

ENGINEERING

Samuel W. Marshall, P.E., LEED AP
Banks Engineering

Existing Utilities & Drainage



<p>ESTERO WAS PARTNERSHIP 1000 W. 10th St. ESTERO, FL 33928</p>		<p>BANKS ENGINEERING 10000 S.W. 10th St. MIAMI, FL 33156</p>		<p>EXISTING UTILITIES ESTERO WAS MINOR CPD VALUE OF EXISTING USE COUNTY FLORIDA</p>	
DATE	PROJECT	SCALE	DATE	SCALE	DATE
01/12/2010	000	1" = 40'	01/12/2010	1" = 40'	01/12/2010

Lee County Utilities Availability Letter:



Water's Done Got Numbers, (202) 225-8020

Lee County
2025 7th
Lee County
2025 7th

June 1, 2010

May 10th 2010
Buckley Engineering
4011 St. John's Cypress Highway
Fort Myers, FL 33906

RE: Public Water and Wastewater Availability
Baton Rouge (175) 17900-S, Tenthred Trail
21750 P.O. Box 46 01 43 0000 0000

Dear Mr. Buckley:

The subject property is located within Lee County Utilities' Service Area as depicted on Maps 2 and 7 of the Lee County Comprehensive Land Use Plan. Public water and wastewater service is not in operation adjacent to the property mentioned above. However, in order to provide service to the subject property, developer/landowner improvements such as the following may be required:

Your site has indicated that this project will consist of 1 commercial unit with an estimated flow demand of approximately 1,000 gallons per day. Lee County Utilities presently has sufficient capacity to provide public water and wastewater service to industrial sites.

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

Sanitary sewer service will be provided by Baton Rouge Wastewater Treatment Plant. The Lee County Utilities' Design Manual requires the project engineer to perform hydraulic computations to determine what layout this project will have in order to comply.

This is only a letter of availability of service and not a commitment to serve. Lee County Utilities will attempt to serve only upon receipt of all appropriate connection fees, a signed request for service and/or an executed service agreement, and the approval of all state and local regulatory agencies.

Further, this letter of availability of water and wastewater service is for use during the site project only. Additional letters of availability will be required for obtaining building permits.

Sincerely,

LEE COUNTY UTILITIES

Mary McCreedy
Executive Director
(239) 339-0000

WU-00000

TRANSPORTATION

Ted Treesh

TR Transportation Consultants, Inc.

Transportation

- US 41 projected to operate at LOS "B" in 2020 Both With and Without the Project Traffic
- No Additional Access to US 41 Proposed

LAND USE & PLANNING

Matthew A. Noble, AICP
ANoblePlan, LLC

Village Plan Compliance

- Request for commercial on this site has been deemed consistent with the Lee Plan/Village Plan since 1998 and remains consistent.

Policy 6.1.7

Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.

Estero Vision Statement

To establish a community that embraces its historic heritage and protects the environment, while carefully planning for future development resulting from a desirable high quality of life, expanding economic opportunities, and proximity to FGCU and the SW Florida International Airport. Estero's growth will be planned with strong neighborhoods, diverse economic generators, interconnected mixed-use centers, varied parks, public spaces, recreational facilities, and unique natural environments that fosters a sense of belonging and creates a sense of place. Estero will be a highly valued place to live, work, and visit because of development standards and design guidelines that promote: 1) desirable neighborhoods and public amenities; 2) vibrant economic centers; 3) attractive landscaping, streetscaping, lighting, signage, and architectural features; and 4) an interconnected transportation network. The implementation of this vision will successfully link residential and commercial areas and uphold Estero as a vibrant Lee County community.

Policy 1.1.5

The Suburban areas are or will be predominantly residential areas that are either on the fringe of the Central Urban or Urban Community areas or in areas where it is appropriate to protect existing or emerging residential neighborhoods. These areas provide housing near the more urban areas but do not provide the full mix of land uses typical of urban areas. The standard residential densities are the same as the Urban Community category. Higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. Bonus densities are not allowed.

Village Plan Compliance

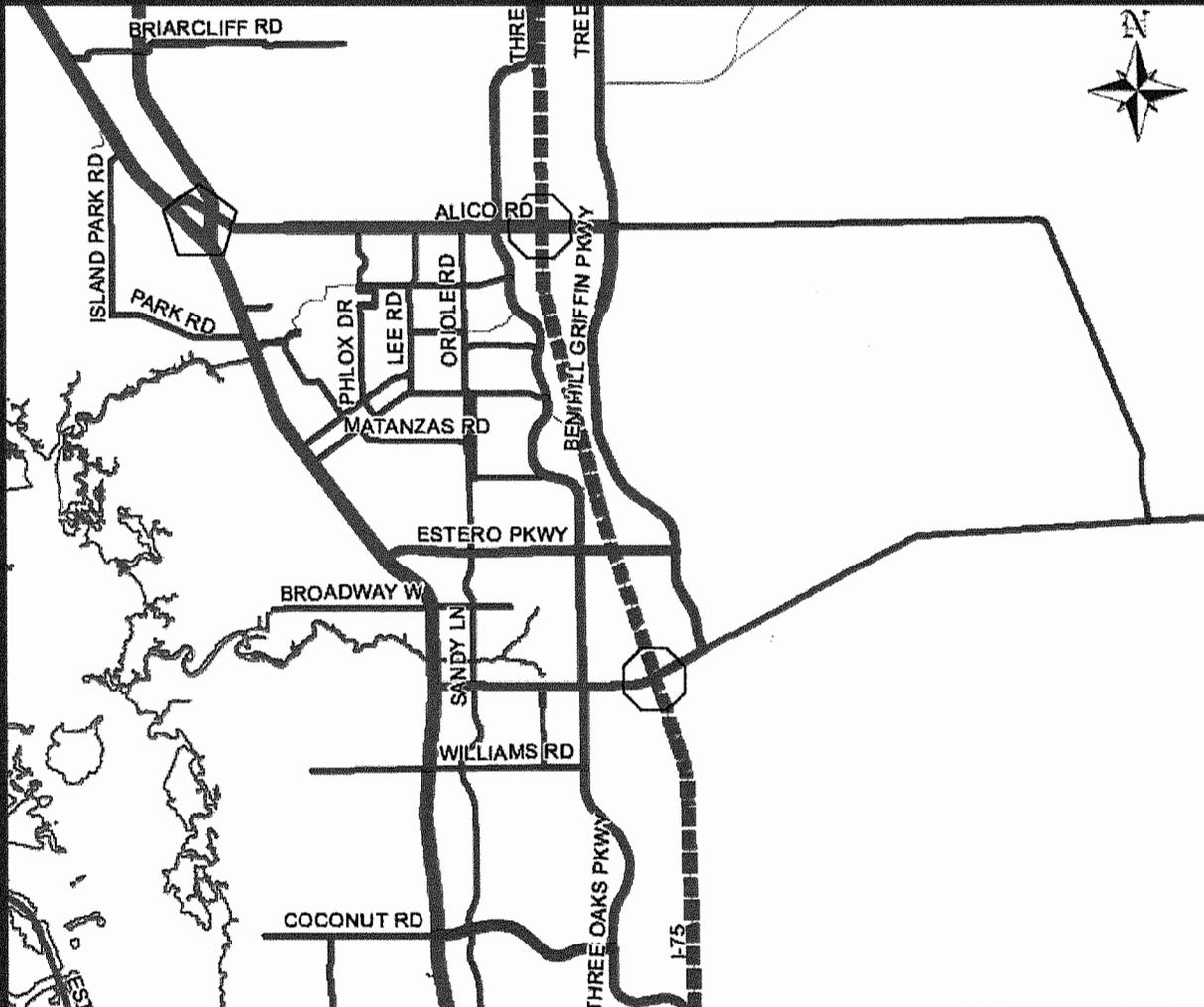
Development Location – Objective 2.1, Policy 2.1.1

Development Timing – Objective 2.2, Policy 2.2.1

Sustainable Development Design – Objective 4.1, Policies 4.1.1 & 4.1.2

Commercial Land Uses – Policy 6.1.2 – Location criteria, Policy 6.1.4, Policy 6.1.7

Future Functional Classification



INTERSTATE
EXPRESSWAY

— ONE-WAY
 — 2 LANES
 — 3 LANES
 — 4 LANES
 — 6 LANES
 — 8 LANES
 — 10 LANES

■ ARTERIALS
 ■ COLLECTORS

INTERCHANGES

STATUS

⬠ Construction Programmed
 ⬡ Existing

Compatibility

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

Village of Estero Boundaries



Objective 19.2

MIXED-USE CENTERS AND ECONOMIC AREAS

Promote Estero's quality of life and diverse local economy by fostering the development of mixed-use centers and targeted economic areas, as a preference over the development of strip commercial centers. The aim of the mixed-use centers is to provide Estero with central gathering places for Estero's residents, business people, and visitors. The aim of the economic areas is to provide the community a diverse employment and economic base while meeting the commercial, professional, and service needs of the people who live, work, and play within the community.

Policy 19.2.3

Establish a safe and desirable urban environment within the Estero community by adopting LDC standards that guide development in the community's major economic areas near FGCU, along the U.S. 41 corridor, along Corkscrew Road, and in the Old Estero area that:

- a. Address streetscaping design and amenities, residential buffering standards, commercial center developments, signage, transportation facility needs, and other community concerns;
- b. Provide for the economic and employment needs of the Estero community by utilizing the Mixed-Use Overlay to facilitate the development of mixed-use centers along the US 41, Corkscrew Road, Three Oaks Parkway, Ben Hill Griffin Parkway, Via Coconut/Sandy Lane, and in the Old Estero area; and
- c. Encourage mixed-use centers at these locations.

Policy 19.2.4

Ensure that future commercial and mixed-use developments meet the community's planning priorities by requiring that all new commercial development which requires rezoning within Estero must be rezoned to a Commercial (CPD), Mixed Use (MPD), or Compact Communities Planned Development (CCPD).

Policy 19.2.6

Encourage commercial developments within the Estero Planning Community to provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments to provide interconnect opportunities with commercial areas, including, but not limited to, bike paths and pedestrian accessways.

Bikeways/Walkways Facilities Plan Existing Facilities (Map 3D-2)



Legend

Sidewalk/Bike-Ped Facilities Existing Facility Type

- Sidewalk
- Shared Use
- Bike Lane
- Paved Shoulders
- Wide Outside Lane
- Undesignated Bike Lane

Seth Harry & Associates Estero Market Opportunity Assessment Final Report

- Vacant Commercial Land Market Report showed general retail space steadily increased occupancy over last three years – Estero second lowest overall vacancy rate of 16 submarkets studied in Southwest Florida
- Statistics provide evidence that market can support more retail
- Need for additional neighborhood commercial such as that proposed

Design Standards Compliance LDC Section 34-411 (a) & (b)

- a) All planned developments must be consistent with the provisions of the Village Plan. The proposed development will comply with applicable Village of Estero regulations.
- b) All planned developments must be designed and constructed in accordance with the provisions of all applicable Village development regulations in force at that time. Deviations from the general provisions of this chapter, as well as from any separate land development regulation or code, may be permitted if requested as part of the application for a planned development in accordance with section 34-373(a)(9) and approved by the Village Council based on the findings established in section 34-377(b)(4).

Design Standards Compliance

LDC Section 34-411 (c)

- c) The tract or parcel proposed for development under this article must be located so as to minimize the negative effects of the resulting land uses on surrounding properties and the public interest generally, and must be of such size, configuration and dimension as to adequately accommodate the proposed structures, all required open space, including private recreational facilities and parkland, bikeways, pedestrian ways, buffers, parking, access, on-site utilities, including wet or dry runoff retention, and reservations of environmentally sensitive land or water.

Design Standards Compliance

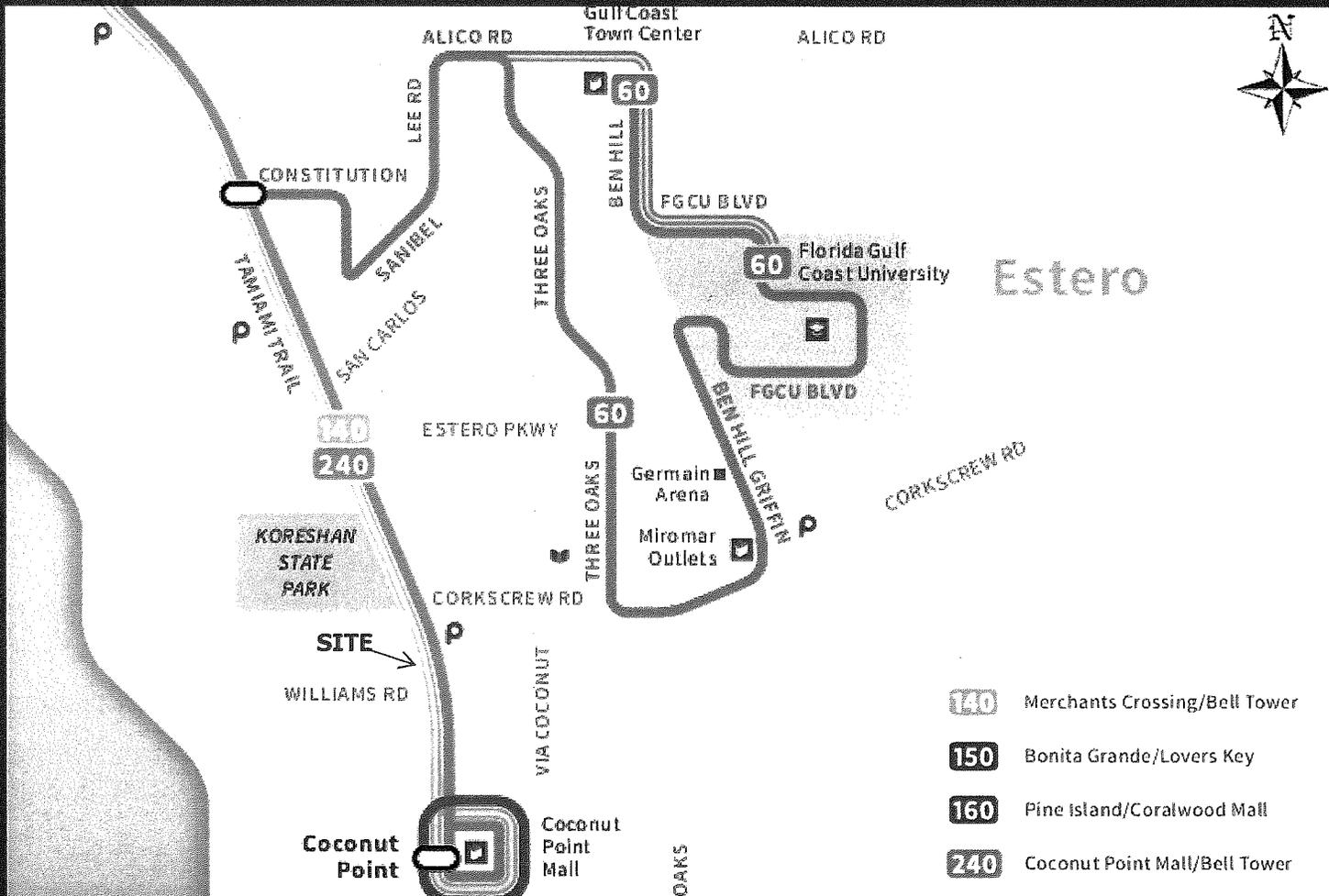
LDC Section 34-411 (d)

- d) The tract or parcel shall have access to existing or proposed roads:
 - (1) In accordance with chapter 10 and as specified in the Lee Plan transportation element;
 - (2) That have either sufficient existing capacity or the potential for expanded capacity to accommodate both the traffic generated by the proposed land use and that traffic expected from the background (through traffic plus that generated by surrounding land uses) at a level of service D or better on an annual average basis and level of service E or better during the peak season, except where higher levels of service on specific roads have been established in the Lee Plan; and
 - (3) That provide ingress and egress without requiring site-related industrial traffic to move through predominantly residential areas.

Design Standards Compliance LDC Section 34-411 (e) & (f)

- e) If within the Lee Tran public transit service area, the development shall be designed to facilitate the use of the transit system.
- f) Development and subsequent use of the planned development shall not create or increase hazards to persons or property, whether on or off the site, by increasing the probability or degree of flood, erosion or other danger, nor shall it impose a nuisance on surrounding land uses or the public's interest generally through emissions of noise, glare, dust, odor, air or water pollutants.

Lee Tran System Map



Design Standards Compliance

LDC Section 34-411 (g)

- g) Every effort shall be made in the planning, design and execution of a planned development to protect, preserve or to not unnecessarily destroy or alter natural, historic or archaeological features of the site, particularly mature native trees and other threatened or endangered native vegetation. Alteration of the vegetation or topography that unnecessarily disrupts the surface water or groundwater hydrology, increases erosion of the land, or destroys significant wildlife habitat is prohibited. That habitat is significant that is critical for the survival of rare, threatened or endangered species of flora or fauna.

Design Standards Compliance LDC Section 34-411 (h), (i) & (j)

- h) A fundamental principle of planned development design is the creative use of the open space requirement to produce an architecturally integrated human environment. This shall be coordinated with the achievement of other goals, e.g., the preservation or conservation of environmentally sensitive land and waters or archaeological sites.
- i) Site planning and design shall minimize any negative impacts of the planned development on surrounding land and land uses.
- j) Where a proposed planned development is surrounded by existing development or land use with which it is compatible and of an equivalent intensity of use, the design emphasis shall be on the integration of this development with the existing development, in a manner consistent with current regulation.

Design Standards Compliance

LDC Section 34-411 (k), (l) & (m)

- k) Where the proposed planned development is surrounded by existing development or land use with which it is not compatible or which is of a significant higher or lower intensity of use (plus or minus ten percent of the gross floor area per acre if a commercial or industrial land use, or plus or minus 20 percent of the residential density), or is surrounded by undeveloped land or water, the design emphasis will be to separate and mutually protect the planned development and its environs.
- l) In large residential or commercial planned developments, the site planner is encouraged to create subunits, neighborhoods or internal communities which promote pedestrian activity and community interaction.
- m) In order to enhance the viability and value of the resulting development, the designer shall ensure the internal buffering and separation of potentially conflicting uses within the planned development.

Design Standards Compliance

LDC Section 34-411 (n), (o) & (p)

- n) Density or type of use, height and bulk of buildings and other parameters of intensity should vary systematically throughout the planned development. This is intended to permit the location of intense or obnoxious uses away from incompatible land uses at the planned development's perimeter, or, conversely, to permit the concentration of intensity where it is desirable, e.g., on a major road frontage or at an intersection.
- o) Minimum parking and loading requirements are set forth in article VII, divisions 25 and 26, of this chapter. Where land uses are generators of occasional peak demand for parking space, a portion of the required parking may be pervious or semi-pervious surfaces, subject to the condition that the parking area is constructed and maintained so as to prevent erosion of soil. In all cases, sufficient parking must be provided to prevent the spilling over of parking demand onto adjacent properties or rights-of-way at times of peak demand.
- p) Internal consistency through sign control, architectural controls, uniform planting schedules and other similar controls is encouraged.

FINDINGS SUMMARY

34-145(d)(3):

- a. The applicant has proved entitlement to the rezoning by demonstrating compliance with the Village Plan, & land development code.
- b. The request, including the use of TDR or affordable housing bonus density units, is consistent with the densities, intensities and general uses set forth in the Village Plan.
- c. The request is compatible with existing or planned uses in the surrounding area.
- d. Approval of the request will not place an undue burden upon existing transportation or planned infrastructure facilities and will be served by streets with the capacity to carry traffic generated by the development.

FINDINGS SUMMARY

34-145(d)(3):

- e. The request will not adversely affect environmentally critical areas and natural resources.
- f. 34-377(a)2.
 - a. The proposed list of uses is appropriate at this location.
 - b. Recommended conditions provide sufficient safeguards to the public interest
 - c. Recommended conditions are reasonably related to impacts on public's interest.

Deviation Specific Finding

- 34-377(a)4 – approve, approve with modification or reject each requested deviation based upon a finding that each item:
 - a. Enhances the achievement of the objectives of the planned development; and
 - b. Preserves and promotes the general intent of this chapter to protect the public health, safety and welfare.

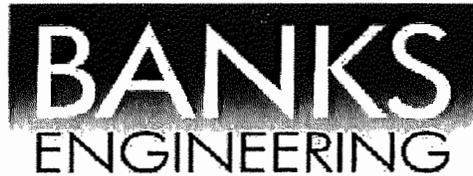
FINDINGS SUMMARY 34-145(d)(3):

- g. Where the change proposed is within a future urban area category, must also find that urban services, as defined in the Lee Plan, are, or will be, available and adequate to serve the proposed land use.
- h. If the rezoning is to Compact PD, the recommendation of the Hearing Examiner must also include findings regarding the provisions set forth in section 32-504(a).
- i. That the level of access and traffic flow (i.e. median openings, turning movements etc.) is sufficient to support the proposed development intensity.
- j. If the hearing concerns a mine excavation planned development, that the request meets the criteria and standards set forth in chapter 12.

Final Thoughts

Based upon my experience and review of the request, it is my professional opinion that:

- the subject request is consistent with the intent of the Village Plan, Land Development Code and other applicable codes or regulations
- the proposed mix of uses are appropriate at the subject location and are consistent and compatible with surrounding uses
- is entitled to approval of the request for rezoning from to Mixed Use Planned Development to Commercial Planned Development.



Professional Engineers, Planners & Land Surveyors

RECEIVED
AUG 18 2015

Narrative of Request

COMMUNITY DEVELOPMENT

DCI2015-00016

DCI 2015-00016

Introduction

The applicant is requesting approval of a rezoning from Mixed Use Planned Development (MPD) to a minor Commercial Planned Development (CPD) for a 1.36-acre platted lot located at the southwest corner of the intersection of U.S. 41 and Pelican Sound Drive to allow a maximum of 15,000 square feet of retail commercial floor area not to exceed 45 feet in height.

The site is not included in the properties identified on the "Zoning in Progress" maps A or B as included in the Village of Estero Resolutions 2015-22 and 2015-26. The project site is accessed from Pelican Sound Drive off of U.S. 41 through existing easements within the adjacent developed Paradise Shoppes of Estero. Adjacent to the east across US 41 is the North Point DRI. Hertz Corporate Headquarters is located less than half of a mile south of the subject property at the southeast corner of the intersection of US 41 and Williams Road. Pelican Sound Drive provides access to two existing residential developments as well as the commercial Paradise Shoppes of Estero. West Bay Club/River Ridge RPD (aka Pelican Sound) golf course development is approved for 1,480 dwelling units. The Meadows of Estero development received zoning approval for 300 dwelling units of which 262 have been developed. North Point DRI has the opportunity to accommodate additional residential development in the surrounding area also. These surrounding developments further the demand for additional neighborhood retail commercial uses in this location.

The proposed project is infill development with existing services available to service the site. The adjacent Paradise Shoppes of Estero is approved for 100,000 square feet of retail, based on its qualifying intersection of Williams Road (major collector) and U.S. 41 (arterial) to the south, and is developed or has received development order approval for the adjacent properties. North Point DRI is approved for 550,000 square feet of retail commercial use, 120,000 square feet of office use, 150 hotel/motel rooms, and 150 residential units.

Village of Estero Interim Comprehensive Plan Consistency Analysis

The subject property is located within the Estero planning community which is described in the Village of Estero Interim Comprehensive Plan Vision Statement as follows:

• SERVING THE STATE OF FLORIDA •

21. *Estero - To establish a community that embraces its historic heritage and protects the environment, while carefully planning for future development resulting from a desirable high quality of life, expanding economic opportunities, and proximity to Florida Gulf Coast University and the Southwest Florida International Airport. Estero's growth will be planned with strong neighborhoods, diverse economic generators, interconnected mixed-use centers, varied parks, public spaces, recreational facilities, and unique natural environments that fosters a sense of belonging and creates a sense of place. Estero will be a highly valued place to live, work, and visit because of development standards and design guidelines that promote: 1) desirable neighborhoods and public amenities; 2) vibrant economic centers; 3) attractive landscaping, streetscaping, lighting, signage, and architectural features; and 4) an interconnected transportation network. The implementation of this vision will successfully link residential and commercial areas and uphold Estero as a vibrant Lee County community.*

Development of this property will add to the vibrant economic center in the area. The site is appropriately situated to minimize conflicts between residential and commercial areas and provides for successful linkage to surrounding uses. The proposed rezoning is consistent with the Estero Vision Statement.

The subject property is located in the Suburban future land use category within The Village of Estero. The Village of Estero Interim Comprehensive Plan describes the Suburban land use designation as follows:

POLICY 1.1.5: The Suburban areas are or will be predominantly residential areas that are either on the fringe of the Central Urban or Urban Community areas or in areas where it is appropriate to protect existing or emerging residential neighborhoods. These areas provide housing near the more urban areas but do not provide the full mix of land uses typical of urban areas. The standard residential densities are the same as the Urban Community category. Higher densities, commercial development greater than neighborhood centers, and industrial land uses are not permitted. Bonus densities are not allowed.

The subject property is located at the corner of an arterial (U.S. 41) and a minor collector road (Pelican Sound Drive) which pursuant to commercial site location standards qualifies for a minor commercial center or up to 30,000 square feet of retail uses. Minor collector roads are considered local roads under the Village of Estero Interim Comprehensive Plan site location standards. The request is for 15,000 square feet of retail uses. The project is consistent with Policy 1.1.5.

OBJECTIVE 2.1: DEVELOPMENT LOCATION. Contiguous and compact growth patterns will be promoted through the rezoning process to contain urban sprawl, minimize energy costs, conserve land, water, and natural resources, minimize the cost of services, prevent development patterns where large tracts of land are

DCI 2015-00016

RECEIVED
AUG 18 2015

by-passed in favor of development more distant from services and existing communities.

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

The proposed project is infill development that creates a contiguous and compact growth pattern with the surrounding existing and proposed development. The site is located in a designated Future Urban Area. Adjacent to the north is Pelican Sound Drive (4-lane minor collector) then North Camargo 10 MPD which is proposed for either 125,000 square feet of commercial or 27 multi-family dwelling units and 100,000 square feet of commercial. To the east is U.S. 41 (6-lane arterial roadway) then the proposed North Point MPD. Adjacent to the south is existing parking for Paradise Shoppes of Estero and to the west is existing parking and retail shopping center for Paradise Shoppes of Estero. The project is consistent with Objective 2.1 and Policy 2.1.1.

OBJECTIVE 2.2: DEVELOPMENT TIMING. Direct new growth to those portions of the Future Urban Areas where adequate public facilities exist or are assured and where compact and contiguous development patterns can be created. Development orders and permits (as defined in F.S. 163.3164(7)) will be granted only when consistent with the provisions of Sections 163.3202(2)(g) and 163.3180, Florida Statutes and the county's Concurrency Management Ordinance.

POLICY 2.2.1: Rezoning and development-of-regional-impact proposals will be evaluated as to the availability and proximity of the road network; central sewer and water lines; community facilities and services such as schools, EMS, fire and police protection, and other public facilities; compatibility with surrounding land uses; and any other relevant facts affecting the public health, safety, and welfare.

The proposed development is located in an area where there are existing adequate public facilities and infrastructure available for connection. This infill development will provide for a compact and contiguous development pattern. The site has access to Pelican Sound Drive and U.S. 41 via existing easements on the adjacent existing development and will connect to Lee County Utilities central sewer and water lines as part of development of the site. Estero Fire Rescue station #42 will provide emergency services for the site. The applicant proposes to provide compatibility with the existing and proposed surrounding land uses by adopting design guidelines consistent with those approved as part of the adjacent development. The project is consistent with Objective 2.2 and Policy 2.2.1.

OBJECTIVE 4.1: Maintain the current planned development rezoning process which combines site planning flexibility with rigorous review.

RECEIVED

AUG 18 2015

Page 3 of 14

DCI 2015-00016

POLICY 4.1.1: Development designs will be evaluated to ensure that land uses and structures are well integrated, properly oriented, and functionally related to the topographic and natural features of the site, and that the placement of uses or structures within the development minimizes the expansion and construction of street and utility improvements.

POLICY 4.1.2: Development designs will be evaluated to ensure that the internal street system is designed for the efficient and safe flow of vehicles and pedestrians without having a disruptive effect on the activities and functions contained within or adjacent to the development.

The proposed infill development minimizes the expansion and construction of street and utility improvements because it will tie into existing stub-outs from the adjacent Paradise Shoppes of Estero for access and utilities. The development has been designed consistent with the adjacent development for the efficient and safe flow of vehicles and pedestrians without having a disruptive effect within or adjacent to the proposed development. The project is consistent with Objective 4.1 and Policies 4.1.1 and 4.1.2.

OBJECTIVE 4.2: MIXED-USE OVERLAY - Designate areas on the Future Land Use Map for Mixed Use, Traditional Neighborhood, and Transit Oriented development patterns.

Although the site is located adjacent to the mixed-use overlay, it is outside of the boundaries and its small size and location being immediately adjacent to a 4-lane collector and 6-lane arterial make residential or even mixed uses undesirable and infeasible for the site. Given the parcels size, proximity to arterial and collector roadways and the nature of the existing and approved surrounding uses, retail commercial is the only reasonable use of the site.

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

The subject property is surrounded on the west and south by existing commercial development and to the north and east by existing collector and arterial roadways. There are no residents close to the property. The project is consistent with Policy 5.1.5.

DC12015-00016

RECEIVED
AUG 18 2015

POLICY 6.1.2: Commercial development must be consistent with the location criteria in this policy except where specifically excepted by this policy or by Policy 6.1.7, or in Lehigh Acres by Policy 32.2.4 or located in the Mixed Use Overlay utilizing Chapter 32 – Compact Communities of the Land Development Code.

The subject property is located at the corner of an arterial (U.S. 41) and a minor collector road (Pelican Sound Drive) which pursuant to commercial site location standards qualifies for a minor commercial center or up to 30,000 square feet of retail uses on 2 or less acres of land. The entire project site is within the 330 foot box created by the qualifying intersection. Minor collector roads are considered local roads under the Village of Estero Interim Comprehensive Plan site location standards. The request is for 15,000 square feet of retail uses on 1.36 acres and is consistent with Policy 6.1.2.

POLICY 6.1.4: Commercial development will be approved only when compatible with adjacent existing and proposed land uses and with existing and programmed public services and facilities.

The proposed development is consistent with Policy 6.1.4. Adjacent to the north is Pelican Sound Drive (4-lane minor collector) then North Camargo 10 MPD which is proposed for either 125,000 square feet of commercial or 27 multi-family dwelling units and 100,000 square feet of commercial. To the east is U.S. 41 (6-lane arterial roadway) then the proposed North Point MPD. Adjacent to the south is existing parking for Paradise Shoppes of Estero and to the west is existing parking and retail shopping center for Paradise Shoppes of Estero. The applicant proposes to provide compatibility with the existing and proposed surrounding land uses by adopting design guidelines consistent with those approved as part of the adjacent development.

POLICY 6.1.7: Prohibit commercial developments from locating in such a way as to open new areas to premature, scattered, or strip development; but permit commercial development to infill on small parcels in areas where existing commercial development would make a residential use clearly unreasonable.

As previously stated, the proposed development is infill on a small parcel where given the project's size, proximity to arterial and collector roadways and the nature of the existing and approved surrounding uses, retail commercial is the only reasonable use of the site. The project is consistent with Policy 6.1.7.

STANDARD 11.1: WATER.

1. Any new residential development that exceeds 2.5 dwelling units per gross acre, and any new single commercial or industrial development in excess of 30,000 square feet of gross leasable (floor) area per parcel, must connect to a public water system (or a "community" water system as that is defined by Chapter 17-22, F.A.C.).

STANDARD 11.2: SEWER.

RECEIVED

AUG. 18 2015

COMMUNITY DEVELOPMENT

Page 5 of 14

DCI 2015-00016

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

The project will connect to Lee County Utilities central sewer and water lines as part of development of the site. Letters of availability are provided with the application. The project is consistent with Standards 11.1 and 11.2.

OBJECTIVE 19.2: MIXED-USE CENTERS AND ECONOMIC AREAS. Promote Estero's quality of life and diverse local economy by fostering the development of mixed-use centers and targeted economic areas, as a preference over the development of strip commercial centers. The aim of the mixed-use centers is to provide Estero with central gathering places for Estero's residents, business people, and visitors. The aim of the economic areas is to provide the community a diverse employment and economic base while meeting the commercial, professional, and service needs of the people who live, work, and play within the community.

The proposed commercial development diversifies the employment and economic base while meeting the commercial needs of the many people who live, work and play in the surrounding community. The project is consistent with Objective 19.2.

POLICY 19.2.3: Establish a safe and desirable urban environment within the Estero community by adopting LDC standards that guide development in the community's major economic areas near FGCU, along the U.S. 41 corridor, along Corkscrew Road, and in the Old Estero area that:

a. Address streetscaping design and amenities, residential buffering standards, commercial center developments, signage, transportation facility needs, and other community concerns;

b. Provide for the economic and employment needs of the Estero community by utilizing the Mixed-Use Overlay to facilitate the development of mixed-use centers along the US 41, Corkscrew Road, Three Oaks Parkway, Ben Hill Griffin Parkway, Via Coconut/Sandy Lane, and in the Old Estero area; and

c. Encourage mixed-use centers at these locations.

The proposed development is consistent with Policy 19.2.3. The site is along the U.S. 41 corridor and is within the U.S. 41 Overlay, a major economic area. The site design proposes parking behind the building, providing a safe and desirable urban environment. The surrounding area is mixed use in nature and has a combination of residential and commercial uses.

POLICY 19.2.4: Ensure that future commercial and mixed-use developments meet the community's planning priorities by requiring that all new commercial development which requires rezoning within Estero must be rezoned to a

DCI 2015-00016

RECEIVED
AUG 18 2015

Commercial (CPD), Mixed Use (MPD), or Compact Communities Planned Development (CCPD). (Added by Ordinance No. 14-16)

The proposed commercial development is consistent with Policy 19.2.4 as it is being processed as a minor Commercial Planned Development.

POLICY 19.2.6: Encourage commercial developments within the Estero Planning Community to provide interconnect opportunities with adjacent commercial uses in order to minimize access points onto primary road corridors; and residential developments to provide interconnect opportunities with commercial areas, including, but not limited to, bike paths and pedestrian accessways. (Added by Ordinance No. 14-16)

The proposed development is consistent with Policy 19.2.6. There are existing access stub-outs from the existing adjacent commercial uses that minimize access points onto the primary road corridors and provide for joint access and interconnected development.

Although the Seth Harry & Associates Estero Market Opportunity Assessment Final Report noted that land was over-zoned for retail uses, the Vacant Commercial Land Market Report states that general retail space has steadily increased occupancy over the last three years and Estero has the second lowest overall vacancy rate of the 16 submarkets studied throughout Southwest Florida. It also states that although conventional wisdom says the market shouldn't be able to support more retail, the statistics provide evidence to the contrary. Given the project's size, proximity to arterial and collector roadways and the nature of the existing and approved surrounding uses, retail commercial is the only reasonable use of the site. Most of the commercial in Estero is regional or community commercial. There is still a need for neighborhood commercial in appropriate locations like the parcel in question.

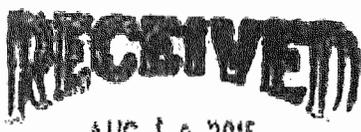
Village of Estero Interim Land Development Code Analysis

The proposed amendment complies with the general standards provided in the Village of Estero Interim Land Development Code Section 34-411 as follows:

(a) All planned developments must be consistent with the provisions of the Lee Plan.

The existing approvals and proposed amendment are consistent with the Village of Estero Interim Comprehensive Plan as demonstrated above.

(b) Except where specifically suspended or preempted by alternative regulations in this article, or by special conditions adopted to the master concept plan, all general provisions of this chapter apply to all planned developments. All planned developments must be designed and constructed in accordance with the



provisions of all applicable County development regulations in force at that time. Deviations from the general provisions of this chapter, as well as from any separate land development regulation or code, may be permitted if requested as part of the application for a planned development in accordance with section 34-373(a)(9) and approved by the Board of County Commissioners based on the findings established in section 34-377(b)(4). Amendments to approved master concept plans may be reviewed pursuant to section 34-380

The proposed development will comply with applicable Village of Estero regulations.

(c) The tract or parcel proposed for development under this article must be located so as to minimize the negative effects of the resulting land uses on surrounding properties and the public interest generally, and must be of such size, configuration and dimension as to adequately accommodate the proposed structures, all required open space, including private recreational facilities and parkland, bikeways, pedestrian ways, buffers, parking, access, on-site utilities, including wet or dry runoff retention, and reservations of environmentally sensitive land or water.

The proposed development will have no negative effects on the surrounding properties and the public interest generally. It is bounded on the north and east by existing roadways and to the west and south by existing development. The subject property proposes to adopt design guidelines consistent with those approved as part of the adjacent development. The proposed development will adequately accommodate the proposed infrastructure on-site and with existing off-site easements and agreements.

(d) The tract or parcel shall have access to existing or proposed roads:

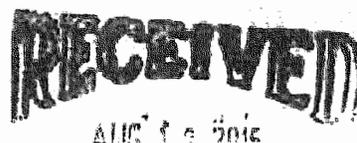
(1) In accordance with chapter 10 and as specified in the Lee Plan transportation element;

(2) That have either sufficient existing capacity or the potential for expanded capacity to accommodate both the traffic generated by the proposed land use and that traffic expected from the background (through traffic plus that generated by surrounding land uses) at a level of service D or better on an annual average basis and level of service E or better during the peak season, except where higher levels of service on specific roads have been established in the Lee Plan; and

(3) That provide ingress and egress without requiring site-related industrial traffic to move through predominantly residential areas.

The site has existing access stub-outs from the adjacent commercial uses that provide access to Pelican Sound Drive and U.S. 41. The submitted traffic impact statement demonstrates compliance with road capacity and transportation issues. The proposed development will have no negative impacts on the surrounding transportation network. There are no residential areas that will be passed to access the subject property.

DCI 2015-00016



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

Lee Tran routes 240 and 140 run along the east property line of the project along U.S. 41. There are existing bus stops within ¼ mile that are accessible via existing paved roadways and walkways.

(f) Development and subsequent use of the planned development shall not create or increase hazards to persons or property, whether on or off the site, by increasing the probability or degree of flood, erosion or other danger, nor shall it impose a nuisance on surrounding land uses or the public's interest generally through emissions of noise, glare, dust, odor, air or water pollutants.

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

(g) Every effort shall be made in the planning, design and execution of a planned development to protect, preserve or to not unnecessarily destroy or alter natural, historic or archaeological features of the site, particularly mature native trees and other threatened or endangered native vegetation. Alteration of the vegetation or topography that unnecessarily disrupts the surface water or groundwater hydrology, increases erosion of the land, or destroys significant wildlife habitat is prohibited. That habitat is significant that is critical for the survival of rare, threatened or endangered species of flora or fauna.

The subject property has no existing vegetation on site except for existing buffers. Any and all environmental issues were addressed for this area when the surrounding development received development approval.

(h) A fundamental principle of planned development design is the creative use of the open space requirement to produce an architecturally integrated human environment. This shall be coordinated with the achievement of other goals, e.g., the preservation or conservation of environmentally sensitive land and waters or archaeological sites.

The proposed project will meet the open space requirements for commercial development provided in the Village of Estero Interim LDC. As previously stated, the only existing vegetation on site is within the existing buffers. The proposed development will adopt design guidelines consistent with the design guidelines adopted for the adjacent commercial development and will provide an architecturally integrated human environment.

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

The proposed development will have no negative impacts on the surrounding land and land uses. As previously stated, the site is bounded on the north and east by existing

RECEIVED
AUG. 18 2015

DCI 2015-00016

roadways and to the west and south by existing development. The subject property proposes to adopt design guidelines consistent with those approved as part of the adjacent development.

(j) Where a proposed planned development is surrounded by existing development or land use with which it is compatible and of an equivalent intensity of use, the design emphasis shall be on the integration of this development with the existing development, in a manner consistent with current regulation.

As previously stated, the site is bounded on the north and east by existing roadways and to the west and south by existing development. The subject property proposes to adopt design guidelines consistent with those approved as part of the adjacent development. There are existing sidewalks and roadways promoting integration of this development with the surrounding properties.

(k) Where the proposed planned development is surrounded by existing development or land use with which it is not compatible or which is of a significant higher or lower intensity of use (plus or minus ten percent of the gross floor area per acre if a commercial or industrial land use, or plus or minus 20 percent of the residential density), or is surrounded by undeveloped land or water, the design emphasis will be to separate and mutually protect the planned development and its environs.

Not applicable. The project is compatible with surrounding development and land uses.

(l) In large residential or commercial planned developments, the site planner is encouraged to create subunits, neighborhoods or internal communities which promote pedestrian activity and community interaction.

Although this section is not applicable since the proposed project is a minor commercial planned development, pedestrian activity and community interaction are promoted by the design guidelines proposed which are consistent with those currently adopted for the adjacent commercial development.

(m) In order to enhance the viability and value of the resulting development, the designer shall ensure the internal buffering and separation of potentially conflicting uses within the planned development.

Only retail uses are proposed on the site so there will be no conflicting uses within the planned development.

(n) Density or type of use, height and bulk of buildings and other parameters of intensity should vary systematically throughout the planned development. This is intended to permit the location of intense or obnoxious uses away from incompatible land uses at the planned development's perimeter, or, conversely, to permit the concentration of intensity where it is desirable, e.g., on a major road frontage or at an intersection.

DCI 2015-00016
Page 10 of 14

RECEIVED

AUG 18 2015

COMMUNITY DEVELOPMENT

The proposed development is of such a small size that intensity does not need to be varied. The entire site is located at an intersection that qualifies for double the amount of retail square footage than what the applicant is proposing.

(o) Minimum parking and loading requirements are set forth in article VII, divisions 25 and 26, of this chapter. Where land uses are generators of occasional peak demand for parking space, a portion of the required parking may be pervious or semi-pervious surfaces, subject to the condition that the parking area is constructed and maintained so as to prevent erosion of soil. In all cases, sufficient parking must be provided to prevent the spilling over of parking demand onto adjacent properties or rights-of-way at times of peak demand.

Parking requirements will be addressed and complied with at the time of local development order approval. Sufficient parking will be provided consistent with Village of Estero requirements, along with qualifying for a 5% reduction based on provision for bicycle facilities as demonstrated on the submitted schedule of deviations.

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

The applicant proposes to provide compatibility with the existing and proposed surrounding land uses by adopting design guidelines consistent with those approved as part of the adjacent development.

The proposed rezoning complies with the findings provided in the Village of Estero Interim Land Development Code Section 34-145(d)(3) as follows:

a. The applicant has proved entitlement to the rezoning by demonstrating compliance with the Lee Plan, this land development code, and any other applicable code or regulation;

The proposed development is consistent with the Village of Estero Interim Comprehensive Plan as demonstrated above. The site will be developed in compliance with the Interim Village of Estero Comprehensive Plan and the Village of Estero Interim Land Development Code.

b. The request, including the use of TDR or affordable housing bonus density units, is consistent with the densities, intensities and general uses set forth in the Lee Plan;

The request does not propose bonus density units. The requested 15,000 square feet of retail commercial uses is less intense than the 30,000 square feet qualified for by site location standards and is consistent with the densities, intensities and general uses set forth for the Suburban future land use designation and is consistent with the Village of Estero Interim Comprehensive Plan.

c. The request is compatible with existing or planned uses in the surrounding area;

RECEIVED
AUG 18 2015

The project is compatible with surrounding existing and planned development and land uses and the applicant proposes to provide compatibility with the existing and proposed surrounding land uses by adopting design guidelines consistent with those approved as part of the adjacent development.

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

The submitted traffic impact statement demonstrates compliance with road capacity and transportation issues. The proposed development will have no negative impacts on the surrounding transportation network

e. Where applicable, the request will not adversely affect environmentally critical areas and natural resources.

Not applicable. The site has no existing environmentally critical areas or natural resources.

f. In the case of a planned development rezoning or mine excavation planned development, the decision of the Hearing Examiner must also be supported by the formal findings required by sections 34-377(a)(2) and (4).

34-377(a)(2) The recommendation made to the Board of County Commissioners must be supported by formal findings that address the guidelines set forth in section 34-145(d)(3) of this chapter. In addition, the findings must address whether the following criteria can be satisfied:

- a. The proposed use or mix of uses is appropriate at the subject location;*
- b. The recommended conditions to the concept plan and other applicable regulations provide sufficient safeguards to the public interest.*
- c. The recommended conditions are reasonably related to the impacts on the public's interest created by or expected from the proposed development.*

The proposed schedule of uses are consistent with the uses permitted on the adjacent development and are appropriate at the subject location within the Suburban future land use designation and located at an intersection that meets commercial site location standards for retail development. The recommended condition to adopt design guidelines consistent with those approved as part of the adjacent development provides sufficient safeguards to the public interest.

34-377(a)(4) If the application includes a schedule of deviations pursuant to section 34-373(a)(9), the Hearing Examiner's recommendation must approve, approve with modification or reject each requested deviation based upon a finding that each item:

DCI 2015-00016

Page 12 of 14

RECEIVED
AUG 18 2015

COMMUNITY DEVELOPMENT

- a. Enhances the achievement of the objectives of the planned development; and*
- b. Preserves and promotes the general intent of this chapter to protect the public health, safety and welfare.*

There is only one deviation request to allow a 5% reduction to required parking spaces for bicycle and pedestrian facilities identified on the Bikeways/Walkways Facility Plan, pursuant to LDC Section 34-2020(c)(3). The requested deviation is typically processed as an administrative approval pursuant to LDC Section 34-2020(d), however given the procedures for the Village of Estero requiring public hearings in lieu of administrative processes, the applicant is including the request during the rezoning review. Bicycle and pedestrian facilities identified on the Bikeways/Walkways Facility Plan – Existing Facilities Map 3D-2 of the Lee Plan (excerpt below) are located in the right-of-way of U.S. 41 adjacent to the property. A continuous bicycle path and pedestrian accommodations will be provided internal to the project from the existing sidewalk along U.S. 41 and Pelican Sound Drive to the primary entrance of the building and bicycle racks will be provided on site. Approval of this deviation will enhance the achievement of the objectives of the planned development by encouraging pedestrian and bicycle traffic and preserves and promotes the general intent to protect the public health, safety and welfare.

- g. Where the change proposed is within a future urban area category, the Hearing Examiner must also find that urban services, as defined in the Lee Plan, are, or will be, available and adequate to serve the proposed land use.*

The Suburban future land use designation is a future urban category. Urban services are available and adequate to serve the proposed land use. Please refer to submitted utility letter of availability.

- h. If the rezoning is to Compact PD, the recommendation of the Hearing Examiner must also include findings regarding the provisions set forth in section 32-504(a).*

Not applicable.

- i. That the level of access and traffic flow (i.e. median openings, turning movements etc.) is sufficient to support the proposed development intensity.*

The submitted traffic impact statement demonstrates compliance with road capacity and transportation issues. The proposed intensities and schedule of uses will have no negative impacts on the surrounding transportation network.

- j. If the hearing concerns a mine excavation planned development, that the request meets the criteria and standards set forth in chapter 12.*

Not applicable.

RECEIVED
AUG 18 2015

DCI 2015-00016

In conclusion, the proposed rezoning from MPD to CPD is in compliance with the Village of Estero Interim Comprehensive Plan, the Village of Estero Interim Land Development Code, and other applicable codes and regulations; meets or exceeds all performance and locational standards set forth for the potential uses allowed by the request; is consistent with the densities, intensities and general uses set forth in the Village of Estero Interim Comprehensive Plan; is compatible with existing or planned uses in the surrounding area; will not adversely affect environmentally critical areas or natural resources; will not place an undue burden upon existing transportation or planned infrastructure facilities and the site will be served by streets with the capacity to carry traffic generated by the development; urban services are available and adequate to serve the proposed land use; the proposed mix of uses is appropriate at the subject location; the recommended conditions provide sufficient safeguard to the public interest and are reasonably related to the impacts on the public's interest created by or expected from the proposed development. For these reasons, the applicant respectfully submits that the rezoning request should be approved.

DCI 2015-00016
RECEIVED
AUG 18 2015
COMMUNITY DEVELOPMENT

BANKS ENGINEERING

Professional Engineers, Planners & Land Surveyors

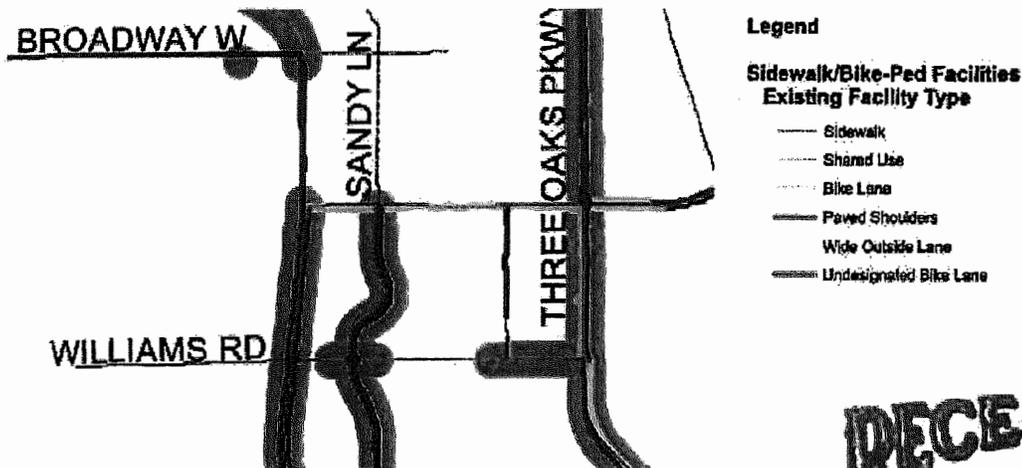
Estero WAS Minor CPD

DCI2015-00016

Schedule of Deviations & Justifications

Deviation 1: A request to deviation from the Village of Estero Interim Land Development Code (LDC) Section 34-2020(b), parking requirements for non-residential uses to allow a 5% reduction to required parking spaces for bicycle and pedestrian facilities identified on the Bikeways/Walkways Facility Plan, pursuant to LDC Section 34-2020(c)(3).

Justification: The requested deviation is typically processed as an administrative approval pursuant to LDC Section 34-2020(d), however given the procedures for the Village of Estero requiring public hearings in lieu of administrative processes, the applicant is including the request during the rezoning review. Bicycle and pedestrian facilities identified on the Bikeways/Walkways Facility Plan – Existing Facilities Map 3D-2 of the Lee Plan (excerpt below) are located in the right-of-way of U.S. 41 adjacent to the property. A continuous bicycle path and pedestrian accommodations will be provided internal to the project from the existing sidewalk along U.S. 41 and Pelican Sound Drive to the primary entrance of the building and bicycle racks will be provided on site. Approval of this deviation will enhance the achievement of the objectives of the planned development by encouraging pedestrian and bicycle traffic and preserves and promotes the general intent to protect the public health, safety and welfare.



RECEIVED
AUG 18 '2015

COMMUNITY DEVELOPMENT

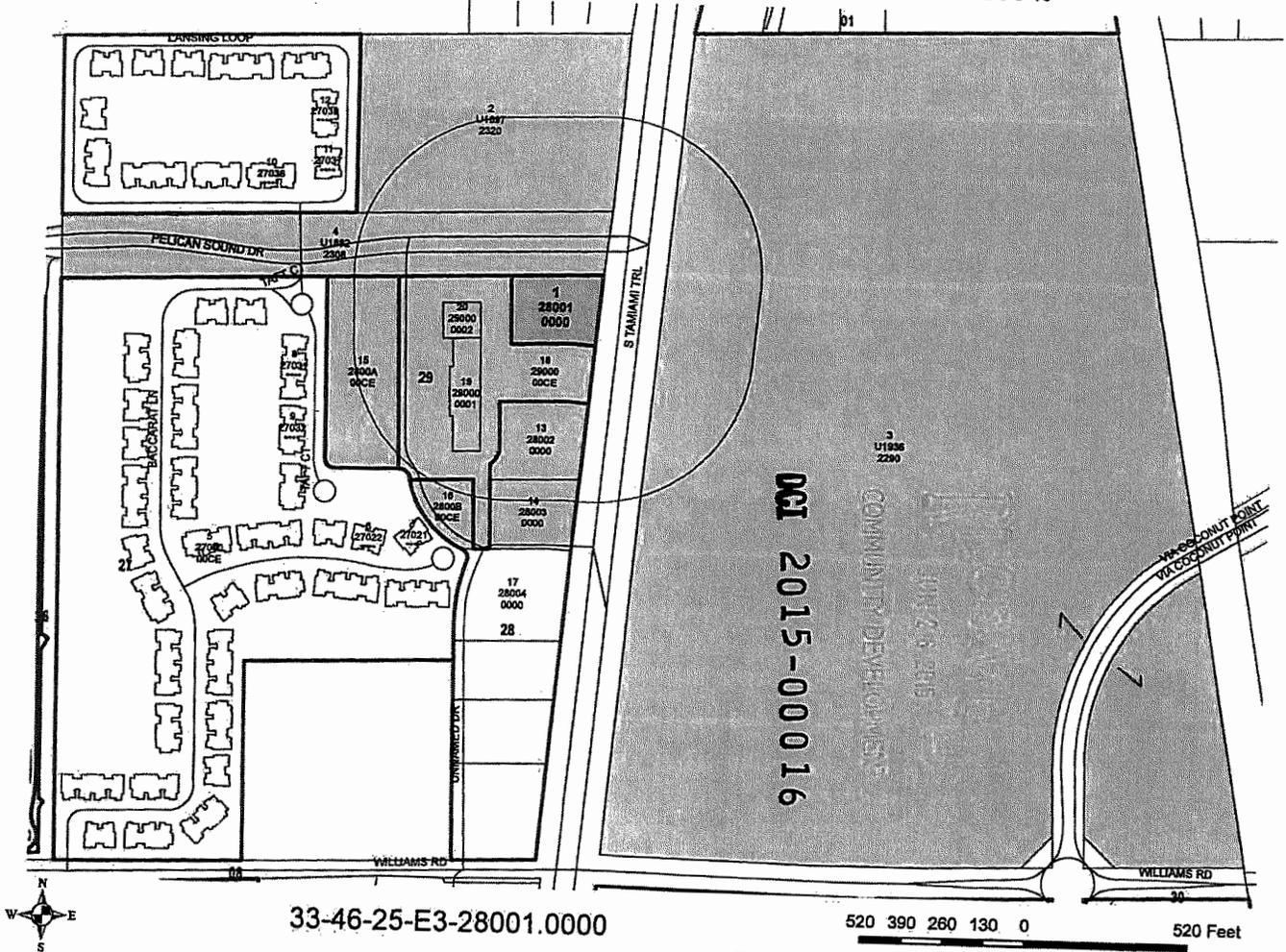
DCI2015-00016

• SERVING THE STATE OF FLORIDA •

VARIANCE REPORT

Subject Parcels: 1 Affected Parcels: 10 Buffer Distance: 500 ft

6/11/2015



33-46-25-E3-28001.0000

THE INFORMATION CONTAINED IN THIS REPORT IS GOVERNED BY FLORIDA STATUTE 119.071
(GENERAL EXEMPTIONS FROM INSPECTION OR COPYING OF PUBLIC RECORDS).

PROPERTY OWNERSHIP REPORT

Date of Report: 6/11/2015 3:13:56 PM

Parcels Affected: 0

Source: Lee County Property Appraiser

OWNER NAME AND ADDRESS	STRAP AND LOCATION	LEGAL DESCRIPTION
SEAPLAN LLC 11540 E US HIGHWAY 92 SEFFNER, FL 33584	33-46-25-E3-28002.0000 21780 S TAMIAMI TRL ESTERO FL 33928	PARADISE SHOPPES OF ESTERO DESC IN INSTR# 2007-106415 PARCEL 2
SEAPLAN LLC 11540 E US HIGHWAY 92 SEFFNER, FL 33584	33-46-25-E3-28003.0000 21800 S TAMIAMI TRL ESTERO FL 33928	PARADISE SHOPPES OF ESTERO DESC IN INSTR# 2007-106415 PARCEL 3
ESTERO TT RETAIL LLC 4801 PGA BLVD PALM BEACH GARDENS, FL 33418	33-46-25-E3-29000.0001 21740 S TAMIAMI TRL ESTERO FL 33928	PARADISE SHOPPES OF ESTERO LAND CONDO DESC IN INSTR# 2007000150865 UNIT 1
PLATINUM HOLDINGS 2012 LLC 8201 MATCHETT RD BELLE ISLE, FL 32809	33-46-25-E3-29000.0002 21720 S TAMIAMI TRL ESTERO FL 33928	PARADISE SHOPPES OF ESTERO LAND CONDO DESC IN INSTR# 2007000150865 UNIT 2
ESTERO TT RETAIL LLC 4801 PGA BLVD PALM BEACH GARDENS, FL 33418	33-46-25-E3-29000.00CE PARADISE SHOPPES OF ESTERO C/E ESTERO FL	PARADISE SHOPPES OF ESTERO LAND CONDO AS DESC IN INST#2007000150865 COMMON ELEMENTS
LONG CHARLES M TR + JAMES T HUMPHREY 1625 HENDRY ST FORT MYERS, FL 33901	33-46-25-E3-U1897.2320 21681 PELICAN SOUND DR ESTERO FL 33928	SW1/4 LESS PARL 1.005 + W1/2 OF SE1/4 LYING W OF SR45 + 1.0060 + 1.0070 LESS OR 4401 PG 4791 LESS OR 4608/3413 + 4608/3428
ESTERO NORTH POINT LTD 4200 GULF SHORE BLVD N NAPLES, FL 34103	33-46-25-E3-U1936.2290 ACCESS UNDETERMINED ESTERO FL	PARCEL LOC IN E 1/2 OF SECTION DESC IN INST 2006-65380
ESTERO PROPERTY OWNERS 4801 PGA BLVD PALM BEACH GARDENS, FL 33418	33-46-25-E4-2800A.00CE ACCESS UNDETERMINED ESTERO FL	PARADISE SHOPPES OF ESTERO DESC IN INSTR# 2007-106415 TRACT A
ESTERO PROPERTY OWNERS 4801 PGA BLVD PALM BEACH GARDENS, FL 33418	33-46-25-E4-2800B.00CE ACCESS UNDETERMINED ESTERO FL	PARADISE SHOPPES OF ESTERO DESC IN INSTR# 2007-106415 TRACT B
RIVER RIDGE CDD WRATHELL HUNT & ASSOCIATES LLC 2300 GLADES RD STE 410W BOCA RATON, FL 33431	33-46-25-E4-U1882.2308 21650 S TAMIAMI TRL ESTERO FL 33928	PARL IN SW 1/4 SEC DESC IN OR 3533 PG 4459

COMPLIANT DEVELOPMENT

DCI 2015-00016

33-46-25-E3-28002.0000
SEAPLAN LLC
11540 E US HIGHWAY 92
SEFFNER, FL 33584

33-46-25-E4-U1882.2308
RIVER RIDGE CDD
WRATHELL HUNT & ASSOCIATES LLC
2300 GLADES RD STE 410W
BOCA RATON, FL 33431

33-46-25-E3-28003.0000
SEAPLAN LLC
11540 E US HIGHWAY 92
SEFFNER, FL 33584

33-46-25-E4-2800B.00CE
ESTERO PROPERTY OWNERS
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E3-29000.0001
ESTERO TT RETAIL LLC
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E4-2800A.00CE
ESTERO PROPERTY OWNERS
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E3-29000.0002
PLATINUM HOLDINGS 2012 LLC
6201 MATCHETT RD
BELLE ISLE, FL 32809

33-46-25-E3-U1936.2290
ESTERO NORTH POINT LTD
4200 GULF SHORE BLVD N
NAPLES, FL 34103

33-46-25-E3-29000.00CE
ESTERO TT RETAIL LLC
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E3-U1897.2320
LONG CHARLES M TR +
JAMES T HUMPHREY
1625 HENDRY ST
FORT MYERS, FL 33901

33-46-25-E3-U1897.2320
LONG CHARLES M TR +
JAMES T HUMPHREY
1625 HENDRY ST
FORT MYERS, FL 33901

33-46-25-E3-29000.00CE
ESTERO TT RETAIL LLC
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E3-U1936.2290
ESTERO NORTH POINT LTD
4200 GULF SHORE BLVD N
NAPLES, FL 34103

33-46-25-E3-29000.0002
PLATINUM HOLDINGS 2012 LLC
6201 MATCHETT RD
BELLE ISLE, FL 32809

33-46-25-E4-2800A.00CE
ESTERO PROPERTY OWNERS
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E3-29000.0001
ESTERO TT RETAIL LLC
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E4-2800B.00CE
ESTERO PROPERTY OWNERS
4801 PGA BLVD
PALM BEACH GARDENS, FL 33418

33-46-25-E3-28003.0000
SEAPLAN LLC
11540 E US HIGHWAY 92
SEFFNER, FL 33584

33-46-25-E4-U1882.2308
RIVER RIDGE CDD
WRATHELL HUNT & ASSOCIATES LLC
2300 GLADES RD STE 410W
BOCA RATON, FL 33431

33-46-25-E3-28002.0000
SEAPLAN LLC
11540 E US HIGHWAY 92
SEFFNER, FL 33584

PARADISE SHOPPES OF ESTERO

A SUBDIVISION LYING IN
SECTION 33, TOWNSHIP 46 SOUTH, RANGE 25 EAST
LEE COUNTY, FLORIDA

INSTRUMENT NUMBER **201500016**

SHEET 1 OF 2

THIS INSTRUMENT PREPARED BY:
SCOTT A. WHEELER, P.A.M.
Barraco
Barraco Associates, Inc.
10000 W. US HWY 90, SUITE 100, ESTERO, FLORIDA 32922
TEL: 888-888-8888 FAX: 888-888-8888
WWW.BARRACO.COM

DESCRIPTION

Parcel In:
Section 33, Township 46 South, Range 25 East
Lee County, Florida

A tract or parcel of land in Section 33, Township 46 South, Range 25 East, Lee County, Florida being part of lands described in Official Record Book 2787, Page 1298, Lee County Florida, being more particularly described as follows:

From the southeast corner of the southwest quarter (SW 1/4) of Section 33, Township 46 South, Range 25 East, Lee County, Florida, run N01°25'18"W along the west line of said tract for 50.00 feet to an intersection with the north right-of-way line of Wilfredo Road (80 feet wide), said point being the POINT OF BEGINNING.

From said POINT OF BEGINNING continue along said east Section line N01°25'18"W for 750.21 feet to a point of curvature; thence run northwesterly along the arc of said curve to the right of radius 400.00 feet (chord bearing N10°58'03"E) (chord 194.20 feet), for 185.44 feet to a point of reverse curvature; thence run northwesterly along the arc of said curve to the left of radius 30.00 feet (chord bearing N21°33'03"W) (chord 48.01 feet) for 41.01 feet to a point of reverse curvature; thence run northwesterly along the arc of said curve to the left of radius 215.00 feet (chord bearing N43°02'07"W) (chord 40.01 feet) for 202.26 feet to a point of reverse curvature; thence run northwesterly along the arc of said curve to the left of radius 30.00 feet (chord bearing N11°43'37"E) (chord 42.07 feet) for 46.80 feet to a point of tangency; thence run S07°07'17"W for 203.82 feet to a point of curvature; thence run northwesterly along the arc of said curve to the right of radius 34.00 feet (chord bearing N48°27'24"W) (chord 42.37 feet), for 47.24 feet to a point of tangency; thence run N01°25'18"W for 672.18 feet to an intersection with the south right-of-way line of Palmetto Street (as recorded in Official Record Book 3523, Page 4479, Lee County Florida); thence run N88°23'27"E along said south right-of-way line for 674.09 feet to an intersection with the west right-of-way line of Tamiami Trail (State Road 43); thence run S04°22'37"W along said west right-of-way line for 1,683.03 feet to an intersection with the north right-of-way line of Wilfredo Road; thence run S88°20'42"W along said north right-of-way line for 289.36 feet to the POINT OF BEGINNING.

Containing 21.73 acres, more or less.
Bearings hereinabove mentioned are State Plane for the Florida West Zone (1983/99 adjustment) and are based on the south line of the southwest quarter (SW 1/4) of said Section 33 to bear N84°23'32"E.

NOTICE:
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DESCRIPTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL UNDER NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR LEGAL FORM OF THIS PLAT. THERE MAY BE ADDITIONAL RECTIFICATIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF LEE COUNTY.

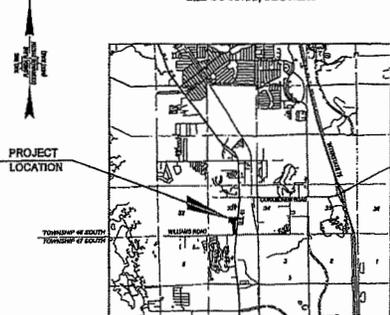
NOTICE:
LANDS DESCRIBED IN THIS PLAT MAY BE SUBDIVIDED BY THE DEVELOPER WITHOUT THE ROADS, DRAINAGE, WATER AND SEWER FACILITIES BEING ACCEPTED FOR MAINTENANCE BY LEE COUNTY. ANY PURCHASER OF A LOT IN THIS SUBDIVISION IS ADVISED TO DETERMINE WHETHER THE LOT MAY BE SUBJECT TO ASSESSMENT OR CALLED UPON TO BEAR A PORTION OR ALL OF THE EXPENSE OF CONSTRUCTION, MAINTENANCE OR IMPROVEMENT OF ROAD, DRAINAGE, WATER AND SEWER FACILITIES.

CERTIFICATE
I HEREBY CERTIFY THAT THE ATTACHED PLAT OF PARADISE SHOPPES OF ESTERO IS A TRUE AND CORRECT COPY OF THE ORIGINAL AS SUBMITTED TO ME BY THE DEVELOPER AND THAT I HAVE REVIEWED THE PLAT AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FLORIDA STATUTES AND THE RULES OF THE BOARD OF PROFESSIONAL ENGINEERS AND SURVEYORS OF THE STATE OF FLORIDA. I HAVE ALSO REVIEWED THE PLAT AND FOUND IT TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE FLORIDA STATUTES AND THE RULES OF THE BOARD OF PROFESSIONAL ENGINEERS AND SURVEYORS OF THE STATE OF FLORIDA.

SCOTT A. WHEELER, P.A.M.
PROFESSIONAL ENGINEER AND SURVEYOR
FLORIDA LICENSE NO. 18180

CLERK'S CERTIFICATION
I HEREBY CERTIFY THAT ALL REQUIREMENTS OF THESE STATUTES AND RULES HAVE BEEN COMPLIED WITH AND THAT THE PLAT IS IN ACCORDANCE WITH THE REQUIREMENTS OF THE FLORIDA STATUTES AND THE RULES OF THE BOARD OF PROFESSIONAL ENGINEERS AND SURVEYORS OF THE STATE OF FLORIDA.

SCOTT A. WHEELER, P.A.M.
CLERK OF COURT
LEE COUNTY, FLORIDA



DEDICATION

- FOR ALL AND IN FULL THESE PARTIES, THE UNDERSIGNED, A CORPORATION, PARTNERSHIP, INDIVIDUAL, OR AN ENTITY ORGANIZED AND EXISTING UNDER THE LAWS OF ANY OTHER JURISDICTION, DO HEREBY DEDICATE TO THE PUBLIC THE FOLLOWING:
- TO THE PUBLIC THE RIGHT OF WAY AND EASEMENTS FOR THE PURPOSES OF CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF THE ROADS, DRAINAGE, WATER AND SEWER FACILITIES DESCRIBED IN THIS PLAT.
 - TO THE PUBLIC THE RIGHT OF WAY AND EASEMENTS FOR THE PURPOSES OF CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF THE ROADS, DRAINAGE, WATER AND SEWER FACILITIES DESCRIBED IN THIS PLAT.
 - TO THE PUBLIC THE RIGHT OF WAY AND EASEMENTS FOR THE PURPOSES OF CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF THE ROADS, DRAINAGE, WATER AND SEWER FACILITIES DESCRIBED IN THIS PLAT.
 - TO THE PUBLIC THE RIGHT OF WAY AND EASEMENTS FOR THE PURPOSES OF CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF THE ROADS, DRAINAGE, WATER AND SEWER FACILITIES DESCRIBED IN THIS PLAT.

THE PUBLIC ENTITY DESCRIBED ABOVE HAS AGREED FOR THE CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF THE PUBLIC ROADS, DRAINAGE, WATER AND SEWER FACILITIES DESCRIBED IN THIS PLAT TO BE THE RESPONSIBILITY OF THE PUBLIC ENTITY DESCRIBED ABOVE. THE PUBLIC ENTITY DESCRIBED ABOVE HAS AGREED TO BE RESPONSIBLE FOR THE CONSTRUCTION, MAINTENANCE AND IMPROVEMENT OF THE PUBLIC ROADS, DRAINAGE, WATER AND SEWER FACILITIES DESCRIBED IN THIS PLAT.

IN WITNESS WHEREOF, THE PARTIES, THE UNDERSIGNED, PARTNERSHIP, INDIVIDUAL, OR AN ENTITY ORGANIZED AND EXISTING UNDER THE LAWS OF ANY OTHER JURISDICTION, HAVE SIGNED THESE PRESENTS TO BE RECORDED IN THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, THIS 28th DAY OF FEBRUARY, 2015.

DEVELOPER: *Paradise Shoppes of Estero, LLC*
FOR THE DEVELOPER: *Scott A. Wheeler*
WITNESSES: *Delia P. ...*
FOR THE WITNESSES: *Delia P. ...*

IN WITNESS WHEREOF, THE PARTIES, THE UNDERSIGNED, PARTNERSHIP, INDIVIDUAL, OR AN ENTITY ORGANIZED AND EXISTING UNDER THE LAWS OF ANY OTHER JURISDICTION, HAVE SIGNED THESE PRESENTS TO BE RECORDED IN THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, THIS 28th DAY OF FEBRUARY, 2015.

WITNESSES: *Delia P. ...*
FOR THE WITNESSES: *Delia P. ...*

IN WITNESS WHEREOF, THE PARTIES, THE UNDERSIGNED, PARTNERSHIP, INDIVIDUAL, OR AN ENTITY ORGANIZED AND EXISTING UNDER THE LAWS OF ANY OTHER JURISDICTION, HAVE SIGNED THESE PRESENTS TO BE RECORDED IN THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, THIS 28th DAY OF FEBRUARY, 2015.

WITNESSES: *Delia P. ...*
FOR THE WITNESSES: *Delia P. ...*

IN WITNESS WHEREOF, THE PARTIES, THE UNDERSIGNED, PARTNERSHIP, INDIVIDUAL, OR AN ENTITY ORGANIZED AND EXISTING UNDER THE LAWS OF ANY OTHER JURISDICTION, HAVE SIGNED THESE PRESENTS TO BE RECORDED IN THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, THIS 28th DAY OF FEBRUARY, 2015.

WITNESSES: *Delia P. ...*
FOR THE WITNESSES: *Delia P. ...*

IN WITNESS WHEREOF, THE PARTIES, THE UNDERSIGNED, PARTNERSHIP, INDIVIDUAL, OR AN ENTITY ORGANIZED AND EXISTING UNDER THE LAWS OF ANY OTHER JURISDICTION, HAVE SIGNED THESE PRESENTS TO BE RECORDED IN THE PUBLIC RECORDS OF LEE COUNTY, FLORIDA, THIS 28th DAY OF FEBRUARY, 2015.

WITNESSES: *Delia P. ...*
FOR THE WITNESSES: *Delia P. ...*

DCI 2015-00016

APPROVALS

DEVELOPER: *Paradise Shoppes of Estero, LLC*
FOR THE DEVELOPER: *Scott A. Wheeler*

WITNESSES: *Delia P. ...*
FOR THE WITNESSES: *Delia P. ...*

CLERK OF COURT: *Scott A. Wheeler*

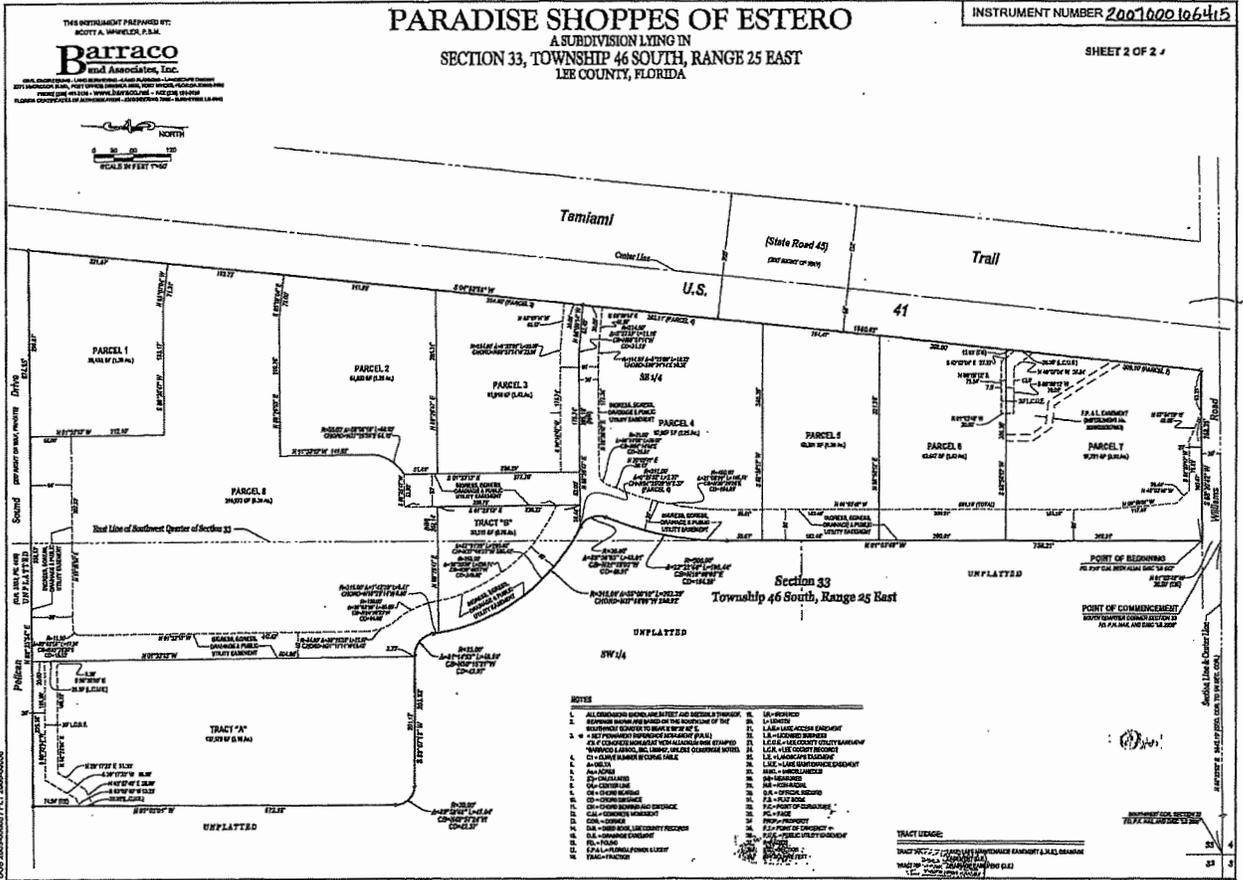
PROFESSIONAL ENGINEER AND SURVEYOR: *Scott A. Wheeler*

ADDITIONAL SIGNATURES: *Delia P. ...*

ACKNOWLEDGMENT: *Delia P. ...*

ACKNOWLEDGMENT: *Delia P. ...*

DATE: 2/28/2015



TRAFFIC IMPACT STATEMENT

FOR

ESTERO WAS CPD ZONING

(PROJECT NO. 1506.03)

PREPARED BY:

TR Transportation Consultants, Inc.
Certificate of Authorization # 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901
(239) 278-3090

DCI 2015-00016

June 9, 2015

CONTENTS

- I. INTRODUCTION
- II. EXISTING CONDITIONS
- III. PROPOSED DEVELOPMENT
- IV. TRIP GENERATION
- V. TRIP DISTRIBUTION
- VI. FUTURE TRAFFIC CONDITIONS
- VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS
- VIII. CONCLUSION

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Lee County Department of Community Development for projects seeking zoning approval. The subject site is located along the west side of U.S. 41 and south of Pelican Sound Drive in the Village of Estero, Florida. **Figure 1** illustrates the approximate location of the subject site.

The 1.36 acre site is currently zoned for commercial uses. The requested rezoning would permit the development of commercial retail uses up to 15,000 square feet. Access to the parcel would be provided internally to the Paradise Shoppes of Estero, which is constructed and borders the site to the south and west. Access to Paradise Shoppes is provided to Pelican Sound Drive, Williams Road and directly to U.S. 41.

The proposed commercial development is bordered by existing commercial uses within the Paradise Shoppes at Estero to the west and south. Pelican Sound Drive borders the site to the north and U.S. 41 borders the site to the east.

This report examines the impact of the development on the surrounding roadways and intersections. Trip generation and assignments to the various site access drives will be completed and analysis conducted to determine the impacts of the development on the surrounding streets and intersections.

PROJECT LOCATION MAP

ESTERO WAS CPD

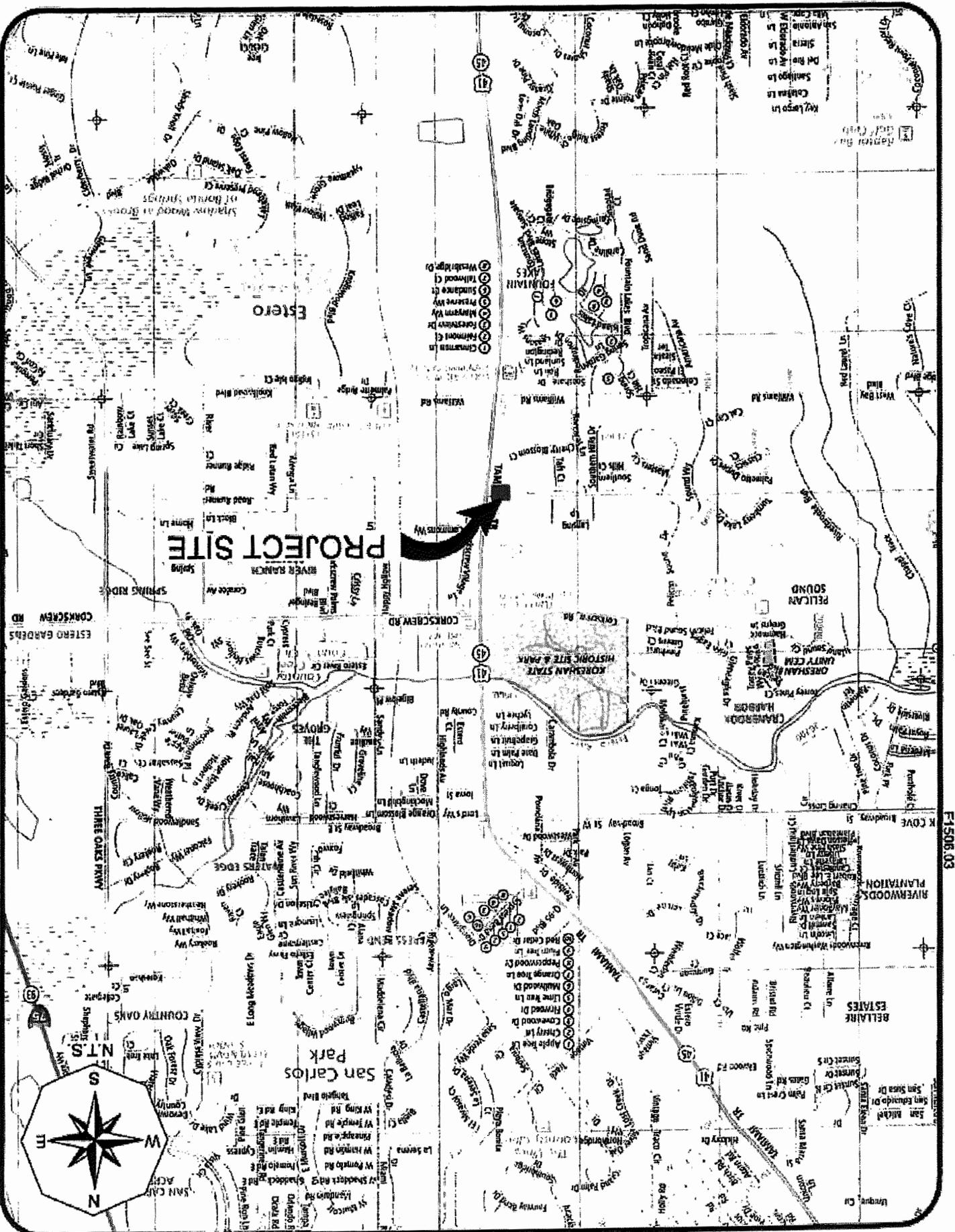


Figure 1

II. EXISTING CONDITIONS

The subject site is currently vacant. The parcel is referred to as Parcel B-1 in the Camargo MPD. A retail strip center exist to the west within the MPD and vacant parcels exist to the immediate south. Beyond the vacant parcels, the remainder of the commercial portion of the MDP is developed.

U.S. 41 is a north/south six-lane divided arterial roadway in the vicinity of the subject site. Access to U.S. 41 from the subject site will be provided via two existing connections to the MPD and via the connection at Pelican Sound Drive. U.S. 41 has a posted speed limit of 55 mph in the vicinity of the subject site and is under the jurisdiction of the Florida Department of Transportation. No additional access to U.S. 41 is being requested as part of this zoning request.

Pelican Sound Drive is a privately maintained local roadway that borders the site to the north. The intersection of Pelican Sound Drive and U.S. 41 currently is a full median opening that is unsignalized.

III. PROPOSED DEVELOPMENT

Upon approval of the rezoning, the subject site could be developed with up to 15,000 square feet of retail and office uses. **Table 1** summarizes the land uses utilized for trip generation purposes for the subject development.

Table 1
Land Uses
Estero WAS CPD

Land Use	Size
Shopping Center (LUC 820)	15,000 Square Feet

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled *Trip Generation*, 9th Edition. Land Use Code 820 (Shopping Center) was utilized for the proposed development. The equations for this land use is contained in the Appendix of this report for reference. **Table 2** outlines the anticipated weekday AM and PM peak hour trip generation for the Estero WAS CPD. The daily trip generation is also indicated in this table.

**Table 2
Trip Generation
Estero WAS CPD**

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Shopping Center (15,000 square feet)	30	19	49	81	87	168	1,979

The trips shown in Table 2 will not all be new trips to the adjacent roadway system. ITE estimates that a retail center of comparable size may attract as much as 10 to 90 percent of its traffic from vehicles already traveling the adjoining roadway system. This traffic, called "pass-by" traffic, reduces the development's overall impact on the surrounding roadway system but does not decrease the actual driveway volumes. Lee County permits a maximum reduction in trips due to "pass-by" traffic for shopping centers of thirty percent (30%). Therefore, thirty percent (30%) pass-by reduction was utilized for Land Use Code 820 (Shopping Center).

Table 3 summarizes the development traffic and the breakdown between the new trips the development is anticipated to generate and the "pass-by" trips the development is anticipated to attract. It should be noted that the driveway volumes are not reduced as a result of the "pass-by" reduction, only the traffic added to the surrounding streets and intersections.

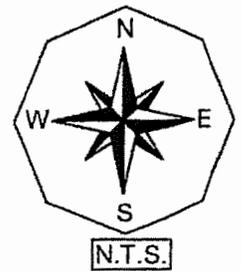
**Table 3
Trip Generation – New Trips
Estero WAS CPD**

Land Use	Weekday AM Peak Hour			Weekday PM Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	30	19	49	81	87	168	1,979
Less 30% Pass-by	-9	-6	-15	-24	-26	-50	-594
New, External Trips	21	13	34	57	61	118	1,385

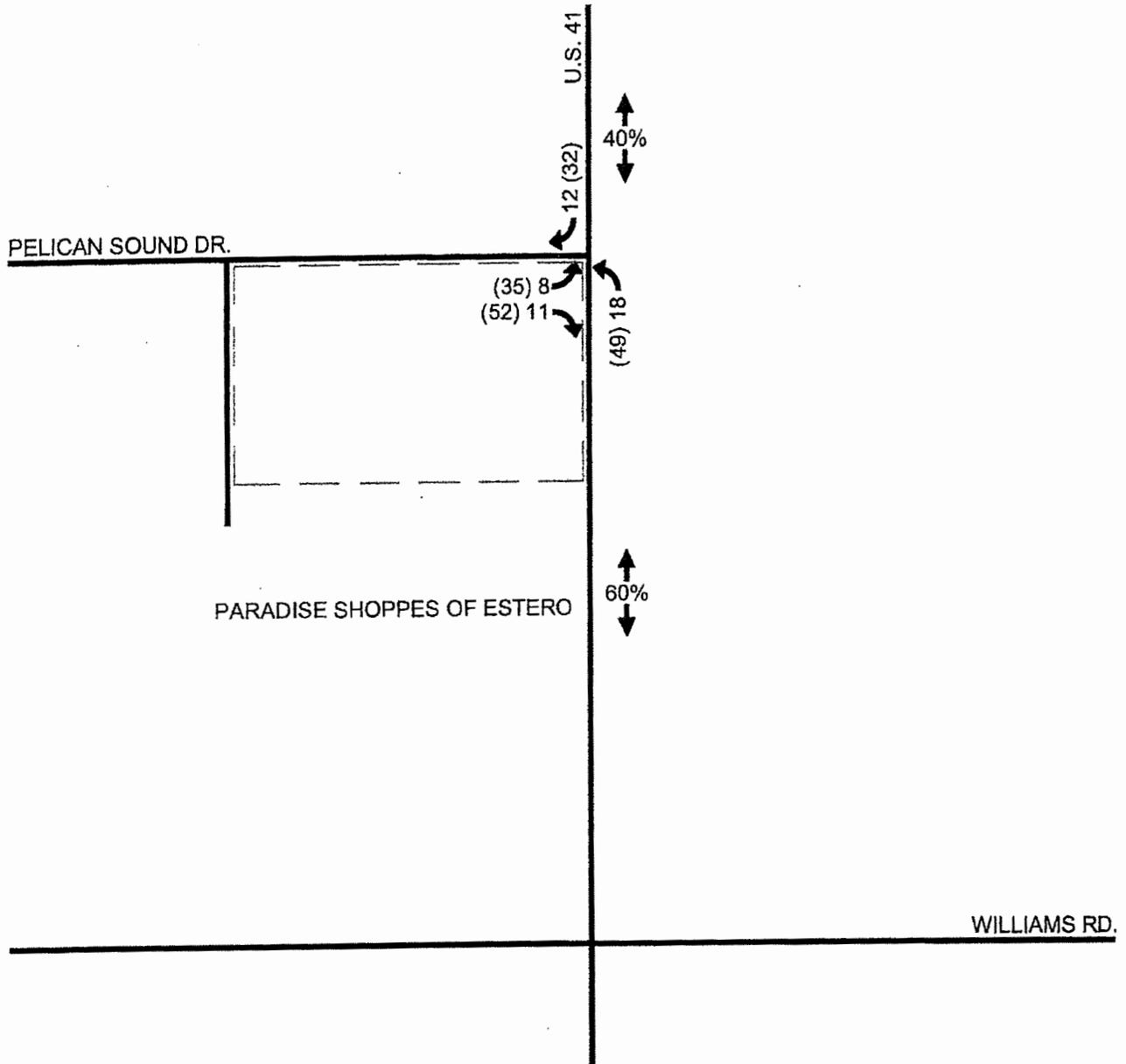
IV. TRIP DISTRIBUTION

The trips shown in Table 3 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/ complementary uses in the area, a distribution of the site traffic was formulated. **Figure 2** illustrates the resulting assignment of all the project related trips as well as the trip distribution assumed for this project.

In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines **Table 1A**, contained in the Appendix, was created. This table indicates which roadway links in the vicinity of the subject site will accommodate greater than 10% of the Peak Hour – Peak Direction Level of Service “C” volumes, as defined by the Lee County Generalized Level of Service Tables dated September, 2013 as provided by the Lee County Department of Transportation.



F1506.03



LEGEND

- ← 000 WEEKDAY AM PEAK HOUR PROJECT TRIPS
- ← (000) WEEKDAY PM PEAK HOUR PROJECT TRIPS
- ← 20% → PERCENT TRIP DISTRIBUTION

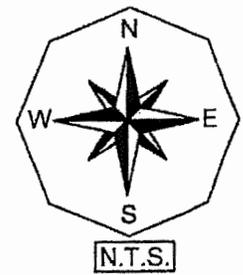
V. FUTURE TRAFFIC CONDITIONS

It was assumed that the project would be completed by the year 2017. Based on this projected build-out, the surrounding roadway network was analyzed under 2018 traffic conditions. A growth rate was applied to the existing traffic conditions for all roadway links and intersections that could be significantly impacted by this development. The growth rates were obtained through comparisons of annual traffic data from the 2014 FDOT Traffic Information Online for traffic data on U.S. 41. Based on the project distribution illustrated on Figure 2, the link data was analyzed for the existing conditions, year 2018 without the development and year 2018 with the development. **Table 2A** in the Appendix of the report indicates the methodology utilized to obtain the year 2018 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2014 Lee County Concurrency Management Report.

Figure 3 indicates the year 2018 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday PM peak hour with the development traffic added to the roadways. These figures are derived from Table 2A contained in the Appendix.

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

In comparing the links' functional classification and calculated 2018 traffic volumes to the Service Volume Tables, it was determined that all roadway links analyzed will continue to operate at an acceptable Level of Service in 2018 both with and without the proposed development. Therefore no roadway capacity improvements will be warranted as a result of the additional traffic to be generated by the proposed development.



U.S. 41

2,599 - "B"
(2,624 - "B")

PELICAN SOUND DR.

2,599 - "B"
(2,636 - "B")

PARADISE SHOPPES OF ESTERO

WILLIAMS RD.

LEGEND

XXX - "C" 2013 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

(XXX - "C") 2013 PEAK SEASON PEAK HOUR
PEAK DIRECTION BACKGROUND
TRAFFIC PLUS PM PROJECT TRAFFIC
AND LEVEL OF SERVICE DESIGNATION

F1506.03

The internal infrastructure and turn lanes on U.S. 41 have been previously constructed based on the entire site being developed as retail uses. Therefore, it is not anticipated that this zoning request will impact the existing turn lanes serving the development. The adequacy of the turn lanes will be addressed with each Development Order application submitted to the Village of Estero.

VIII. CONCLUSION

The proposed Estero WAS CPD development located on the west side of U.S. 41 in the Village of Estero, Florida will have a minimal impact upon the surrounding roadway system. The existing roadway network can accommodate the additional new vehicle trips the development is anticipated to generate.

APPENDIX

TABLES 1A & 2A

**TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
ESTERO WAS CPD**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 34 VPH IN= 21 OUT= 13
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 118 VPH IN= 57 OUT= 61

<u>ROADWAY</u>	<u>SEGMENT</u>	<u>ROADWAY CLASS</u>	<u>LOS A VOLUME</u>	<u>LOS B VOLUME</u>	<u>LOS C VOLUME</u>	<u>LOS D VOLUME</u>	<u>LOS E VOLUME</u>	<u>PROJECT</u>			
								<u>TRAFFIC DISTRIBUTION</u>	<u>NEW PROJ TRAFFIC AM PEAK</u>	<u>PM PEAK</u>	<u>PROJ/LOS C</u>
US 41	N. of Pelican Sound Blvd.	6LD	0	410	2,840	2,940	2,940	40%	8	24	0.86%
	S. of Pelican Sound Blvd.	6LD	0	410	2,840	2,940	2,940	60%	13	37	1.29%

* Lee County Link Specific Service Volumes

**TABLE 2A
 BUILD-OUT TRAFFIC VOLUMES AND 100TH HIGHEST HOUR LEVEL OF SERVICE ANALYSIS
 ESTERO WAS CPD**

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 34 VPH IN= 21 OUT= 13
 TOTAL PM PEAK HOUR PROJECT TRAFFIC = 118 VPH IN= 57 OUT= 61

ROADWAY	SEGMENT	STN#	BASE YR	2012 ADT	YRS OF GROWTH	ANNUAL RATE	2013	2018		PERCENT			2018		2018	
							PK HR	PK HR	PK SEASON	PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	BACKGROUND + AM PROJ TRAFFIC	BACKGROUND + PM PROJ TRAFFIC		
		SITE#	ADT	ADT	GROWTH	RATE	PEAK DIR. ¹	VOLUME	LOS	TRAFFIC	TRAFFIC	TRAFFIC	VOLUME	LOS	VOLUME	LOS
US 41	N. of Pelican Sound Blvd.	12089	39,000	40,500	9	1.00%	2,473	2,599	B	40.0%	8	24	2,808	B	2,624	B
	S. of Pelican Sound Blvd.	12089	39,000	40,500	9	1.00%	2,473	2,599	B	60.0%	13	37	2,612	B	2,636	B

¹The 2013 100th highest hour traffic volumes were obtained from the 2014 Lee County Concurrency Management Report.