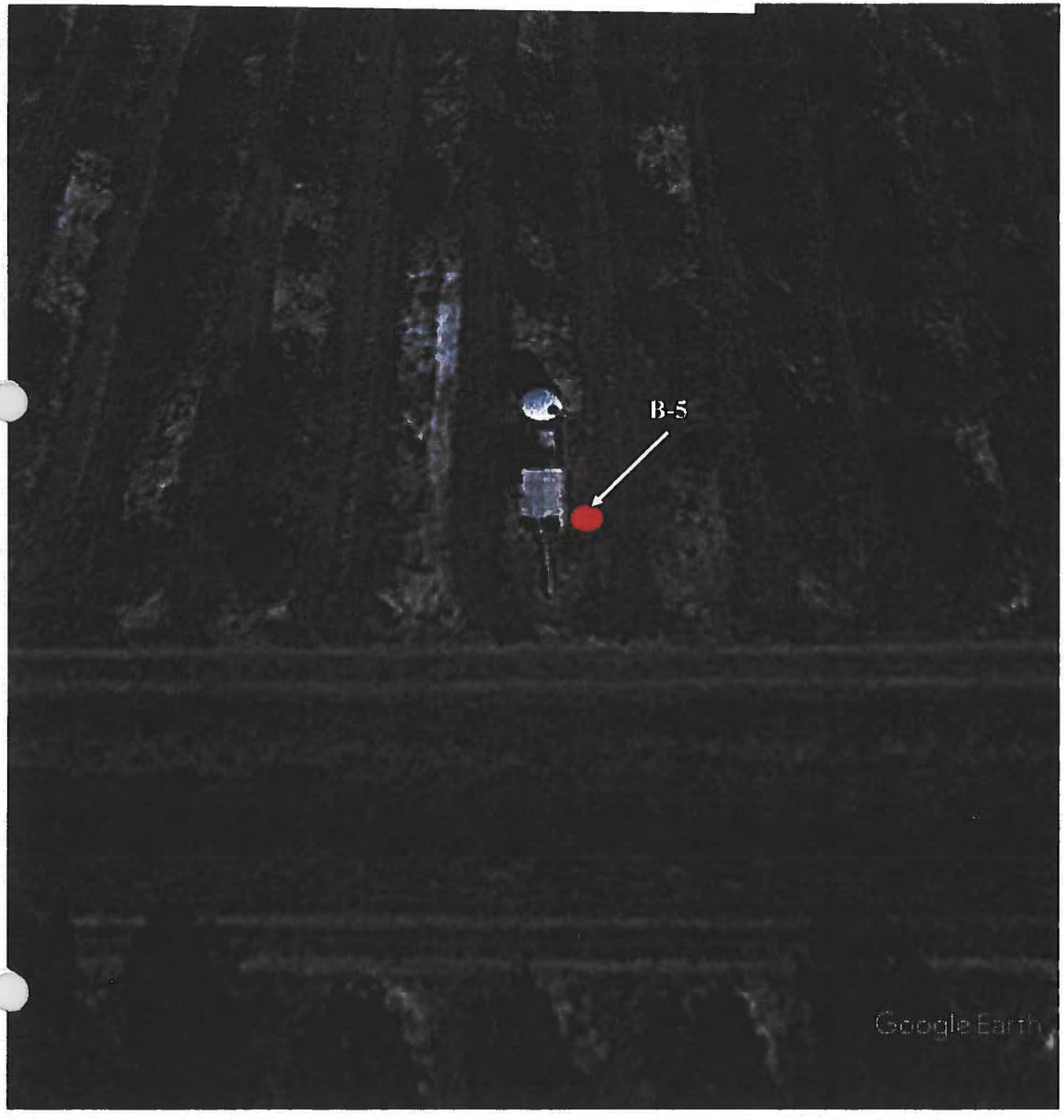

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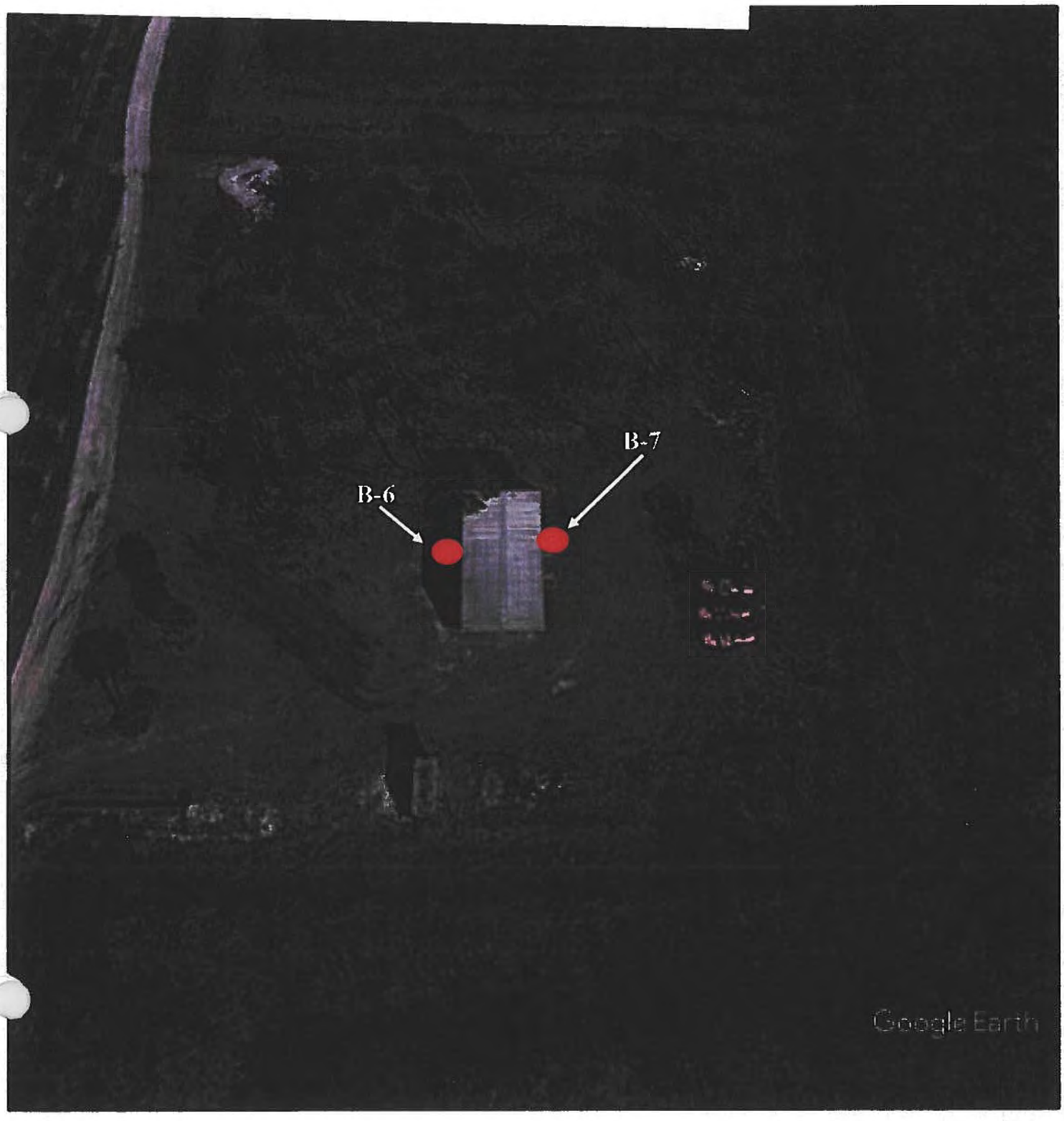

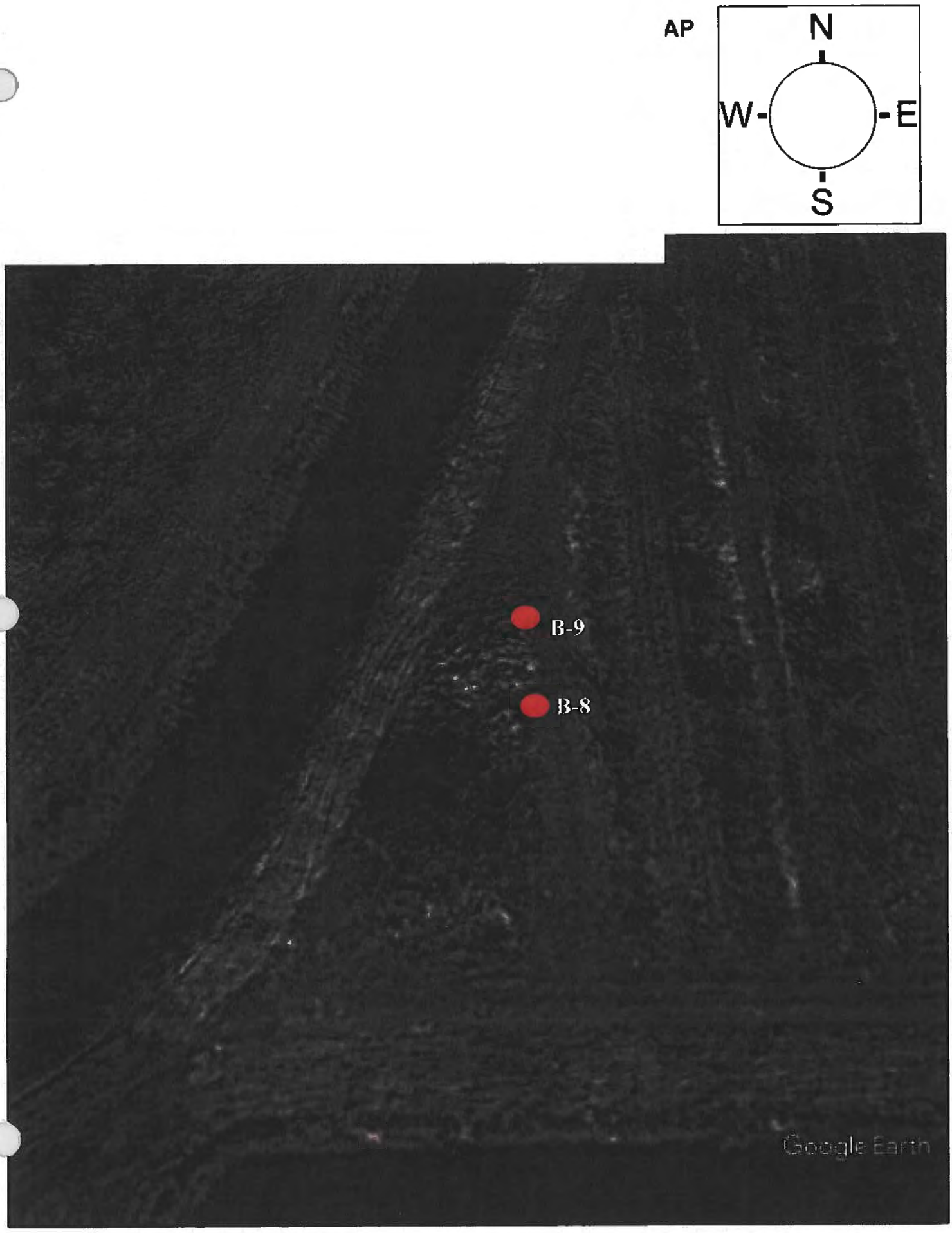
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Google Earth

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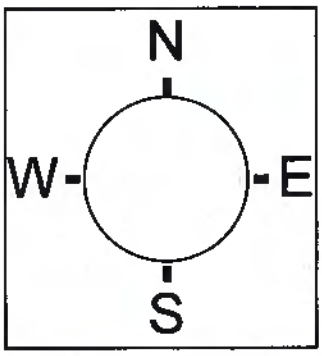

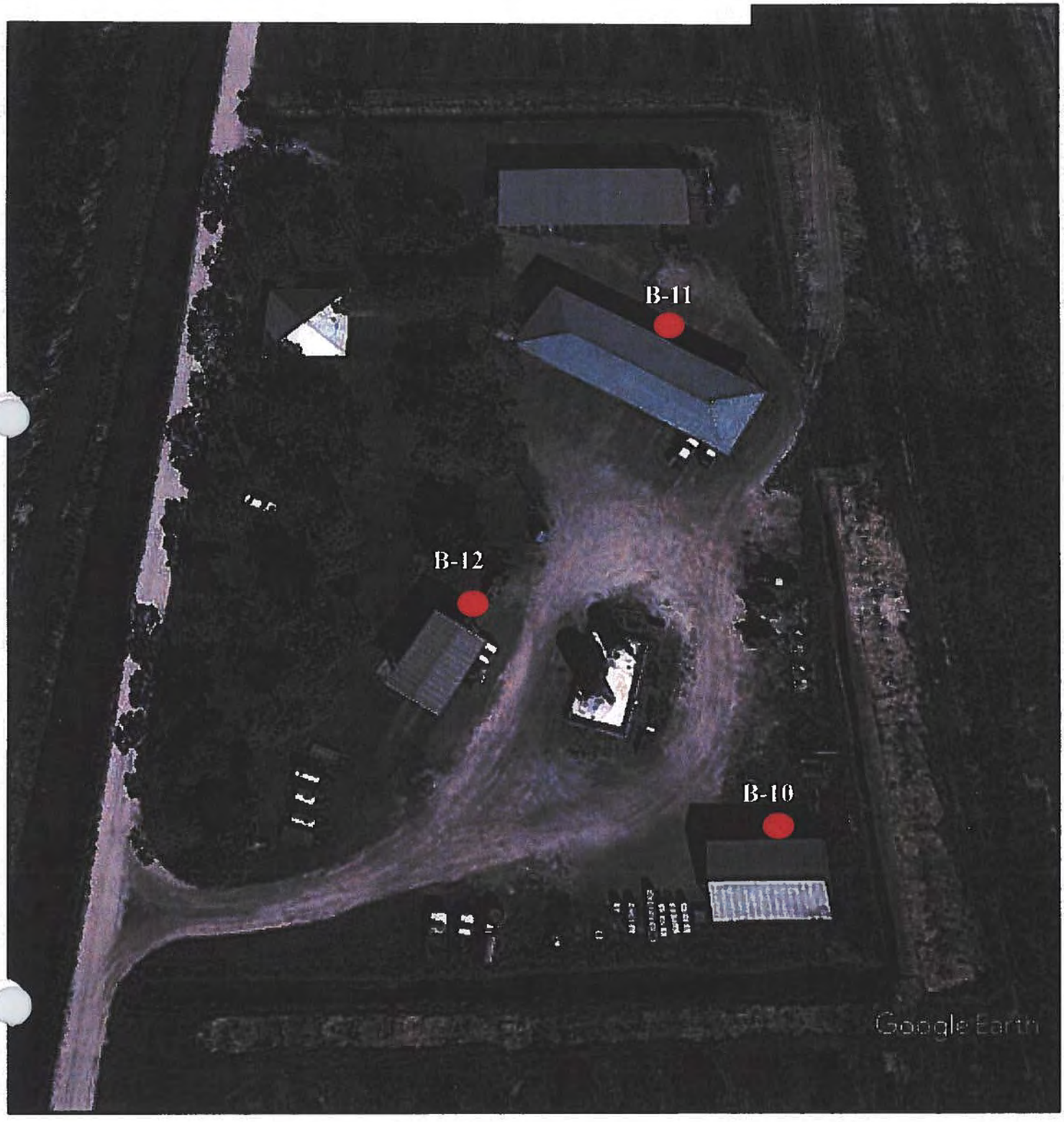

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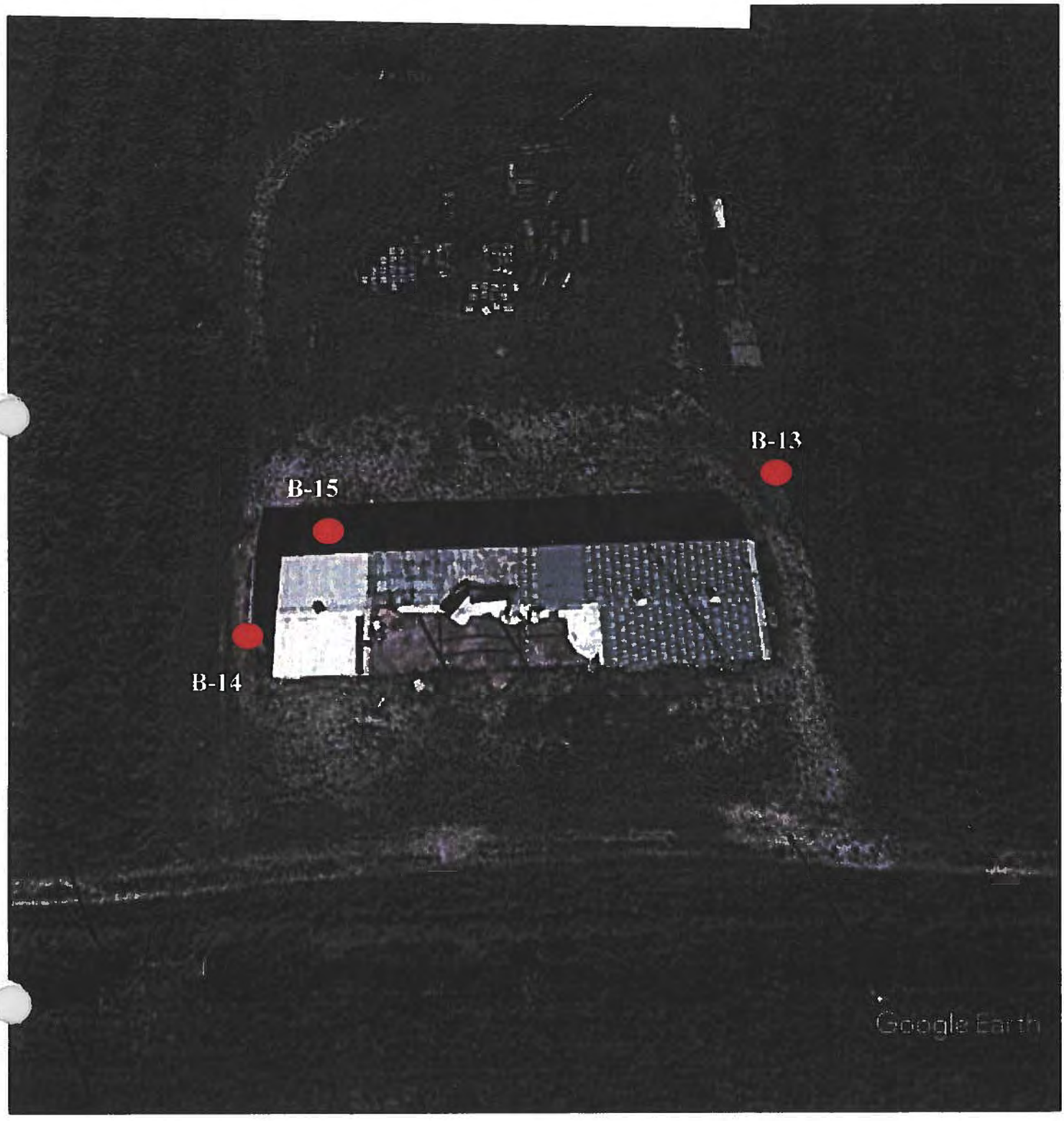

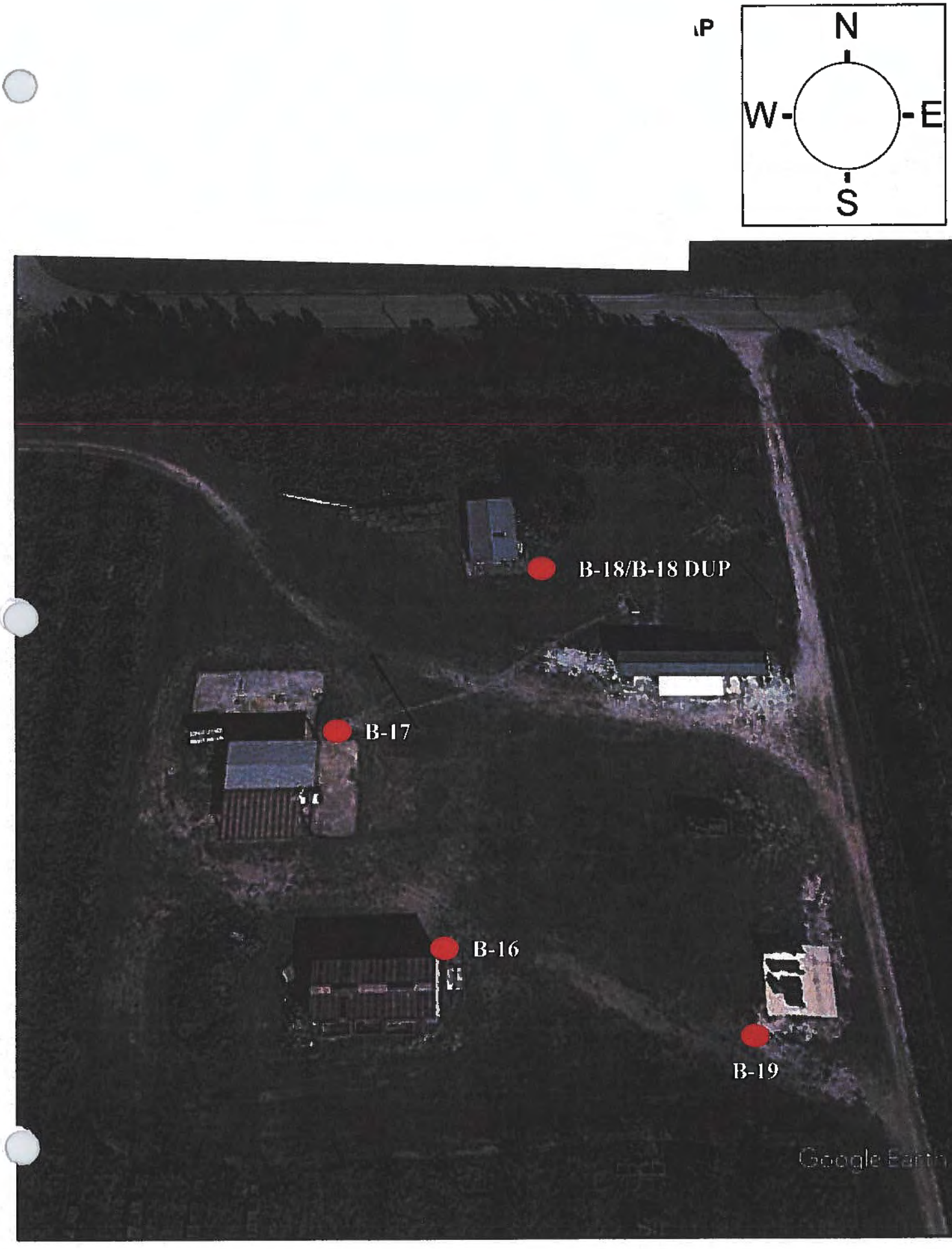
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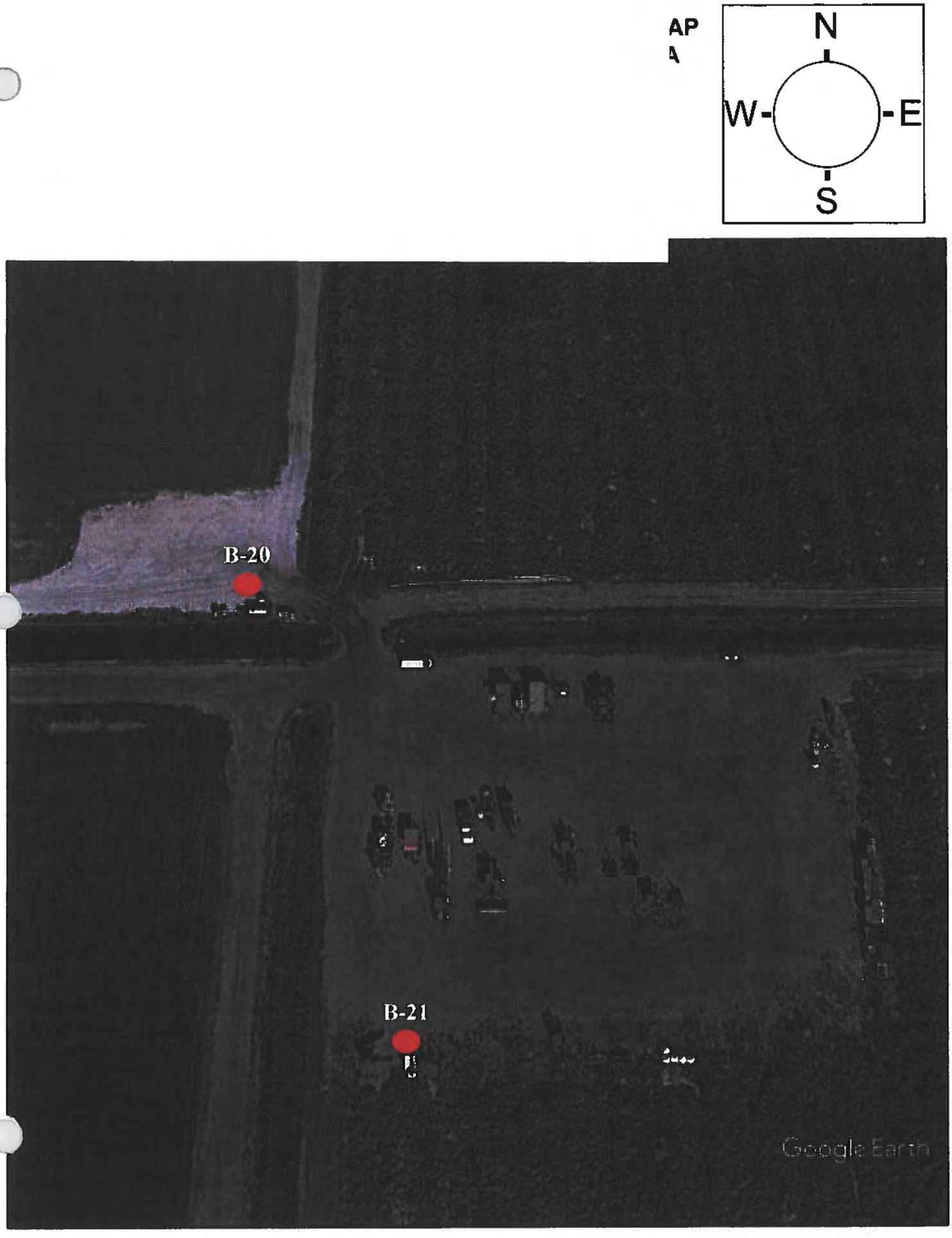

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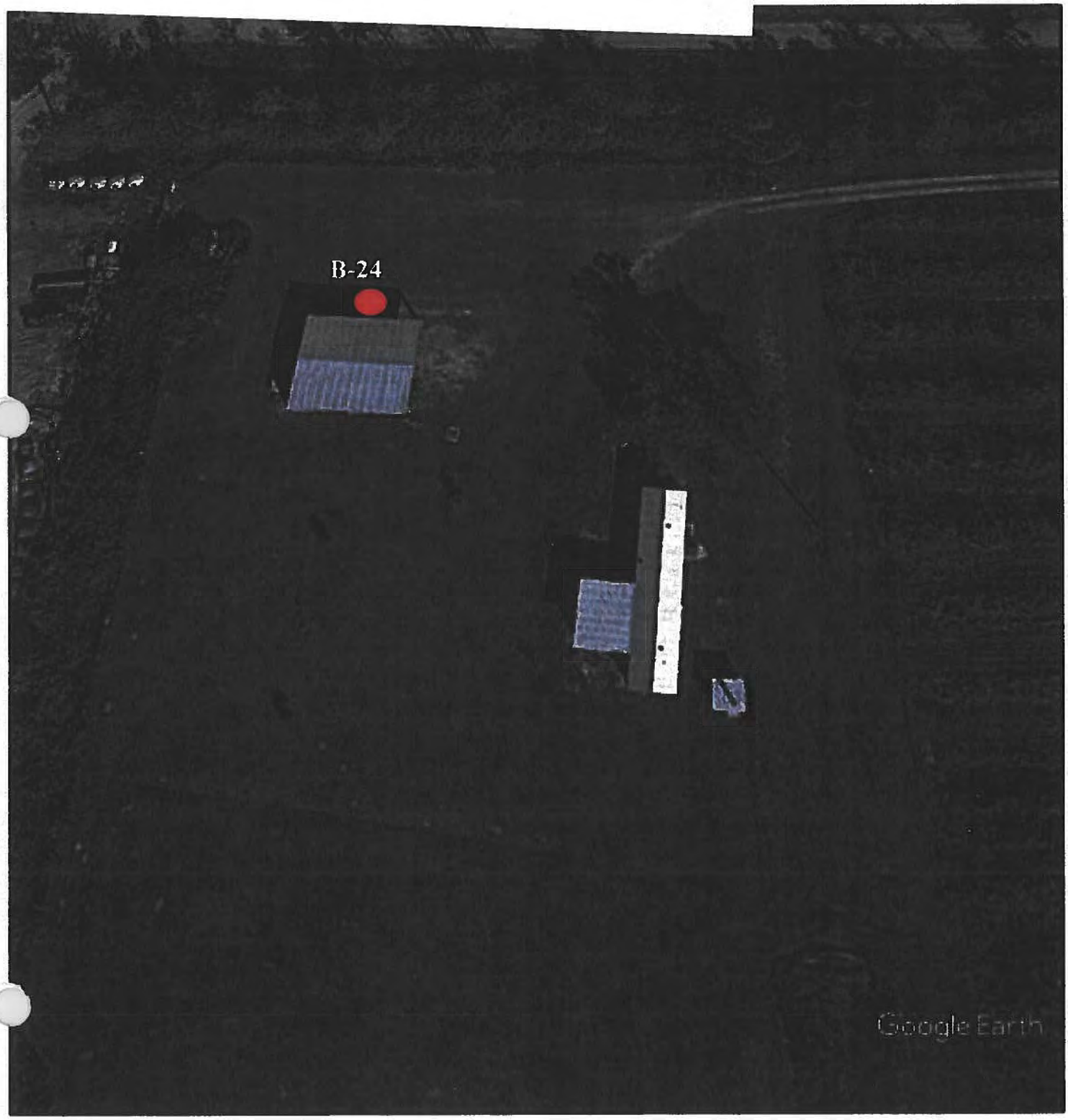
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DELISI
Land Use Planning & Water Policy

CGLP SETTLEMENT AGREEMENT
PROJECT DESCRIPTION

The settlement agreement between Corkscrew Grove Limited Partnership ("CGLP") and Lee County includes a plan to eliminate mining and designate the subject property for natural lands, restoration, and conservation uses, as well as the development of residential, commercial, and public facilities. The following planning narrative describes the site plan, the benefits of the conversion from active agriculture to conservation uses and land development, and the areas of deviation from the Lee County Comprehensive Plan (Lee Plan). A narrative on how the conditions of development ensure that the public interest is protected and maintained through this settlement agreement is also provided.

Site Plan

The proposed **6,676-acre** site plan **eliminates the 4,202-acre limerock mining use previously requested on the subject property**. In place of mining operation and ancillary industrial uses, the site plan now shows **4,071 acres** in open space which includes **3,287 acres** of restoration and conservation to natural lands. The restoration component will convert more than **1,915 acres** of active citrus grove, sod, and row crops into indigenous areas, flowways, and other forms of open space. The site plan also includes enhancing, restoring, and improving more than **1,192 acres** of existing wetlands, and placing all those areas into easements to be maintained and protected in perpetuity. The construction of water management features will result in significant water quality enhancements. Landscape buffers and other green space shown on the site plan reflects a minimum of 61% of the property, equivalent **to 4,071 acres** of the site, which will be dedicated to open space. The remaining **2,602 acres** of the property will permit development that includes a mixed-use residential community with a gross density of 1.5 units per acre and 700,000 square feet of commercial floor area, 240 hotel units and on-site recreational amenities for residents.

The concept plan was designed to follow the general intent of the plan amendment/zoning approvals for properties in the Density Reduction Groundwater Resource (DR/GR) areas along State Road 82 combined with the intent of the Environmental Enhancement and Preservation Communities Overlay (EEPCO) for properties along Corkscrew Road. Historic flowways were analyzed and incorporated into the site plan and the conservation areas were identified that will both follow and re-establish historic flowway corridors, provide significant wildlife corridors, and provide connections to adjacent preserve areas surrounding the property. Several large wildlife corridors will be created to allow large mammals to move across the property going both north-south and east-west. The intent is to enhance the wetland areas by surrounding them with restoration, as described in the Southeast Lee County policies. Flowways will be designed to help manage discharges south into the Corkscrew Swamp Sanctuary and CREW Watershed conservation lands in Collier