

May 10, 2022

ADDITIONAL 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

ADDITIONAL 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 permanent 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 EEPKO 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 EEPKO 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.