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Downtowner Express Car Wash Deviation Request and Justification

Deviation #1:

Seeks relief from Administrative Code 11-4 Turn Lane Policy (V)(II) Design of Left and Right Turn Lanes. The calculations require a left turn lane at Three Oaks Parkway to be a minimum of 320 feet. Request to permit a left turn lane of 300 feet.

Justification:

Per staff's comment letter dated January 31, 2024 regarding Development Order, DOS2023-00043, the applicant is required to either comply with the extension of the left turn lane or request a deviation from Lee County Administrative Code 11-4 Turn Lane Policy.

Based on the Turn Lane Policy, the addition of the proposed development, Downtowner Express Car Wash, requires modifications to the design of existing turn lanes. The development is surrounded by three roads – Three Oaks Parkway, Oaks Town Center Lane, and Oaks Center Drive. Based on the Traffic Impact Statement dated February 2024, the Applicant is requesting a deviation to permit the existing left-turn lane length of 300 feet at Three Oaks Parkway to be sufficient.

The proposed development generates 9 AM peak hour trips and 82 PM peak hour trips using the gross floor area calculation (Table 1) and 9 AM peak hour trips and 78 PM peak hour trips using the number of tunnels calculation (Table 2). Based on the Turn Lane Analysis Section 3.4: Oaks Center Drive, turn lanes at Oaks Center Drive are not required.

In addition to the proposed development, other nearby commercial developments generate traffic on the same roadways. Based on the Turn Lane Analysis Section 3.5: Three Oaks Parkway at Oaks Center Drive, both left and right turn lanes are required. Based on the Turn Lane Analysis Section 3.6: Three Oaks Parkway at Oaks Town Center Lane, both left and right turn lanes are required. Based on the Turn Lane Analysis Section 3.7: Oaks Center Drive at Oaks Town Center Lane, a right turn lane is required.

In addition to the proposed development, other nearby businesses, including the Athenian Academy Charter School as well as the proposed 6,579 square foot fire station generate vehicle trips to the surrounding roadways. Based on Turn Lane Analysis Section 3.8: Three Oaks Parkway at Oaks Center Drive, a left turn lane is required. Based on Turn Lane Analysis Section 3.9: Three Oaks Parkway at Oaks Town Center Lane, a left turn lane is required.

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The Applicant is providing a full-access driveway connection at Oaks Center Drive. No other improvements are required or proposed. The required east-bound right-turn lane and east-bound left-turn/straight lane on Oaks Town Center Lane are currently provided.

The required north-bound right-turn lane and south-bound left-turn lane on Three Oaks Parkway is currently provided with 250' of stacking and an additional 50-foot taper. FDOT FDM Section 212 requires 240' deceleration distance (based on a design speed of 50 mph) plus $(96/30 \times 25)$ 80' of queue for a single left-turn in rural conditions. The existing left-turn lane length is inadequate by 20', but is inadequate even without the proposed project (by 11'). **The Applicant is requesting a deviation to permit the existing left-turn lane length of 300 feet to be sufficient with the addition of the proposed development.** The required two (2) west-bound egress lanes (one right-turn only and one left-turn/straight only) on Oaks Center Drive are also provided. Both west-bound egress lanes are approximately 150' long and are required to be 125' long per the Turn Lane Policy; therefore, they are adequate. No additional improvements are required or proposed.

All required improvements are existing at the intersection with Oaks Town Center Lane. The required north-bound right-turn lane on Three Oaks Parkway, the required south-bound left-turn lane on Three Oaks Parkway (475' of stacking with an additional 50' of taper is provided). FDOT FDM Section 212 requires 240' deceleration distance (based on a design speed of 50 mph) plus $(337/30 \times 25)$ 281' of queue. This turn lane length is adequate for the expansion of the charter school. The required west-bound egress lane (right-turn only) on Oaks Town Center Lane and the required two (2) east-bound ingress lanes on Oaks Town Center Lane are provided.

The Traffic Impact Statement dated February 2024 states that the proposed development will add twenty-four (24) vehicle trips to Three Oaks Parkway in the peak hour peak direction. The maximum service volume at LOS "E" of Three Oaks Parkway is 1,940 vehicles in the peak hour in the peak direction. The proposed development will not degrade the level of service of Three Oaks Parkway. The turn lane is existing and totals 300 feet. The optimal length with the proposed development is 320 feet. Allowing the existing turn lane to remain at the existing length does not create a new hazard or increase an existing hazard which is detrimental to the health, safety and welfare of the traveling public.

Since the site is zoned commercial planned development, the applicant must demonstrate that each deviation requested must enhance the achievement of the objectives of the planned development and protect the health, safety, and welfare of the general public. The applicant has demonstrated that the addition of the proposed development generates minimal traffic on the surrounding roadways and that the 300 foot left turn lane is sufficient. An additional 20 feet is negligible.