LEE COUNTY BOARD OF COUNTY COMMISSIONERS

ZONING
and
COMPREHENSIVE PLAN AMENDMENT HEARING
AGENDA

Wednesday, January 22, 2025
9:30AM

CPA2024-00005	Florida Gulf Coast Business Center
CPA2024-00008	Airport Master Plan Update
CPA2023-00012	Babcock Lee Comprehensive Plan Amendment (Text)

NOTICE OF PROPOSED AMENDMENT TO THE LEE COUNTY COMPREHENSIVE LAND USE PLAN

The Lee County Board of County Commissioners will hold a public hearing to consider proposed amendments to the Lee County Comprehensive Land Use Plan (Lee Plan) on Wednesday, the 22nd of January 2025. The hearing will commence at 9:30 a.m., or as soon thereafter as can be heard, in the Board Chambers, 2120 Main Street in Downtown Fort Myers.

(TRANSMITTAL HEARING)

At the hearing, the Board will consider the proposed amendments for transmittal to the Florida Department of Commerce:

CPA2024-00008 Airport Master Plan Update - Amend Lee Plan Policy 1.1.12 to update references to the Airport Master Plan as required by Florida Statute 163.3177(1)(b) and 163.3177(6)(b)4, and Policy 47.3.3 to update references to the Board of Port Commissioners. The subject property occupies approximately 6,431 acres of land and is located south of Daniels Parkway, east of Interstate 75 and Treeline Avenue and north of Alico Road;

CPA2024-00005 Florida Gulf Coast Business Center - Amend Lee Plan Policy 1.3.4 describing the Industrial Commercial Interchange Future Land Use Category to remove the requirement that light industrial uses comprise a minimum of 50% of the total floor area within areas added to this future land use category after January 1, 2007. The subject property is located on the east side of Three Oaks Parkway, approximately one-half mile north of Alico Road.

This transmittal hearing is the first step in a two-step public hearing process to amend the Lee Plan. A second hearing will follow the Department of Commerce's review of the application.

(ADOPTION HEARING)

The Board proposes to adopt an ordinance amending the Lee Plan as follows:

CPA2023-00012 Babcock Lee Text Amendment - Amend Lee Plan Policies 1.1.15, 29.9.1, and 29.9.2 relating to the New Community Future Land Use Category and Note 19 of Table 1(a), Summary of Residential Densities, to increase the residential density for the approximately 4,157-acre portion of Babcock Ranch in Lee County from 1 unit per 2.5 acres with a maximum of 1,630 units to 1 unit per 1.9 acres with a maximum of 2,078 units and reduce the nonresidential intensity from 600 hotel rooms to 250 hotel rooms. The subject site is generally located east of State Road 31 and north of North River Road.

Documentation for the Proposed Comprehensive Plan Amendments is available at https://www.leegov.com/dcd/planning/cpa or at the Department of Community Development located at 1500 Monroe Street, Fort Myers, Florida. This meeting is open to the public. Interested parties may appear at the meeting and be heard with respect to the Proposed Plan Amendments. A verbatim record of the proceeding will be necessary to appeal a decision made at this hearing.

It is the intent of the Board of County Commissioners that the provisions of the Comprehensive Plan Amendments may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

Lee County will not discriminate against individuals on the basis of race, color, national origin, sex, age, disability, religion, income or family status. To request language interpretation, document translation or an ADA-qualified reasonable modification at no charge to the requestor, contact Raphaela Morais-Peroba, (239) 533-8782, Florida Relay Service 711, at least five business days in advance. El Condado de Lee brindará servicios de traducción sin cargo a personas con el idioma limitado del inglés.

CPA2024-00005

Florida Gulf Coast Business Center

SUMMARY SHEET FOR
CPA2024-00005 – FLORIDA GULF COAST BUSINESS CENTER
TRANSMITTAL HEARING

REQUEST:
Amend Lee Plan Policy 1.3.4 to remove the requirement that a minimum of 50% of the total floor area consist of light industrial uses for properties added to the Industrial Commercial Interchange future land use category after January 1, 2007.

SUMMARY:
Lee Plan Policy 1.3.4 places development parameters on areas added to the Industrial Commercial Interchange future land use category after January 1, 2007. These parameters include a maximum of 20% retail commercial uses and a minimum of 50% light industrial uses for the total floor area.

These development parameters are only applicable to ±74.32 acres on the east side of Three Oaks Parkway, approximately one-half mile north of Alico Road. The applicant is proposing the amendment to accommodate additional non-retail commercial uses on these areas.

LPA PUBLIC HEARING:
The LPA discussed other properties within the Industrial Commercial Interchange future land use category, maximization of employment opportunities, and roadway impacts.

LPA PUBLIC INPUT:
One member of the public addressed the LPA in support of the proposed amendments.

LPA MOTIONS:
A motion was made to recommend that the Board of County Commissioners ***transmit*** CPA2024-00005. The motion passed 6 to 0.

RAYMOND BLACKSMITH	**AYE**
DUSTIN GARDNER	**AYE**
DAWN RUSSELL	**AYE**
JENNIFER SAPEN	**AYE**
DON SCHROTENBOER	**AYE**
STAN STOUDER	**AYE**
HENRY ZUBA	**ABSENT**

STAFF RECOMMENDATION: Staff recommends that the BoCC ***transmit*** the proposed amendments as provided in Attachment 1 of the staff report.

STAFF REPORT FOR CPA2024-00005:
FLORIDA GULF COAST BUSINESS CENTER

Privately Initiated Text Amendment to the Lee Plan

Recommendation:
Transmit

Applicant:
Alan C. Freeman

Representatives:
Al Quattrone
Quattrone & Associates, Inc.

Amended Element(s):
Future Land Use

Hearing Dates:
LPA: 12/09/24
BoCC #1: 01/22/25
BoCC #2: TBD

Attachment(s):
1: Text Amendment
2: Applicant Materials

REQUEST

Amend Lee Plan Policy 1.3.4 to remove the requirement that a minimum of 50% of the total floor area consist of light industrial uses for properties added to the Industrial Commercial Interchange future land use category after January 1, 2007.

SUMMARY

Lee Plan Policy 1.3.4 places development parameters on areas added to the Industrial Commercial Interchange future land use category after January 1, 2007. These parameters include a maximum of 20% retail commercial uses and a minimum of 50% light industrial uses for the total floor area.

These development parameters are only applicable to ±74.32 acres on the east side of Three Oaks Parkway, approximately one-half mile north of Alico Road. The applicant is proposing the amendment to accommodate additional non-retail commercial uses on these areas.

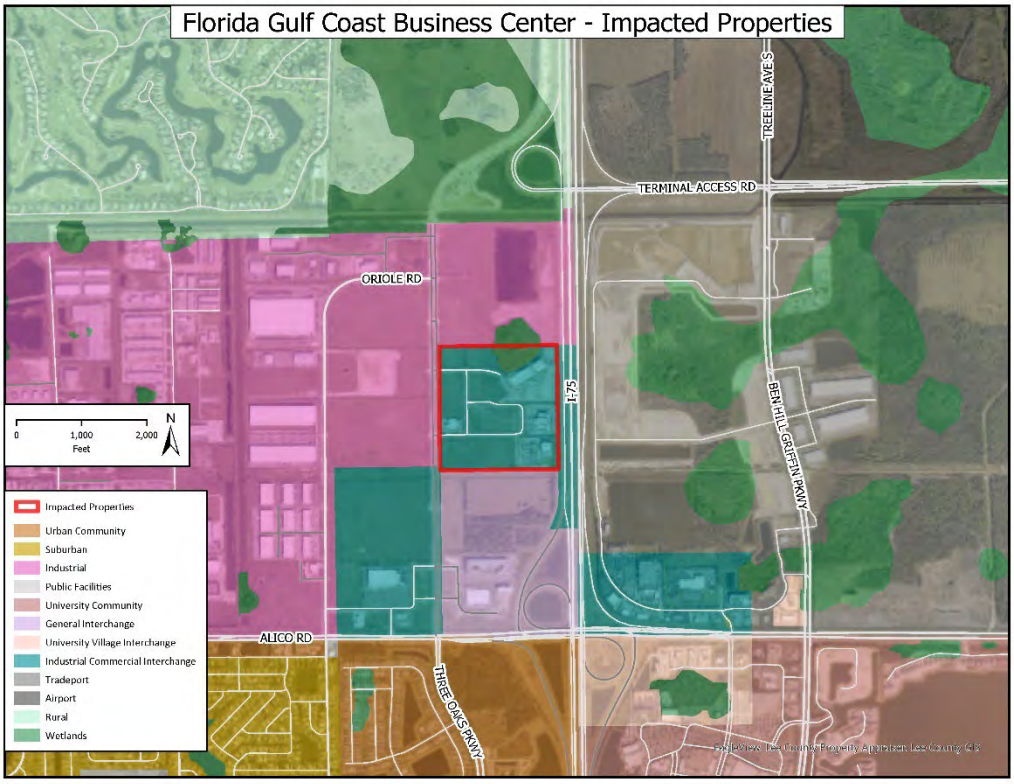

Figure 1: Impacted Properties

RECOMMENDATION

Staff recommends that the Board of County Commissioners (BoCC) ***transmit*** the proposed amendment as shown in Attachment 1.

PART 1
STAFF DISCUSSION AND ANALYSIS

BACKGROUND

The Industrial Commercial Interchange future land use category was created with the original future land use map of the Lee Plan, with the designation covering parcels on the north side of Alico Road, near the interchange of Alico and Interstate 75. At that time **Policy 1.3.4** of the Lee Plan was written as follows:

> **Policy 1.3.4:** The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses.[1]

Additional language was added to Policy 1.3.4 in 2007 when the County adopted Ordinance Number 07-10. Following the adoption of Ordinance 07-10, Policy 1.3.4 read:

> **POLICY 1.3.4**: The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area and light industrial uses will be a minimum of 50% of the total floor area

The "areas expanded beyond the existing Industrial Commercial Interchange boundaries" included ±82.86 acres north of the boundary of the Industrial Commercial Interchange future land use category at the time of the adoption of Ordinance 07-10.

Ordinance 07-10 was the adopting ordinance of CPA2005-00005. The applicant of CPA2005-00005 originally requested a map amendment to redesignate the upland portion of an ±82.86 acre parcel from the Industrial Development and Wetlands future land use categories to the Industrial Commercial Interchange and Wetlands future land use categories. The ±4.52 acres within the Wetland future land use category were not redesignated. Concerns by Lee County and by the Florida Department of Community Affairs led to the inclusion of development parameters within the text of Policy 1.3.4.

Lee County concerns about loss of land valuable for job creation led to the 20% cap on retail commercial uses. Lee County and State concerns about traffic concurrency led to the 50% minimum light industrial requirement. Lee County maintains that the cap on retail commercial uses is consistent with the Lee Plan's vision of providing quality jobs in appropriate locations; however, the Florida Statutes and the Lee Plan were amended making transportation concurrency non-regulatory, eliminating the need for the minimum light industrial use requirement designed to reduce the number of daily trips.

Impacted Properties

The proposed amendment impacts approximately ±74.32 acres of land in Lee County that were redesignated from Industrial Development to Industrial Commercial Interchange via Ordinance Number 07-10. All lands that are required to comply with the limitations are contained within a single Mixed-use Planned Development (MPD), approved by Resolution Z-12-019, with modifications made in 2018[2].

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[1] *The Lee Plan*. Adopted January 31, 1989. Prepared by the Division of Planning, Department of Growth Management and Capital Improvements for the Lee County Board of County Commissioners.

[2] Z-18-001 and ADD2018-00055

Existing uses within the MPD include out-patient surgery centers, logistics offices, and medical testing and treatment labs. The existing uses provide for quality and diverse employment opportunities within an area that has seen strong economic growth over the past decade.

Surrounding Properties
Parcels to the north and west of the impacted area are currently vacant and are within the Industrial Development and Wetlands future land use categories. Properties to the south are within the General Interchange future land use category and contain a mixture of residential, commercial, and hotel uses. East of the impacted area is Interstate 75. The proposed amendment will help to provide a transition of commercial uses between approved residential uses and future industrial uses.

LEE PLAN ANALYSIS
Lee Plan **Objective 1.3** discusses the Interstate Highway Interchange Areas, describing them as special areas adjacent to the interchanges of Interstate 75 with specific primary roles that differ depending on the interchange, as designated by specific future land use categories. The proposed amendment to **Policy 1.3.4** is shown below and in Attachment 1, in strikethrough and underline format.

> **POLICY 1.3.4**: The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area~~ and light industrial uses will be a minimum of 50% of the total floor area~~.

Policy 159.1.2 of the Lee Plan provides that Lee County will support policies and programs which attract high-growth and competitive businesses. The applicant is proposing to strike the requirement that 50% of the total floor area must contain light industrial uses. **The applicant is not proposing to remove the requirement that a maximum of 20% be allocated to retail uses.** This will allow the development of other non-retail commercial uses such as offices, research centers, and medical providers. Residential uses are prohibited within the Industrial Commercial Interchange future land use category and would remain prohibited with the proposed amendment. The proposed amendment will allow the continued development of high-growth and competitive businesses, consistent with Policy 159.1.2 and existing development.

The parcels impacted by the proposed amendment are partially within Airport Noise Zone B and Airport Noise Zone C, as depicted on Lee Plan Map 1-E. **Policy 1.6.1** prohibits residential units, places of worship, libraries, schools, hospitals, correctional institutions, or nursing homes within Airport Noize Zone B. The proposed amendment does not promote or grant allowances to residential uses or other uses prohibited within Airport Noise Zone B, consistent with Policy 1.6.1. Port Authority Staff have reviewed the proposed amendment and have no objections.

Allowing for further development of non-retail commercial uses is consistent with **Objective 158.2**, which seeks to ensure maximum employment opportunities within Lee County. The proposed amendment is also consistent with **Policy 160.3.1** by allowing uses to co-locate with similar desired uses in close proximity to Florida Gulf Coast University.

PUBLIC FACILITIES AND INFRASTRUCTURE

Lands within the Industrial Commercial Interchange future land use category have access to major arterial roadways and public services. Lee County Department of Transportation is in the process of connecting Three Oaks Parkway from Alico Road to Daniels Parkway. This planned connection will provide greater accessibility to the parcels impacted by the proposed amendment.

Analysis of the applicant's Traffic Impact Study by Lee County Department of Transportation indicates that the proposed amendment does not cause any roadway segments to fail in the short-term, but does cause a failure of the segment of Alico Road between US 41 and Oriole Road. The impacts related to the proposed amendment are due to an anticipated increase of 1% to the daily trip generation of the areas impacted by this amendment.

Transportation concurrency is non-regulatory per Florida Statutes Section 163.3180 and Lee Plan Policy 95.1.3, which provides "Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes."

Lee County Utilities water and sewer infrastructure currently exists on the impacted site. Notable future expansions of Lee County Utilities' capacity infrastructure include the future construction of the Southeast Advanced Water Treatment Facility, which is approximately five miles straight-line distance from the impacted site.

Site-specific impacts to public services and availability of service will be examined in any future development applications for construction on the impacted site.

PROCEDURAL REQUIREMENTS

The Lee Plan is Lee County's comprehensive plan, which provides the long-term vision for development in the county. Florida Statutes require comprehensive plans to include certain topics as elements. The Lee Plan divides these elements into chapters, which are further supported by goals, objectives, standards, and policies. Lee Plan Chapter XIII, entitled Administration, section "d" addresses Amendments to the Plan. The applicable paragraph is reproduced below.

> *This plan, including the Future Land Use Map, may be amended in accordance with Florida Statutes and administrative procedures adopted by the Board of County Commissioners in Lee County Administrative Code 13-6. In accordance with § 163.3177(1)(f), Fla. Stat., all amendments must be based upon relevant and appropriate data and analysis.*

Lee County Administrative Code 13-6 establishes procedures for amendments to the Lee Plan, including notice requirements and provisions for public participation during the amendment process. The subject application requests a privately initiated amendment to the Lee Plan, meaning it has been requested by an entity other than the County and follows the amendment process described in Florida Statutes section 163.3184.

CONCLUSIONS

Staff has reviewed the proposed amendment and provides following conclusions:

- The amendment to Lee Plan **Policy 1.3.4** is consistent with the intent of the original language of the policy from the 1989 Lee Plan.

- The amendment maintains the intent of Ordinance 07-10, which added the limitations, while accounting for the changes to Florida Statutes.
- The amendment is compatible with adjacent existing and planned developments and uses.
- The applicability of the amendment is limited to ±74.32 acres contained within a single planned development.
- The proposed amendment will have a positive impact on the economy and is consistent with the Lee Plan's Economic Element.
- Public services including Emergency Medical Service, Police, Fire protection, utilities, and solid waste collection currently serve the areas impacted by the proposed amendment. Additional impacts to public services and concurrency requirements will be evaluated during future required Development Order(s).

For the reasons discussed in this staff report, staff recommends that the Board of County Commissioners ***transmit*** the proposed amendment as shown in Attachment 1.

PART 2
LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: December 9, 2024

A. LOCAL PLANNING AGENCY REVIEW

The applicant's representatives provided a presentation addressing the requested amendments, the impacted area, surrounding uses, consistency with the Lee Plan, transportation impacts.

Following this, staff made a presentation addressing the requested amendments, consistency with the Lee Plan, compatibility with surrounding properties, and staff recommendation.

Members of the LPA discussed other properties within the Industrial Commercial Interchange future land use category, maximization of employment opportunities, and roadway impacts.

One member of the public addressed the LPA in favor of the proposed amendments, discussing the reasons for the requested amendment.

B. LOCAL PLANNING AGENCY RECOMMENDATION

A motion was made to recommend that the Board of County Commissioners (BoCC) ***transmit*** CPA2024-00005. The motion passed 6 to 0.

RAYMOND BLACKSMITH	**AYE**
DUSTIN GARDNER	**AYE**
DAWN RUSSELL	**AYE**
JENNIFER SAPEN	**AYE**
DON SCHROTENBOER	**AYE**
STAN STOUDER	**AYE**
HENRY ZUBA	**ABSENT**

C. STAFF RECOMMENDATION

Staff recommends that the BoCC ***transmit*** the proposed amendment as provided in Attachment 1.

PROPOSED TEXT AMENDMENTS

FUTURE LAND USE ELEMENT
a. Growth Management

POLICY 1.3.4: The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area ~~and light industrial uses will be a minimum of 50% of the total floor area~~.

CPA2024-00005

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Florida Gulf Coast Business Center

Project Description Amend Policy 1.3.4, The Industrial Commercial Interchange

State Review Process: ☐ State Coordinated Review ■ Expedited State Review ☐ Small-Scale Text*

***Must be directly related to the implementation of small-scale map amendment as required by Florida Statutes.**

APPLICANT – PLEASE NOTE:
A PRE-APPLICATION MEETING IS REQUIRED PRIOR TO THE SUBMITTAL OF THIS APPLICATION.

Submit 3 copies of the complete application and amendment support documentation, including maps, to the Lee County Department of Community Development.

Once staff has determined that the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

If you have any questions regarding this application, please contact the Planning Section at (239)533-8585.

RECEIVED
NOV 15 2024
COMMUNITY DEVELOPMENT

1. **Name of Applicant:** Alan C Freeman
   City, State, Zip: 28120 Hunters Ridge Blvd. Ste.5, Bonita Springs, FL 34135
   Phone Number: 239-267-8888 E-mail:

2. **Name of Contact:** Al Quattrone & Associates, Inc
   Address: 4301 Veronica Shoemaker Blvd
   City, State, Zip: Fort Myers, FL 33916
   Phone Number: 239-936-5222 E-mail: permits@qainc.net

3. **Property Information:** Provide an analysis of any property within Unincorporated Lee County that may be impacted by the proposed textamendment. This amendment would only apply to the subject property because the other properties located within the Industrial Commercial Interchange designated prior to January 1, 2007

4a. **Does the proposed change affect any of the following areas?**

If located in one of the following areas, provide an analysis of the change to the affected area.

- ☐ Public Acquisition [Map 1-D]
- ☐ Agricultural Overlay [Map 1-G]
- ☐ Airport Mitigation Lands [Map 1-D]
- ■ Airport Noise Zones [Map 1-E]
- ☐ Southeast Lee County Residential Overlay [Map 2-D]
- ☐ Mixed Use Overlay [Map 1-C]
- ☐ Community Planning Areas [Map 2-A]
- ☐ Urban Reserve [Map 1-D]
- ☐ Water-Dependent Overlay [Map 1-H]
- ☐ Private Recreational Facilities Overlay [Map 1-F]

4b. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

■ N/A	☐ Bayshore [Goal 18]	☐ Boca Grande [Goal 19]	☐ Buckingham [Goal 20]
☐ Caloosahatchee Shores [Goal 21]	☐ Olga [Goal 22]	☐ Captiva [Goal 23]	☐ Greater Pine Island [Goal 24]
☐ Lehigh Acres [Goal 25]	☐ North Captiva [Goal 26]	☐ NE Lee County [Goal 27]	☐ Alva [Goal 28]
☐ North Olga [Goal 29]	☐ North Fort Myers [Goal 30]	☐ Page Park [Goal 31]	☐ San Carlos Island [Goal 32]
☐ Southeast Lee County [Goal 33]	☐ Tice [Goal 34]		

Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario.

1. **Traffic Circulation Analysis**: Provide an analysis of the effect of the change on the Financially Feasible Transportation Plan/Map 3-A (20-year horizon) and on the Capital Improvements Element (5-year horizon).

2. **Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space
   e. Public Schools

Environmental Impacts

Provide an overall analysis of potential environmental impacts (positive and negative).

Historic Resources Impacts

Provide an overall analysis of potential historic impacts (positive and negative).

Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
4. List State Policy Plan goals and policies, and Strategic Regional Policy Plan goals, strategies, actions and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

Support all conclusions made in this justification with adequate data and analysis.

SUBMITTAL REQUIREMENTS

Clearly label all submittal documents with the exhibit name indicated below.

MINIMUM SUBMITTAL ITEMS

■	Completed application (Exhibit – T1)
■	Filing Fee (Exhibit – T2)
■	Pre-Application Meeting (Exhibit – T3)
■	Proposed text changes (in strike through and underline format) (Exhibit – T4)
■	Analysis of impacts from proposed changes (Exhibit – T5)
■	Lee Plan Analysis (Exhibit – T6)
■	Environmental Impacts Analysis (Exhibit – T7)
■	Historic Resources Impacts Analysis (Exhibit – T8)
■	State Policy Plan Analysis (Exhibit – T9)
■	Strategic Regional Policy Plan Analysis (Exhibit – T10)

Exhibit T-4
Proposed Text Change

GOAL 1: FUTURE LAND USE MAP. To maintain and enforce a Future Land Use Map showing the proposed distribution, location, and extent of future land uses by type, density, and intensity in order to protect natural and man-made resources, provide essential services in a cost-effective manner, and discourage urban sprawl. (Ord. No. 94-30)

OBJECTIVE 1.3: INTERSTATE HIGHWAY INTERCHANGE AREAS. Special areas adjacent to the interchanges of Interstate 75 that maximize critical access points will be designated on the Future Land Use Map. Development in these areas must minimize adverse traffic impacts and provide appropriate buffers, visual amenities, and safety measures. Each interchange area is designated for a specific primary role: General, General Commercial, Industrial Commercial, Industrial, and University Village. Residential uses are only permitted in these categories in accordance with Policy 1.3.2. (Ord. No. 94-30, 99-18, 00-22, 16-02, 17-13, 18-05)

POLICY 1.3.4: The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial uses. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area ~~and light industrial uses will be a minimum of 50% of the total floor area. (Ord. No. 07-10)~~

Quattrone & Associates, Inc.

Existing and Future Public Facilities Impacts Analysis
T-5

In accordance with **Policy 95.1.3** the following is a description of the impact that the proposed change will have on public services. This analysis is based on a comparison of the existing approved zoning intensity on the property with the proposed zoning intensity.

Potable Water and Sanitary Sewer

The site is located within the Lee County Utilities service area. We understand LCU has capacity to serve the project, Currently the subject parcel is located within the future water and sewer franchise areas depicted on the Lee Plan Maps 4-A and 4-B.

We anticipate that the text amendment will intensify the development potential of the property by increasing the permissible amount of commercial but overall will not result in an increase in total permissible square footage of development. Currently the FLUM is Industrial Commercial Interchange:

The maximum allowable development under current zoning (ADD2020-00139)

Residential Units/Density:	0.0 not permitted in Industrial Commercial Interchange.
Commercial Intensity:	405,000 SF Commercial Office. 20,000 SF Commercial Retail 200 Hotel Units
Industrial Intensity:	448,001 sf

The maximum proposed development:

Residential Units/Density:	0.0 no change.
Commercial Intensity:	570,000 SF Commercial Office. 20,000 SF Commercial Retail 200 Hotel Units
Industrial Intensity:	130,000 sf

Based on these calculations the total expected water and wastewater treatment volumes will be approximately 39,300 gpd with the proposed text amendment change.

The property falls into the Lee County Utilities potable water and sanitary sewer future service areas. LCU will have the capacity to service the project according to the 2023 concurrency report.

Quattrone & Associates, Inc.

Potable Water required capacity average is 250 gpd and the available capacity is 316 gpd. Sanitary Sewer required capacity is 200 gpd with an available capacity of 253 gpd per ERC

Surface Water/Drainage Basins

Drainage has been determined and established by the Florida Gulf Coast Business Center permit # 36-102317-P. The Basin on which the property is located is the Coastal Ecosystem Watershed of SFWMD in the Six Mile Slough drainage basin.

Parks, Recreation and Open Space

With no increase in population the proposed text amendment will not impact Community or Regional Parks needs.

Community Parks

Three Oaks Community Park is located ±2.0 miles south of the site. On-Site open space will be required as per the LDC. Recreational amenities may be incorporated into the site, as provided by employers or auxiliary commercial development in the form of health and exercise. Scotlynn Logistic Services that has provided basketball courts and walking paths that is located within this FLUM.

Public Schools

With no increase in population the proposed text amendment will not impact the school district. No additional classrooms will be required.

Adjacent Local Government and its Comprehensive Plan

The subject parcel is located within the unincorporated portion of Lee County

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Lee Plan Consistency
Exhibit T6

Lee Plan Consistency

The applicant is requesting to amend the text of the future land use category of "Industrial Commercial Interchange" to remove the restriction placed in 2007 requiring 50% industrial use to enable more clean consistent business uses such as office, medical, research, and laboratory uses next to the newly allowed adjacent multi-family residential. Policy 1.3.4 would be amended as follows:

> ***POLICY 1.3.4 The Industrial Commercial Interchange areas are designated to permit a mixture of light industrial and/or commercial uses. This category does not permit heavy industrial use. Within areas expanded beyond the existing Industrial Commercial Interchange boundaries (on January 1, 2007), retail commercial uses will be limited to 20% of the total floor area.*** ~~*and light industrial uses will be a minimum of 50% of the total floor area. (Ord. No. 07-10)*~~

This change in text is consistent with the following Lee Plan Policies, Goals, and Objectives:

> POLICY 1.6.1: The Airport Noise Zones (Map 1-E) cover areas subject to varying levels of airport-related noise. In conformance with Airport Noise Compatibility Planning outlined in Title 14 of the Code of Federal Regulations (CFR) Part 150, the Port Authority will update the aviation forecasts and associated noise contours for the Southwest Florida International Airport when warranted by operational changes and will initiate an amendment to the Airport Noise Zone Overlay to reflect the updates as applicable. In addition to meeting the requirements of the underlying Future Land Use Map categories, properties within the Airport Noise Zone Overlay must meet the following:
>
> Zone C and D allow existing and new construction and land uses as would otherwise be permitted by the LDC. These zones require formal notification as provided for in the LDC. (Ord. No. 00-22, 02-02, 03-02. 16-16)

The proposed location according to the Port Authority fall under Airport Noise C. The recorded plat has the required notice per Airport School Protection Zone outlined in Sec. 34.1104(B)(2)(a) states *"The developer, successor or assign acknowledges the property's proximity to Southwest Florida International Airport and the potential for noises created by and incidental to the operation of the airport as outlined in Land Development Code Section 34-1104. The developer, successor or assign acknowledges that a disclosure statement is required on plats, and in association documents for condominium, property owner and homeowner associations as outlined in Land Development Code Section 34-1104(b)."*

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

Quattrone & Associates, Inc.

This property is located in an urban infill area adjacent to I-75 and just north of Alico Road fronting Three Oaks Parkway. The area is part of a contiguous and compact growth pattern and contains all urban services including complete public utility services.

> ***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.*

This property is located in an Urban Area with adequate public facilities and is part of an infill location creating a compact and contiguous development. This is an existing and developing Business Park surrounded by an adequate road network and nearby housing in the area for the workers planned for these office, professional, and commercial uses. This Amendment will allow the restoration of some of the commercial uses lost when Vintage Commerce Center and Alico Crossroads were converted from Industrial Commercial to General Interchange with a reduction of approximately 40 acres of commercial uses converted to multi-family residential uses.

> ***POLICY 2.2.1:*** *Rezonings 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.*

This property is already zoned for existing and planned uses and is adjacent to an extensive roadway network, central sewer and water lines, and EMS, Fire and Police protection. This Amendment will also enhance the look and visual image of the buildings on the site from I-75 and Three Oaks Parkway due to the high visibility along this corridor. This Amendment will allow for a reduction of large footprint industrial and warehouse buildings on the site and replace them with attractive office, research, and medical buildings. This will produce an attractive commercial corridor in this location.

> ***OBJECTIVE 2.3: FUTURE LAND USE MAP AMENDMENTS.*** *Regularly examine the Future Land Use Map in light of new information and changed conditions and make necessary modifications.*

This Text Amendment is being requested due to new information and changed conditions as described in Objective 2.3 of the Lee Plan. Lee County has reclassified the adjacent properties to the south to the General Interchange Land Use category allowing multi-family housing adjacent to this property. Our request will continue employment-based business use on our property while reducing the amount of light industrial now required directly adjacent to this multi-family residential housing.

> *OBJECTIVE 2.5: HISTORIC RESOURCES. Historic resources will be identified and protected pursuant to the Historic Preservation Element and the County's Historic Preservation Ordinance. (Ord. No. 94-30, 00-22)*

After a thorough assessment, we have determined that there are no historical elements present on the site

GOAL 6: COMMERCIAL LAND USES. To permit orderly and well-planned commercial development at appropriate locations within the County. (Ord. No. 94-30)

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 current Future Land Use designation permits commercial development, and the proposed text amendment aims to enhance this allowance by enabling additional commercial development. This change is designed to remain consistent with existing and planned land uses in the area.

POLICY 6.1.5: Maintain land development regulations that require commercial development be designed to protect the traffic-carrying capacity of roads and streets. Methods to achieve this include but are not limited to: frontage roads; clustering of activities; limiting access; sharing access; setbacks from existing rights-of-way; acceleration, deceleration and right-turn-only lanes; and, signalization and intersection improvements. (Ord. No. 94-30, 00-22, 23-08)

The proposed text amendment is in an area where capacity exists on the adjacent roadway network. As shown in the attached Transportation Impact Statement, this proposed amendment will not cause any negative impacts to the County Long Range Transportation Plan. The proposed development results in an insignificant change in trips as compared to the existing zoning and land use approvals.

GOAL 7: INDUSTRIAL LAND USES. To promote opportunities for well-planned industrial development at suitable locations within the County.

POLICY 7.1.1: In addition to the standards required herein, the following factors apply to industrial rezoning and development order applications:

1. The development must comply with local, state, and federal air, water, and noise pollution standards.

2. When located next to residential areas, industry must not generate noise levels incompatible with the residential development.

3. Bulk storage or production of toxic, explosive, or hazardous materials will not be permitted near residential areas.

4. Contamination of ground or surface water will not be permitted.

5. Applications for industrial development will be reviewed and evaluated as to:

a. air emissions (rezoning and development orders);

b. impacts and effects on environmental and natural resources (rezoning and development orders);

c. effect on neighbors and surrounding land use (rezoning);

d. impacts on water quality and water needs (rezoning and development orders);

e. drainage system (development orders);

f. employment characteristics (rezoning);

g. fire and safety (rezoning and development orders);

h. noise and odor (rezoning and development orders);

i. buffering and screening4 (planned development rezoning and development orders);

j. impacts on transportation facilities and access points (rezoning and development orders);
k. access to rail, major thoroughfares, air, and, if applicable, water (rezoning and development orders);
l. utility needs (rezoning and development orders); and m. sewage collection and treatment (rezoning and development orders).

The property is ideally suited to complying with the above standards. The mixed-use potential proposed consisting of light industrial, commercial and office use should create a greater compatibility with the residential to the south and north.

GOAL 11: MIXED USE: *Encourage mixed use developments that integrate multiple land uses, public amenities and utilities at various scales and intensities in order to provide: diversified land development; a variety of housing types; greater connectivity between housing, workplaces, retail businesses, and other destinations; reduced trip lengths; more transportation options; and pedestrian and bicycle-friendly environments.*

This property is providing a high wage employment center to the surrounding residential communities and is part of a mixed-use development creating greater connectivity between housing, workplaces, and retail business with reduced trip lengths and various transportation options. Three Oaks Parkway connects this development to the south all the way to Radio Road in Collier County and will soon connect northward to Daniels Parkway in Lee County.

Retail businesses located at Alico Road and in Gulf Coast Town Center provide nearby restaurants and retail support for the workers at this location.

OBJECTIVE 11.1: MIXED USE DEVELOPMENT. *Allow and encourage mixed use development within certain future land use categories and at appropriate locations where sufficient infrastructure exists to support development.*

This Text Amendment encourages Mixed Use Development on this Industrial Commercial Interchange property while providing for a wider range of uses, including higher concentrations of office, medical, healthcare, research and development facilities, on property with high visibility from Three Oaks Parkway and from I-75. This employment center will provide a variety of job opportunities to the surrounding communities of San Carlos Park, Three Oaks as well as those living in the wider Lee County area of Corkscrew Road, Gateway and Lehigh. Lee County has planned future roadway extensions of Alico Road to the east and Three Oaks Parkway to the north to enhance the connectivity of this site to several residential hubs of the County (see the Exhibits attached). This location has sufficient existing infrastructure to support this development.

POLICY 36.1.4: Protect the through traffic capacity of the County's expressways, controlled access facilities, principal and minor arterials, and major collectors depicted on Map 3-B. (Ord. No. 17-13)

In both the approved and proposed trip generation analysis, the peak occurred in the weekday PM timeframe. The total PM peak hour increases from 1,288 to 1,339 trips which is a total of only 51 additional trips onto adjacent roadways. The PM peak hour only has a 3.9% increase from previously approved conditions which will not have any impact on

adjacent roadway networks or the Level of Service on any of the surrounding roadways. Please see the attached traffic impact analysis memorandum for additional information.

> *OBJECTIVE 39.6: BICYCLE/PEDESTRIAN NETWORK. When conducting all transportation planning and engineering studies, consider the convenience, safety and accessibility of bicyclists and pedestrians of all ages. (Ord. No. 98-09, 99-15, 17-13)*

Pedestrian network currently is well established providing safe and accessibility of bicyclists and pedestrians

> ***OBJECTIVE 53.1:*** *The county will ensure the provision of acceptable levels of potable water service throughout the future urban areas of the unincorporated county, either directly by Lee County Utilities, or indirectly through franchised utility companies.*

This property has acceptable levels of public water service provided by Lee County Utilities.

> ***OBJECTIVE 56.1:*** *The county will ensure the provision of acceptable levels of sanitary sewer service throughout the future urban areas of the unincorporated county.*

This property has acceptable levels of public sewer service provided by Lee County Utilities.

> ***GOAL 158:*** *Achieve and maintain a diversified and stable economy by providing a positive business climate that assures maximum employments. (Ord. No. 23-08)*
>
> ***POLICY 158.2.1:*** *Allocate adequate land on the Future Land Use Map and in Table 1(b) to meet the future commercial, industrial, agricultural, residential, and recreational needs of residents and visitors to the County.*

Having a balance of commercial, office, research, and supporting retail uses at this location will provide enhanced workplace and job opportunities while improving consistency with the recent Land Use changes to the south allowing residential uses in this area. This property provides for a visually pleasing transition from I-75 with Corporate Headquarters, laboratories, research, and medical offices between Three Oaks Parkway and I-75 while providing sufficient light industrial, manufacturing, distribution, and warehousing to the west along the Oriole Road corridor and to the west. This will add diversification to a typical industrial subdivision while providing a more appropriate use adjacent to the recently approved residential zoning. It will also help to provide for the existing and projected medical and healthcare needs for the residential communities in the area. The project will continue to meet appropriate commercial architectural standards, proper open space, and appropriate buffering requirements.

This location approximately midway between downtown Ft. Myers and downtown Naples and near the Southwest Florida International Airport and Florida Gulf Coast University is developing as a significant business and employment center in the region. This Text Amendment will continue the mixed-use business activity at this location while recognizing the changing character of the location in close proximity to recently added residential uses. It will focus on cleaner business uses with less industrial truck traffic while recognizing that providing additional employment opportunities in proximity to residential areas seeks to

integrate home and work life in order to promote the high quality of family life desired in Lee County while reducing traffic congestion and limiting sprawl.

5. Infrastructure and Services

The property is serviced by adequate public services including water and sewer service provided by Lee County Utilities. All utility lines are in place and accepted by Lee County. An Environmental Resource Permit has been issued by the South Florida Water Management District for the property as part of a Unified Drainage Plan and the surface water management system has been constructed, accepted, and is in service. The San Carlos Park Fire District has a new fire station located within one mile of the site and Fire and EMS services are provided by that Station. Police service is currently provided by Lee County Sheriff's Office. Sold Waste service is currently provided by Lee County Solid Waste. The request does not change the Land Use category which does not allow residential uses. Therefore, population accommodation of the Future Land Use Map (FLUM) is not affected. Similarly, since there is no increased impact to population, there is no impact to School population, Community or Regional Park use. Soils and Historic Resources have been previously evaluated when Zoning and Development Orders were issued for the property.

Roadway access is provided by Three Oaks Parkway extension north of Alico Road. Traffic circulation is provided from US 41, Metro Parkway extension, Alico Road, Oriole Road extension, Ben Hill Griffin Boulevard, I-75, and Three Oaks Parkway. Three Oaks Parkway is also currently being extended by Lee County northward toward Daniels Parkway to provide additional access and circulation in the future.

Conclusion

In conclusion, the Text Amendment to the Lee Plan is an appropriate change for this property. The property is currently zoned for the commercial, office, research, laboratory, medical, and light industrial uses contemplated by the Industrial Commercial Land Use category and these uses promote a diverse economy. While the Industrial Commercial Interchange category is in place on the north side of Alico Road on the east and west sides of I-75, this is the only property affected by this Text change as it is the only property added after 2007. The Text Amendment proposed will only enhance the development by removing the restriction on substantial industrial development to allow for more compatible and visually pleasing uses next to the Interstate and the multi-family properties approved to the south.

Development of the property has all requisite public urban services and will not have negative environmental or transportation impacts and will not negatively impact historic resources in Lee County. The proposed Text Amendment simply confirms the Lee Plan policy objective of providing additional high wage job opportunities to the residents of the area and of Lee County. The proposed amendment is consistent with and implements several policies in the Lee Plan. The Text Amendment does not increase density or intensity; does not underutilize public resources or infrastructure; does not reduce open space, buffering, landscaping, or preservation areas; and does not otherwise adversely impact the surrounding properties. For these reasons, the proposed amendment should be approved.

Quattrone &
Associates, Inc.

Quattrone & Associates, Inc.

Florida Gulf Coast Business Center

Environmental Analysis
Exhibit T-7

The 78.8± acre Florida Gulf Coast Business Center project consists of disturbed land. Located within a portion of Section 3, Township 46 South, Range 25 East, Lee County, Florida. The parcel is bordered to the west by Three Oaks Parkway, to the east by I-75, to the south by improved pasture, and to the north by improved pasture and preserved wetlands.

The text amendment to 1.3.4 "Industrial Commercial Interchange" will not have an effect on the environmental aspects of the site. In accordance with SFWMD and county requirements, and any listed species, if encountered will be addressed per local and state requirements.

Quattrone & Associates, Inc.

Florida Gulf Coast Business Center

Historical Resources Impact Analysis
Exhibit T8

Florida Master Site File

Per the Florida Master Site File, there are not any previously recorded cultural or historic resources located within 150 feet of the subject property.

Archaeological Sensitivity Map

According to the Archaeological Sensitivity are identified on the proposed site on the Lee County Archaeological Sensitivity Map dated June 28, 2019. See below.

Quattrone & Associates, Inc.

FLORIDA GULF COAST BUSINESS CENTER

State and Regional Policy Plan
Exhibit T9 + T10

STATE POLICY PLAN

EXHIBIT T9

There are no State Policy Plan goals or policies that are relevant to the proposed text amendment

REGIONAL POLICY PLAN

EXHIBIT T10

There are no Regional Policy Plan goals or policies that are relevant to the proposed text amendment.

Sharon Hrabak

From: Fowler, Christopher G. <Christopher.Fowler@dos.fl.gov>
Sent: Monday, July 29, 2024 4:01 PM
To: Sharon Hrabak
Subject: RE: FGCBC Historical Verification
Attachments: Map.pdf

EXTERNAL SENDER

Good afternoon,

FLORIDA DEPARTMENT OF STATE
DIVISION OF
Historical Resources

I searched in the area you indicated below for previously recorded cultural resources. There are no previously recorded resources in the area. Please see the attached map for reference. Please note that the area has never been surveyed for cultural resources. Let me know if you have any questions. Have a great day.

This record search is for informational purposes only and does NOT constitute a project review. This search only identifies resources recorded at the Florida Master Site File and does NOT provide project approval from the Division of Historical Resources. Contact the Compliance and Review Section of the Division of Historical Resources at 850-245-6333 for project review information.

Kind regards,

CHRIS FOWLER
Assistant Supervisor | Florida Master Site File | Bureau of Historic Preservation | Division of Historical Resources | Florida Department of State | 500 South Bronough Street | Tallahassee, Florida 32399 | 850.245.6327 | 1.800.847.7278 | Fax: 850.245.6439 | flheritage.com

From: Tobias, Jennifer L. <Jennifer.Tobias@dos.fl.gov>
Sent: Monday, July 29, 2024 3:26 PM
To: Fowler, Christopher G. <Christopher.Fowler@dos.fl.gov>
Subject: FW: FGCBC Historical Verification

Chris,

Can you please have someone send them a listing of any resources on this parcel?

Thanks!
Jennifer

From: Sharon Hrabak <Sharon@qainc.net>
Sent: Monday, July 29, 2024 9:11 AM
To: Tobias, Jennifer L. <Jennifer.Tobias@dos.fl.gov>
Subject: FGCBC Historical Verification

Good Morning Jennifer,

Currently our firm will be submitting Text Plan Amendment within Lee county. We will need to provide correspondence with the Bureau of Historic Preservation regarding the site. The properties are located off of the right way with the strap # 03-46-25-L1-060R5.00CE, 03-46-25-L1-060R4.00CE, 03-496-25-L1-060R4.002CE. Please see the aerial below.

If you have any questions, please feel free to reach out.

Sharon Hrabak
Quattrone & Associates, Inc
239-936-5222

TR TRANSPORTATION CONSULTANTS, INC

2726 OAK RIDGE COURT, SUITE 503
FORT MYERS, FL 33901-9356
OFFICE 239.278.3090
FAX 239.278.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

MEMORANDUM

TO: Mr. Alan Freeman

FROM: Ted B. Treesh
President

DATE: **REVISED September 3, 2024**

RE: Florida Gulf Coast Business Center
Lee County, Florida

TR Transportation Consultants, Inc. has completed a trip generation comparison based on the request to modify the land use intensities of the Florida Gulf Coast Mixed Use Planned Development, located on Three Oaks Parkway north of Alico Road in Lee County, Florida. The development parameters of this site are outlined in the approved Administrative Amendment 2020-00139 and include the development of up to 873,001 total square feet, which may include up to 448,001 square feet of industrial uses, 405,000 square feet of commercial office uses (of which a maximum of 180,000 square feet could be Medical Office), 20,000 square feet of commercial retail uses and a maximum of 200 hotel rooms.

The trip generation was completed based on the Institute of Transportation Engineer's (ITE) Report titled ***Trip Generation Report***, 11th Edition. Also consistent with the traffic study conducted as part of the original rezoning application, the trip generation was reduced based on internal capture of trips between the retail and commercial office uses as well as due to "pass-by" trips for the retail uses. **Tables 1 through 5** below illustrate the trip generation calculation of the project as currently approved based on the ITE Trip Generation report and trip reductions. The hotel use was not analyzed as part of the rezoning application TIS and is not considered in this analysis.

Table 1
Approved Land Uses
Florida Gulf Coast Business Center

Land Use	Size
Industrial Park (LUC 130)	448,001 square feet
Strip Retail Plaza (LUC 822)	20,000 square feet
General Office Building (LUC 710)	225,000 square feet
Medical Office Building (LUC 720)	180,000 square feet
TOTAL DEVELOPMENT	**873,001 square feet**

Table 2
Approved Trip Generation
Florida Gulf Coast Business Center

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Industrial Park (448,001 square feet)	123	29	152	34	118	152	2,048
Strip Retail Plaza (20,000 square feet)	27	18	45	64	63	127	1,074
General Office (225,000 square feet)	296	40	336	55	271	326	2,350
Medical Office (180,000 square feet)	323	86	409	219	510	729	7,627
Total Trips	**769**	**173**	**942**	**372**	**962**	**1,334**	**13,099**

ITE Trip Generation Report, 11th Edition

Table 3
Approved External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	769	173	942	372	962	1,334	13,099
Less 3.0%/1% Internal Capture	-14	-14	-28	-6	-6	-12	-393
Total External Trips	**755**	**159**	**914**	**366**	**956**	**1,322**	**12,706**

3% Internal Capture Reduction for AM Peak Hour/1% Internal Capture for PM Peak Hour
Internal Capture only between General Office/Medical Office and Retail Uses.

Table 4
"Pass-by" Trip Reduction Factors
Florida Gulf Coast Business Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 5
Approved Net New External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily
	In	Out	Total	In	Out	Total	(2-way)
Total External Trips	755	159	914	366	956	1,322	12,706
External Retail Trips (Less Internal Capture)	27	18	45	64	63	127	1,074
Less 30% Pass-by	-7	-7	-14	-17	-17	-34	-322
New, External Trips	**748**	**152**	**900**	**349**	**939**	**1,288**	**12,384**

PROPOSED MODIFICATION IN INTENSITIES

The Developer desires to modify the conditions of the Comprehensive Plan to remove the requirement that 50% of the floor area of the project has to be light industrial land uses within this land use category (Industrial Commercial Interchange). In conjunction with this text amendment, the property owner would request a change in the mix of uses to permit additional commercial General and Medical Office uses while decreasing the amount of Industrial floor area. **Tables 6 through 10** illustrate the trip generation of the revised intensities with the requested removal of the limit of industrial uses on the site.

Table 6
Proposed Land Uses
Florida Gulf Coast Business Center

Land Use	Size
Industrial Park (LUC 130)	130,000 square feet
Shopping Center (LUC 820)	20,000 square feet
General Office Building (LUC 710)	400,000 square feet
Medical Office Building (LUC 720)	170,000 square feet
TOTAL DEVELOPMENT	**720,000 square feet**

Table 7
Proposed Trip Generation
Florida Gulf Coast Business Center

Land Use	A.M. Peak Hour			P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Industrial Park (130,000 square feet)	36	8	44	10	34	44	1,076
Strip Retail Plaza (20,000 square feet)	27	18	45	64	63	127	1,074
General Office (400,000 square feet)	485	67	552	89	436	525	3,876
Medical Office (170,000 square feet)	307	81	388	207	482	689	7,197
Total Trips	**855**	**174**	**1,029**	**370**	**1,015**	**1,385**	**13,223**

ITE Trip Generation Report, 11th Edition

Table 8
Proposed External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total Trips	855	174	1,029	370	1,015	1,385	13,223
Less 3% AM/1% PM Internal Capture	-14	-14	-28	-6	-6	-12	-397
Total External Trips	**841**	**160**	**1,001**	**364**	**1,009**	**1,373**	**12,826**

2% Internal Capture Reduction for AM Peak Hour/1% Internal Capture for PM Peak Hour
Internal Capture only between General Office/Medical Office and Retail Uses.

Table 9
"Pass-by" Trip Reduction Factors
Florida Gulf Coast Business Center

Land Use	Percentage Trip Reduction
Shopping Center (LUC 820)	30%

Table 10
Proposed Net New External Trip Generation
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips	841	160	1,001	364	1,009	1,373	12,826
External Retail Trips (Less 3.0% Internal Capture)	27	18	45	64	63	127	1,074
Less 30% Pass-by	-7	-7	-14	-17	-17	-34	-322
New, External Trips	**834**	**153**	**987**	**347**	**992**	**1,339**	**12,504**

Table 11 then compares the trip generation from the approved uses and intensities to the proposed uses and intensities.

Table 11
Trip Generation Increase (Decrease)
Florida Gulf Coast Business Center

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Total External Trips As Proposed (873,001 square feet)	834	153	987	347	992	1,339	12,504
Total External Trips As Approved (873,001 square feet)	-748	-152	-900	-349	-939	-1,288	-12,384
Trip Change	**86**	**1**	**87**	**-2**	**53**	**51**	**120**

Note: A positive number in the Trip Change row indicates an INCREASE in trips and a negative number indicates a DECREASE in Trips

As can be seen from Table 11, the Weekday A.M. Peak Hour Trip generation is within twenty (87) trips. The Weekday P.M. Peak Hour is the highest peak hour when compared to the A.M. Peak Hour, so even though the Weekday A.M. Peak Hours shows a slightly larger increase in trips, the Weekday P.M. Peak Hour is the hour in which the Level of Service is evaluated and is also the highest hour of travel on the adjacent roadway links and intersections. The weekday P.M. peak hour only shows an increase of 51 total trips, or an increase of approximately of 3.9% from the currently approved trip generation of the project. This small net increase will have no impact on the adjacent roadway network or the Level of Service on any of the surrounding roadways.

It should also be noted that TR Transportation Consultants conducted traffic counts at the two site access drives of the existing Surgery Center within the Florida Gulf Coast Business Center. The traffic counts were conducted over a period of three consecutive weekdays (Tuesday, Wednesday and Thursday), in order to determine if this site generates traffic similar to a Medical Office use.

A summary of the trip generation counts is attached to this memo that illustrates that the Surgery Center does NOT generate trips consistent with a Medical Office use. The Average Trip Rate for a Medical Office building during the P.M. peak hour is 3.93 trips per 1,000 square feet of building floor area. The surveyed trip rate of the Surgery Center is approximately 1.49 trips/1,000 square feet based on the HIGHEST day surveyed and only 1.15 trips/1,000 square feet based on the three-day average during the survey period. Therefore, the Surgery Center should NOT be counted against Medical Office floor area in the project since this use does not generate traffic consistent with a Medical office use as evident by the traffic surveys.

LEVEL OF SERVICE ANALYSIS

A Level of Service analysis was conducted on the surrounding roadway segments at the request of County staff to determine the impacts of the requested amendment on the adjacent roadway network. A horizon year analysis of 2030 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. For Alico Road, the existing and historical traffic data was obtained from the 2023 Lee County Traffic Count Report. For Oriole Road, the existing and historical traffic data was obtained from the FDOT's Florida Traffic Online webpage.

Based on the estimated project trip distribution, the link data was analyzed for the year 2030 without the development and year 2030 with the development. The only trips added to the roadway network in 2030 were the net new trips that the PROPOSED development would add as illustrated in Table 11.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2030 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The base year traffic volumes were obtained from the 2023 ***Lee County Public Facilities Level of Service and Concurrency Report***. The future year traffic volumes for Three Oaks Parkway, north of Alico Road, was formulated based on the attached Florida Standard Urban Transportation Model Structure (FSUTMS) model provided by Lee County consistent with historical approved traffic studies in the area. The future background traffic volume on Oriole Road, north of Alico Road, was estimated based on the approved surrounding zonings as agreed upon with staff consistent from the historical approved traffic studies in the area.

Table 2A indicates the year 2030 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Table 2A 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 A.M. and P.M. peak hours with the development traffic added to the roadways.

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in **Table 1A**. In comparing the links' functional classification and calculated 2030 traffic volumes to the Service Volume Tables, it was determined that the proposed amendment will not cause any roadways to operate below the minimum acceptable Level of Service in 2030. Alico Road east of Three Oaks Parkway is shown to operate below the recommended minimum Link Level of Service threshold in 2030 prior to any project trips being added to this roadway segment. This is a pre-existing roadway deficiency not caused by this project. Further roadway Level of Service and turn lane analysis will be conducted again at the time the project seeks a local Development Order approval, which is when more specific project uses/intensities will be known. At this time, the analysis was completed based on the worst-case scenario based on the zoning intensities.

Attachments

ITE Trip Generation Report data from 11th Edition
Traffic Count Summary from Existing Surgery Center
2023 Lee County Public Facilities Level of Service and Concurrency Report
Table 1A & 2A – Roadway Level of Service Analysis

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. 10% LOS C LINK VOLUMES
FLORIDA GULF COAST BUSINESS CENTER

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 987 VPH IN= 834 OUT= 153

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 1,339 VPH IN= 347 OUT= 992

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Alico Rd.	W. of Oriole Rd.	6LD	0	400	2,840	2,940	2,940	20%	198	7.0%
	W. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	20%	198	7.0%
	E. of Three Oaks Pkwy.	6LD	0	400	2,840	2,940	2,940	30%	298	10.5%
Three Oaks Pkwy.	N. of Oriole Rd.	4LD	0	270	1,970	2,100	2,100	35%	347	17.6%
	N. of Alico Rd.	4LD	0	270	1,970	2,100	2,100	65%	645	32.7%
	S. of Alico Rd.	4LD	0	250	1,840	1,960	1,960	20%	198	10.8%
Oriole Rd.	N. of Alico Rd.	2LU	0	0	310	660	740	5%	50	16.0%
	S. of Alico Rd.	2LU	0	0	310	660	740	5%	50	16.0%

* Level of Service thresholds were obtained from the Lee County Generalized Level of Service Volumes on Arterials.

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
FLORIDA GULF COAST BUSINESS CENTER

TOTAL PROJECT TRAFFIC AM =	987	VPH	IN =	834	OUT= 153
TOTAL PROJECT TRAFFIC PM =	1,339	VPH	IN=	347	OUT= 992

ROADWAY	SEGMENT	PCS#	BASE YR ADT	LATEST ADT	YRS OF GROWTH	ANNUAL RATE	2022 PK HR PK SEASON PEAK DIR.[1]	2030 PK HR PK SEASON PEAK DIRECTION VOLUME[2]	LOS	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2030 BCKGRND + AM PROJ VOLUME	LOS	2030 BCKGRND + PM PROJ VOLUME	LOS
Alico Rd.	W. of Oriole Rd	10	43,896	49,500	7	2.00%	1,166	1,366	C	20%	167	198	1,533	C	1,565	C
	W. of Three Oaks Pkwy.	10	43,896	49,500	7	2.00%	1,166	1,366	C	20%	167	198	1,533	C	1,565	C
	E. of Three Oaks Pkwy.	10	43,896	49,500	7	2.00%	2,618	3,067	F	30%	250	298	3,318	F	3,365	F
Three Oaks Pkwy.	N. of Oriole Rd.	N/A	N/A	N/A	N/A	N/A	N/A	469	C	35%	292	347	761	C	816	C
	S. of Oriole Rd.	N/A	N/A	N/A	N/A	N/A	N/A	469	C	65%	542	645	1,011	C	1,114	C
Oriole Rd.	N. of Alico Rd.	N/A	N/A	N/A	N/A	N/A	N/A	668	E	5%	42	50	710	E	718	E
	S. of Alico Rd.	120181	3,100	2,700	7	2.00%	130	152	C	5%	42	50	194	C	202	C

1 Current peak hour peak season peak direction traffic volumes for all roadways were obtained from the 2023 Lee County Public Facilities Level of Service and Concurrency Report.

2 Future 2030 bkacground peak hour peak season peak direction traffic volume for Oriole Rd north of Alico Rd was formulated based on surrounding zonings as discussed with County Staff.

Note For Three Oaks Pkwy north of Alico Road, the future peak hour peak season peak direction volume was obtained from the FSUTMS provided by the County.

* AGR for Alico Road was calculated based the historical traffic data obtained from 2023 Florida DOT Traffic Information Online Resouce

* AGR for Oriole Road was calculated based the historical traffic data obtained from Florida Traffic Online webpage.

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
00100	A & W BULB RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	365	0.42	C	384	0.45	
00200	ALABAMA RD	SR 82	MILWAUKEE BLVD	2LN	E	990	C	262	0.26	C	275	0.28	
00300	ALABAMA RD	MILWAUKEE BLVD	HOMESTEAD RD	2LN	E	990	D	515	0.52	D	542	0.55	
00400	ALEXANDER BELL BLVD	SR 82	MILWAUKEE BLVD	2LN	E	990	D	555	0.56	D	583	0.59	
00500	ALEXANDER BELL BLVD	MILWAUKEE BLVD	LEELAND HEIGHTS	2LN	E	990	D	555	0.56	D	649	0.66	pre-development order res development
00590	ALICO RD	US 41	DUSTY RD	4LD	E	1,980	B	1,166	0.59	B	1,225	0.62	
00600	ALICO RD	DUSTY RD	LEE RD	6LD	E	2,960	B	1,166	0.39	B	1,261	0.43	
00700	ALICO RD	LEE RD	THREE OAKS PKWY	6LD	E	2,960	B	1,166	0.39	B	1,533	0.52	Three Oaks Distribution Center
00800	ALICO RD	THREE OAKS PKWY	I-75	6LD	E	2,960	B	2,618	0.88	B	2,752	0.93	[4]
00900	ALICO RD	I-75	BEN HILL GRIFFIN BLVD	6LD	E	2,960	B	1,448	0.49	B	1,533	0.52	[4]
01000	ALICO RD	BEN HILL GRIFFIN BLVD	GREEN MEADOW DR	2LN/4LN	E	1,100	C	406	0.37	D	660	0.60	[4][5]; unincorporated Lee Co; Ctr Pl/Prm Aprt Pk
01050	ALICO RD	GREEN MEADOW DR	CORKSCREW RD	2LN	E	1,100	B	256	0.23	B	269	0.24	[4]
01200	BABCOCK RD	US 41	ROCKEFELLER CIR	2LN	E	860	C	60	0.07	C	65	0.08	
01400	BARRETT RD	PONDELLA RD	PINE ISLAND RD (US 78)	2LN	E	860	C	152	0.18	C	160	0.19	
01500	BASS RD	SUMMERLIN RD	GLADIOLUS DR	4LN	E	1,790	C	712	0.40	C	766	0.43	
01600	BAYSHORE RD (SR 78)	BUS 41	NEW POST RD/HART RD	4LD	D	1,942	D	1,920	0.99	E	2,018	1.04	
01700	BAYSHORE RD (SR 78)	HART RD	SLATER RD	4LD	D	1,942	F	1,944	1.00	F	2,043	1.05	
01800	BAYSHORE RD (SR 78)	SLATER RD	I-75	4LD	D	2,910	B	1,215	0.42	B	1,294	0.44	
01900	BAYSHORE RD (SR 78)	I-75	NALLE RD	2LN	D	1,166	C	776	0.67	C	816	0.70	
02000	BAYSHORE RD (SR 78)	NALLE RD	SR 31	2LN	D	1,166	C	776	0.67	C	816	0.70	
02100	BEN HILL GRIFFIN PKWY	CORKSCREW RD	FGCU ENTRANCE	4LD	E	2,000	E	1,524	0.76	E	1,615	0.81	
02200	BEN HILL GRIFFIN PKWY	FGCU BOULEVARD S	COLLEGE CLUB DR	4LD	E	2,000	E	1,524	0.76	E	1,602	0.80	
02250	BEN HILL GRIFFIN PKWY	COLLEGE CLUB DR	ALICO RD	6LD	E	3,000	A	1,136	0.38	A	1,221	0.41	
26950	BEN HILL GRIFFIN PKWY	ALICO RD	TERMINAL ACCESS RD	4LD	E	1,980	A	1,136	0.57	A	1,195	0.60	unincorporated Lee County
02300	BETH STACEY BLVD	23RD ST	HOMESTEAD RD	2LN	E	860	C	336	0.39	C	529	0.62	Classic Hills (Copperhead) Golf Community
02400	BONITA BEACH RD	HICKORY BLVD	VANDERBILT DR	4LD	E	1,900	E	803	0.42	E	844	0.44	[4]; constrained in city plan
02500	BONITA BEACH RD	VANDERBILT DR	US 41	4LD	E	1,900	E	1,417	0.75	E	1,489	0.78	constrained in city plan
02600	BONITA BEACH RD	US 41	OLD 41	4LD	E	1,860	E	1,456	0.78	E	1,530	0.82	constrained; old count projection (2010)
02700	BONITA BEACH RD	OLD 41	IMPERIAL ST	6LD	E	2,800	E	1,921	0.69	E	2,019	0.72	constrained in city plan
02800	BONITA BEACH RD	IMPERIAL ST	W OF I-75	6LD	E	2,800	E	2,139	0.76	E	2,248	0.80	constrained in city plan
02900	BONITA BEACH RD	E OF I-75	BONITA GRAND DR	4LD	E	2,020	A	655	0.32	A	688	0.34	constrained in city plan
02950	BONITA BEACH RD	BONITA GRANDE DR	Logan Boulevard	4LD	E	2,020	A	655	0.32	A	688	0.34	constrained in city plan
03100	BONITA GRANDE DR	BONITA BEACH RD	E TERRY ST	2LN	E	860	D	695	0.81	D	730	0.85	
03200	BOYSCOUT RD	SUMMERLIN RD	US 41	6LN	E	2,520	E	1,798	0.71	E	1,890	0.75	
03300	BRANTLEY RD	SUMMERLIN RD	US 41	2LN	E	860	C	271	0.32	C	285	0.33	
03400	BRIARCLIFF RD	US 41	TRIPLE CROWN CT	2LN	E	860	C	158	0.18	C	166	0.19	
03500	BROADWAY RD (ALVA)	SR 80	North RIVER RD	2LN	E	860	C	262	0.30	C	275	0.32	
03700	BUCKINGHAM RD	SR 82	GUNNERY RD	2LN	E	990	D	487	0.49	D	511	0.52	
03730	BUCKINGHAM RD	GUNNERY RD	ORANGE RIVER BLVD	2LN	E	990	C	358	0.36	C	392	0.40	
03800	BUCKINGHAM RD	ORANGE RIVER BLVD	SR 80	2LN	E	990	E	678	0.68	E	877	0.89	Portico RPD
03900	BURNT STORE RD	SR 78	VAN BUREN PKWY	4LD	E	2,950	A	851	0.29	B	894	0.30	City of Cape Coral
04000	BURNT STORE RD	VAN BUREN PKWY	COUNTY LINE	2LN	E	1,140	C	571	0.50	C	600	0.53	partially located in City of Cape Coral
04200	BUS 41 (N TAMIAMI TR, SR 739)	CITY LIMITS (N END EDISON BRG)	PONDELLA RD	6LD	D	2,810	C	2,158	0.77	D	2,268	0.81	
04300	BUS 41 (N TAMIAMI TR, SR 739)	PONDELLA RD	SR 78	6LD	D	2,694	C	1,494	0.55	C	1,570	0.58	
04400	BUS 41 (N TAMIAMI TR, SR 739)	SR 78	LITTLETON RD	4LD	D	1,900	C	1,186	0.62	C	1,246	0.66	
04500	BUS 41 (N TAMIAMI TR, SR 739)	LITTLETON RD	US 41	4LD	D	1,900	C	617	0.32	C	648	0.34	
04600	CAPE CORAL BRIDGE	DEL PRADO BLVD	McGREGOR BLVD	4LB	E	4,000	D	3,097	0.77	D	3,255	0.81	
04700	CAPTIVA DR	BLIND PASS	SOUTH SEAS PLANTATION RD	2LN	E	860	F	1,069	1.24	F	1,124	1.31	constrained

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	ROAD NAME	LOCATION		ROAD TYPE	PERFORMANCE STANDARD		2022 100TH HIGHEST HOUR			2027 FUTURE FORECAST			Notes
		FROM	TO		LOS[1]	CAPACITY[2]	LOS[1]	VOLUME[2]	V/C[3]	LOS[1]	VOLUME[2]	V/C[3]	
19400	ORANGE RIVER BLVD	STALEY RD	BUCKINGHAM RD	2LN	E	1,000	C	381	0.38	C	400	0.40	
19500	ORIOLE RD	SAN CARLOS BLVD	ALICO RD	2LN	E	860	C	130	0.15	C	137	0.16	
19600	ORTIZ AVE	COLONIAL BLVD	SR 82	2LN	E	900	F	1,056	1.17	F	1,110	1.23	City of Fort Myers
19700	ORTIZ AVE	SR 82	LUCKETT RD	2LN	E	900	E	897	1.00	F	943	1.05	partially located in City of Fort Myers
19800	ORTIZ AVE	LUCKETT RD	SR 80	2LN	E	900	B	374	0.42	B	393	0.44	
19900	PALM BEACH BLVD (SR 80)	PROSPECT AVE	ORTIZ AVE	4LD	D	1,900	C	1,278	0.67	C	1,343	0.71	
20000	PALM BEACH BLVD (SR 80)	ORTIZ AVE	I-75	6LD	D	2,814	C	1,426	0.51	C	1,499	0.53	
20100	PALM BEACH BLVD (SR 80)	I-75	SR 31	6LD	D	2,814	C	1,618	0.57	C	1,701	0.60	
20200	PALM BEACH BLVD (SR 80)	SR 31	BUCKINGHAM RD	4LD	D	1,900	F	2,204	1.16	F	2,316	1.22	
20300	PALM BEACH BLVD (SR 80)	BUCKINGHAM RD	WERNER DR	4LD	D	1,942	C	1,547	0.80	C	1,724	0.89	River Hall Country Club Phase II
20330	PALM BEACH BLVD (SR 80)	WERNER DR	JOEL BLVD	4LD	C	1,785	C	1,336	0.75	C	1,404	0.79	
20400	PALM BEACH BLVD (SR 80)	JOEL BLVD	HENDRY CO. LINE	4LD	C	1,785	C	1,138	0.64	C	1,196	0.67	
20500	PALOMINO LN	DANIELS PKWY	PENZANCE BLVD	2LN	E	860	C	352	0.41	C	414	0.48	The Springs at Daniels Road
20600	PARK MEADOWS DR	SUMMERLIN RD	US 41	2LN	E	860	C	194	0.23	C	204	0.24	
20800	PENZANCE BLVD	RANCHETTE RD	SIX MILE PKWY	2LN	E	860	C	151	0.18	C	174	0.20	
20900	PINE ISLAND RD	STRINGFELLOW RD	BURNT STORE RD	2LN	E	950	E	661	0.70	E	707	0.74	constrained
21400	PINE ISLAND RD (SR 78)	CITY LIMITS E OF BARRETT RD	US 41	4LD	D	1,900	D	1,823	0.96	F	1,916	1.01	
21500	PINE ISLAND RD (SR 78)	US 41	BUS 41	4LD	D	1,900	C	1,555	0.82	D	1,634	0.86	
21600	PINE RIDGE RD	SAN CARLOS BLVD	SUMMERLIN RD	2LN	E	860	C	535	0.62	D	566	0.66	[4]
21700	PINE RIDGE RD	SUMMERLIN RD	GLADIOLUS DR	2LN	E	860	C	256	0.30	C	396	0.46	[4]; Heritage Isles
21800	PINE RIDGE RD	GLADIOLUS DR	McGREGOR BLVD	2LN	E	860	C	256	0.30	C	269	0.31	
21900	PLANTATION RD	SIX MILE PKWY	DANIELS PKWY	2LN	E	860	C	342	0.40	C	359	0.42	
22000	PLANTATION RD	DANIELS PKWY	IDLEWILD ST	2LN	E	860	D	702	0.82	D	737	0.86	
22050	PLANTATION RD	IDLEWILD ST	COLONIAL BLVD	4LN	E	1,790	C	726	0.41	C	763	0.43	
22100	PONDELLA RD	SR 78	ORANGE GROVE BLVD	4LD	E	1,890	E	954	0.50	E	1,003	0.53	[4]
22200	PONDELLA RD	ORANGE GROVE BLVD	US 41	4LD	E	1,890	E	1,397	0.74	E	1,469	0.78	
22300	PONDELLA RD	US 41	BUS 41	4LD	E	1,890	E	1,021	0.54	E	1,073	0.57	
22400	PRITCHETT PKWY	SR 78	RICH RD	2LN	E	860	C	78	0.09	D	664	0.77	Stoneybrook North
22500	RANCHETTE RD	PENZANCE BLVD	IDLEWILD ST	2LN	E	860	C	105	0.12	C	110	0.13	
22600	RICH RD	SLATER RD	PRITCHETT PKWY	2LN	E	860	C	62	0.07	C	65	0.08	
22700	RICHMOND AVE	LEELAND HEIGHTS	E 12TH ST	2LN	E	860	C	107	0.12	C	127	0.15	pre-development order res development
22800	RICHMOND AVE	E 12TH ST	GREENBRIAR BLVD	2LN	E	860	C	107	0.12	C	112	0.13	
23230	SAN CARLOS BLVD	US 41	THREE OAKS PKWY	2LN	E	860	C	406	0.47	C	427	0.50	[4]
23000	SAN CARLOS BLVD (SR 865)	MANTANZAS PASS BRIDGE	MAIN ST	2LD	D	1,900	C	1,063	0.56	C	1,117	0.59	constrained
23100	SAN CARLOS BLVD (SR 865)	MAIN ST	SUMMERLIN RD	4LD	D	1,900	C	1,063	0.56	C	1,117	0.59	
23180	SAN CARLOS BLVD (SR 865)	SUMMERLIN RD	KELLY RD	2LD	D	1,180	C	730	0.62	C	767	0.65	
23200	SAN CARLOS BLVD (SR 865)	KELLY RD	GLADIOLUS DR	4LD	D	1,180	C	730	0.62	C	767	0.65	
23260	SANIBEL BLVD	US 41	LEE RD	2LN	E	860	C	496	0.58	C	521	0.61	
23300	SANIBEL CAUSEWAY	SANIBEL SHORELINE	TOLL PLAZA	2LN	E	1,140	E	1,035	0.91	E	1,088	0.95	
23400	SHELL POINT BLVD	McGREGOR BLVD	PALM ACRES	2LN	E	860	C	243	0.28	C	255	0.30	[4]
23500	SIX MILE PKWY (SR 739)	US 41	METRO PKWY	4LD	D	1,900	D	1,897	1.00	F	1,994	1.05	
23600	SIX MILE CYPRESS	METRO PKWY	DANIELS PKWY	4LD	E	2,000	B	1,549	0.77	B	1,628	0.81	unincorporated Lee County
23700	SIX MILE CYPRESS	DANIELS PKWY	WINKLER EXT.	4LD	E	1,900	E	1,205	0.63	E	1,362	0.72	unincorporated Lee Co; Cr Mnr RPD/Ok Vill RPD
23800	SIX MILE CYPRESS	WINKLER EXT.	CHALLENGER BLVD	4LD	E	1,900	E	1,136	0.60	E	1,194	0.63	incorporated Lee County
23900	SIX MILE CYPRESS	CHALLENGER BLVD	COLONIAL BLVD	6LD	E	2,860	B	1,136	0.40	B	1,194	0.42	incorporated Lee County
24000	SLATER RD	SR 78	NALLE GRADE RD	2LN	E	1,010	C	365	0.36	C	384	0.38	[4]
24100	SOUTH POINTE BLVD	CYPRESS LAKE DR	COLLEGE PKWY	2LD	E	910	D	631	0.69	D	663	0.73	[4]
24200	SR 31 (ARCADIA RD)	SR 80	SR 78	2LN	D	766	F	778	1.02	F	818	1.07	

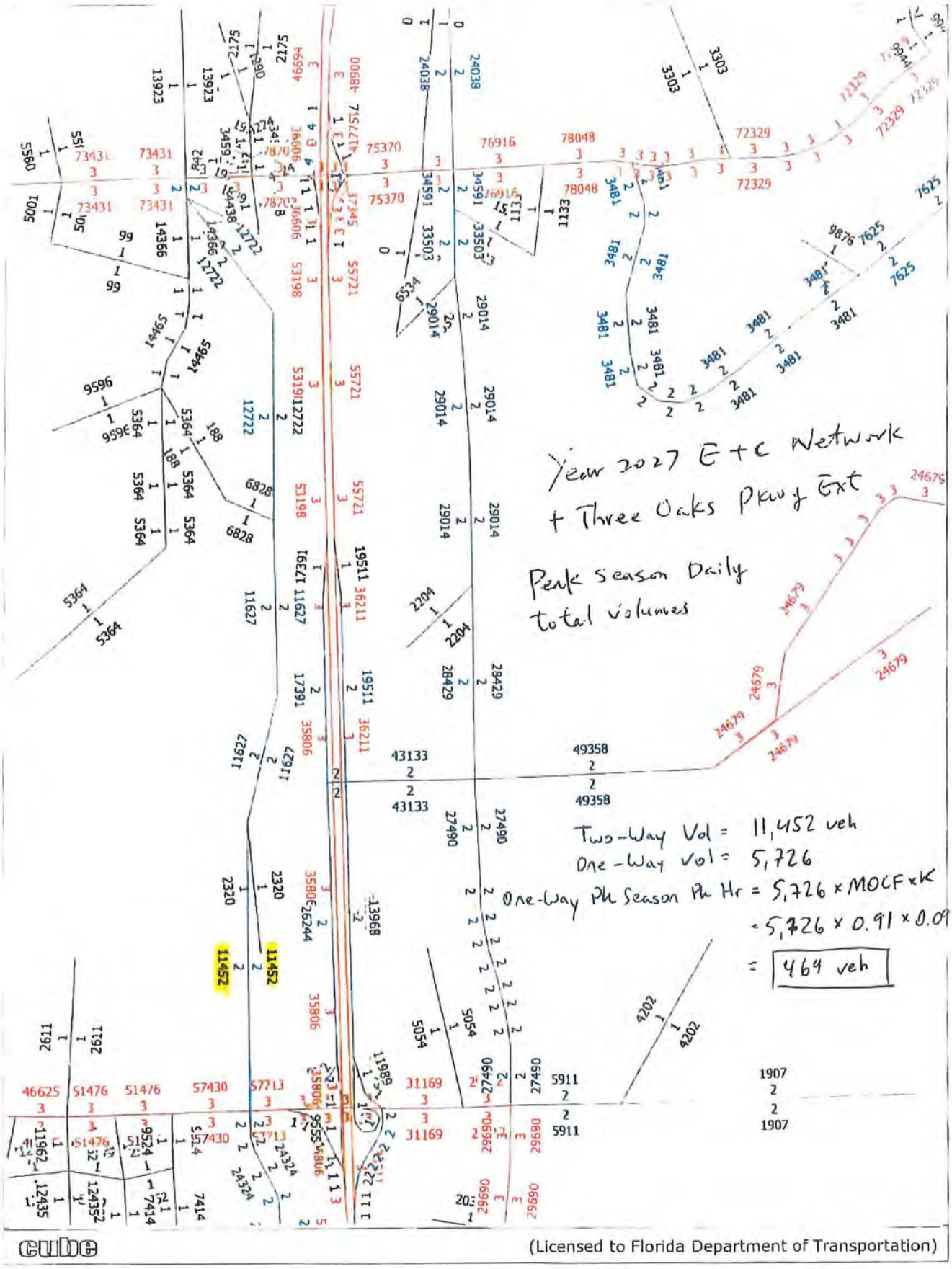
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 12 - LEE

SITE: 6010 - ALICO RD, 1000' W OF I-75 PTMS 2010 LCPR 10

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	49500 X	0	0	9.00	53.80	9.00
2022	47500 X	0	0	9.00	53.70	8.30
2021	47500 T	0	0	9.00	53.10	7.70
2020	47000 S	0	0	9.00	53.40	4.80
2019	48500 F	0	0	9.00	53.30	3.40
2018	48114 C	0	0	9.00	52.40	3.40
2017	44000 F	0	0	9.00	52.40	4.30
2016	43896 C	E 22423	W 21473	9.00	52.40	4.90
2015	37915 C	E 18433	W 19482	9.00	59.80	5.20
2014	28000 F	E	W	9.00	59.80	3.00
2013	29213 C	E 12064	W 17149	9.00	59.80	4.20
2012	27084 C	E 9725	W 17359	9.00	57.50	3.90
2011	25406 C	E 10942	W 14464	9.00	57.50	3.10
2010	26061 C	E 11693	W 14368	10.10	57.46	3.40
2009	27337 C	E 12407	W 14930	10.19	54.58	4.30
2008	25831 C	E 11650	W 14181	10.77	53.61	8.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES


Year 2027 E+C Network
+ Three Oaks Pkwy Ext
Peak Season Daily
total volumes
Two-Way Vol = 11,452 veh
One-Way vol = 5,726
One-Way Pk Season Pk Hr = 5,726 x MOCF x K
= 5,726 x 0.91 x 0.09
= 464 veh
11452
11452
cube
(Licensed to Florida Department of Transportation)

Surgery Center Trip Generation

Avg. of 3- Day Count				Highest Single Day			
Hr Begin	In	Out	Total	Hr Begin	In	Out	Total
7:00	14	1	16				
7:15	14	3	17	7:15	19	4	23
7:30	11	3	14				
7:45	8	3	11				
8:00	7	3	10				
8:15	5	2	7				
9:00	7	3	10				
9:15	8	3	11				
9:30	9	4	13				
9:45	9	4	13				
10:00	6	4	10				
10:15	7	4	11				
10:45	6	4	11				
11:00	6	6	12				
11:15	8	6	14				
11:45	8	7	15				
12:00	8	7	15				
12:15	9	8	17				
12:30	8	7	15				
12:45	7	7	14				
1:00	7	6	13				
1:15	6	6	12				
1:30	8	8	16				
1:45	8	7	16				
2:00	8	10	18				
2:15	9	11	20	2:15	13	16	29
2:30	7	9	16				
2:45	7	7	14				
3:00	6	5	11				
3:15	4	5	10				
3:30	4	6	10				
3:45	3	7	10				
4:00	4	10	14				
4:15	4	13	17				
4:30	3	13	16				
4:45	4	13	17	4:45	4	18	22
5:00	2	12	14				

Bldg. Floor Area = 14,800 sq. ft.

Trip Generation Rate (Trips/1,000 sq. ft. Gross Floor Area)

AM Peak Hour	**Highest**	**1.55**	**trips/1,000 sq. ft.**
	Avg.	**1.15**	**trips/1,000 sq. ft.**
Pk Hour of Generator	**Highest**	**1.96**	**trips/1,000 sq. ft.**
	Avg.	**1.35**	**trips/1,000 sq. ft.**
PM Peak Hour	**Highest**	**1.49**	**trips/1,000 sq. ft.**
	Avg.	**1.15**	**trips/1,000 sq. ft.**

ITE Land Use Code 720 (Medical/Dental Office Building)

AM Peak Hour	3.1	trips/1,000 sq. ft.
Pk Hour of Generator	4.79	trips/1,000 sq. ft.
PM Peak Hour	3.93	trips/1,000 sq. ft.

Industrial Park
(130)

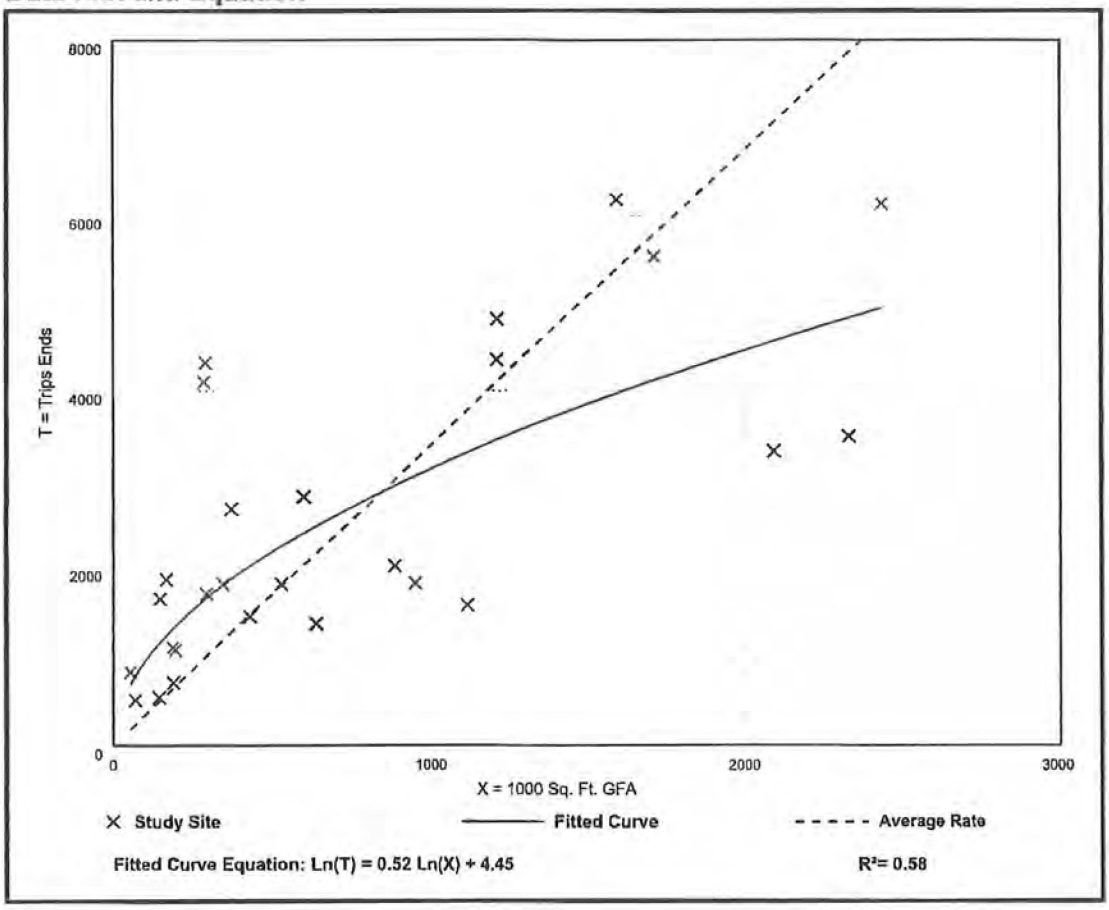
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 27
Avg. 1000 Sq. Ft. GFA: 762
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.37	1.41 - 14.98	2.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.52 Ln(X) + 4.45

R^2= 0.58

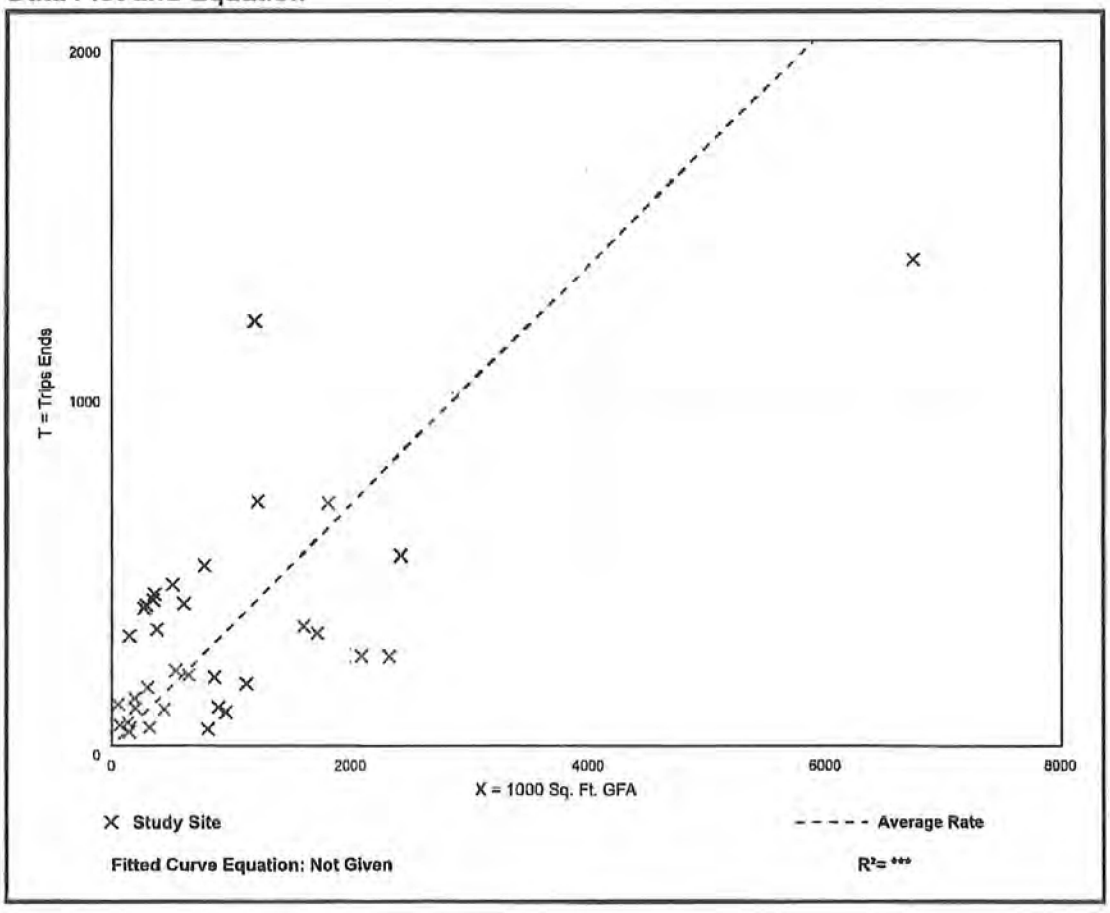
Industrial Park
(130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 34
Avg. 1000 Sq. Ft. GFA: 956
Directional Distribution: 81% entering, 19% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.06 - 2.13	0.33

Data Plot and Equation



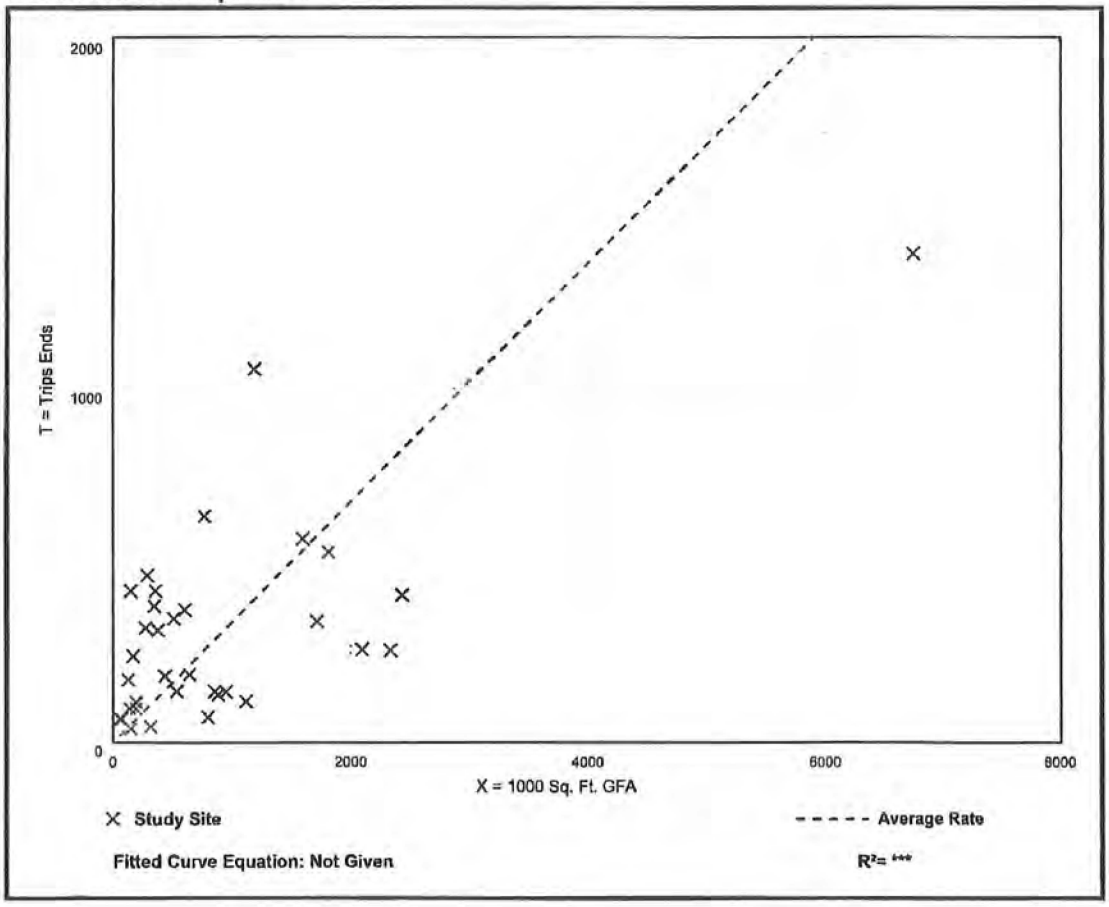
Industrial Park
(130)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 35
Avg. 1000 Sq. Ft. GFA: 899
Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.34	0.09 - 2.85	0.36

Data Plot and Equation



General Office Building
(710)

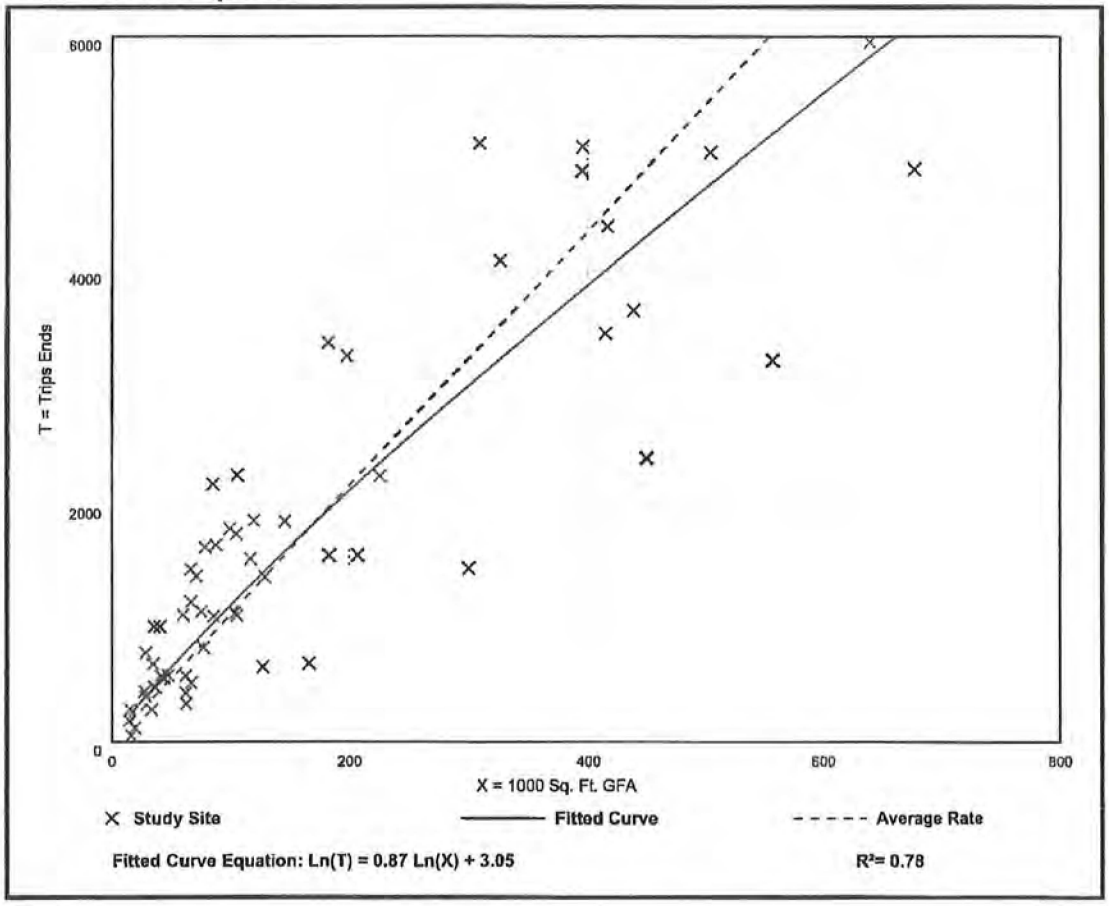
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. 1000 Sq. Ft. GFA: 163
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
10.84	3.27 - 27.56	4.76

Data Plot and Equation



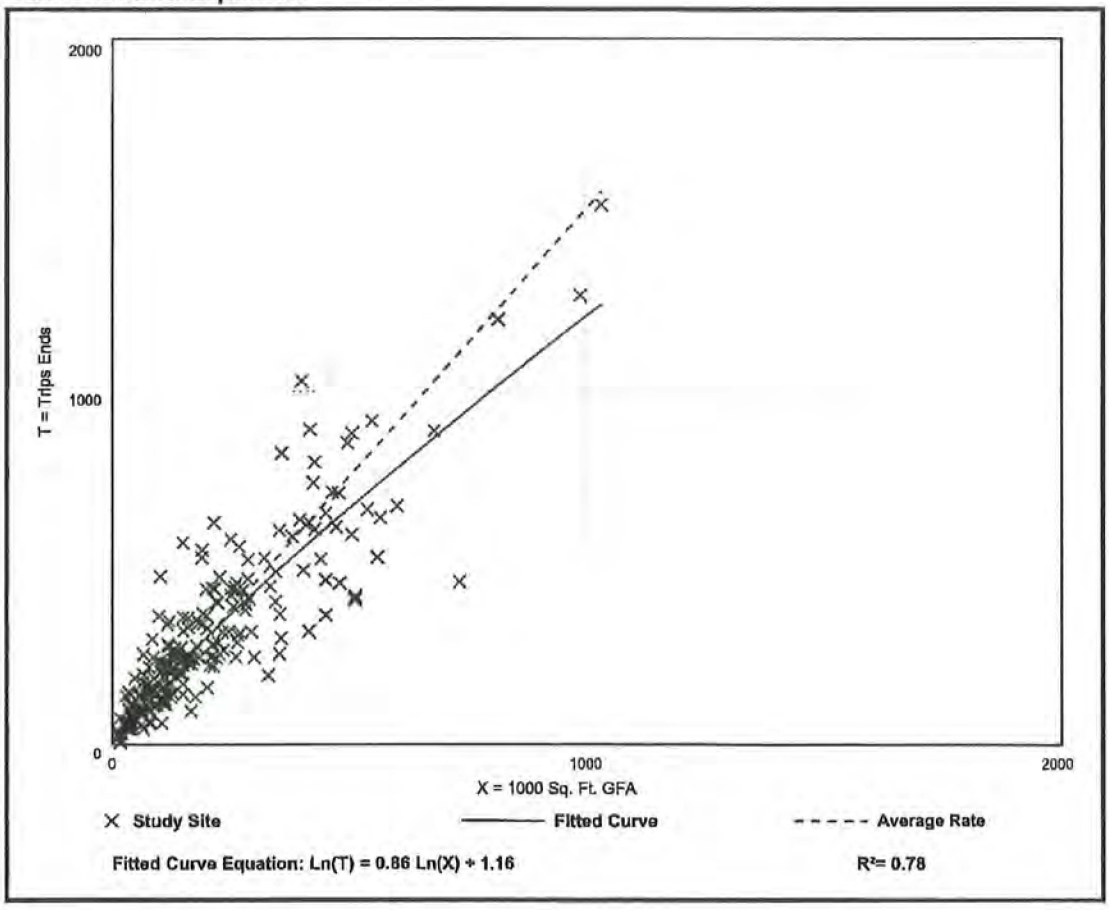
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



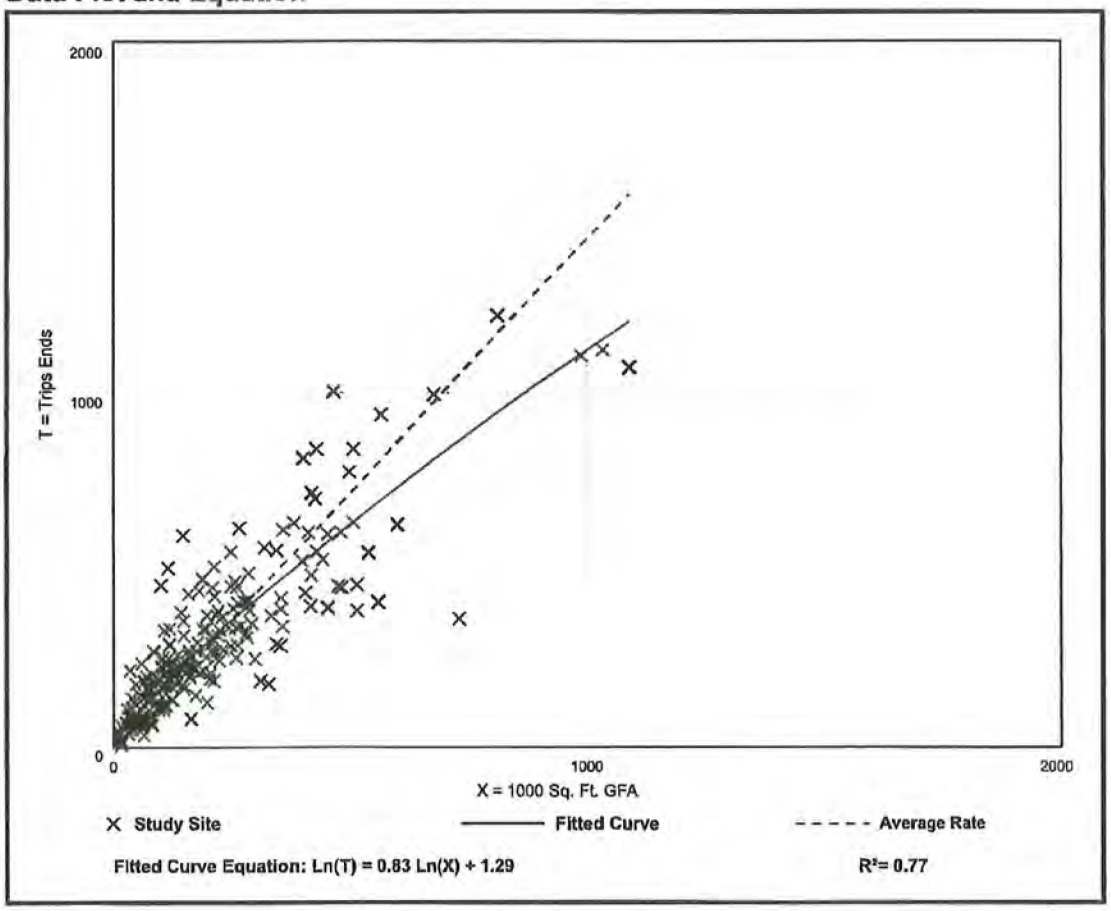
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Medical-Dental Office Building - Stand-Alone (720)

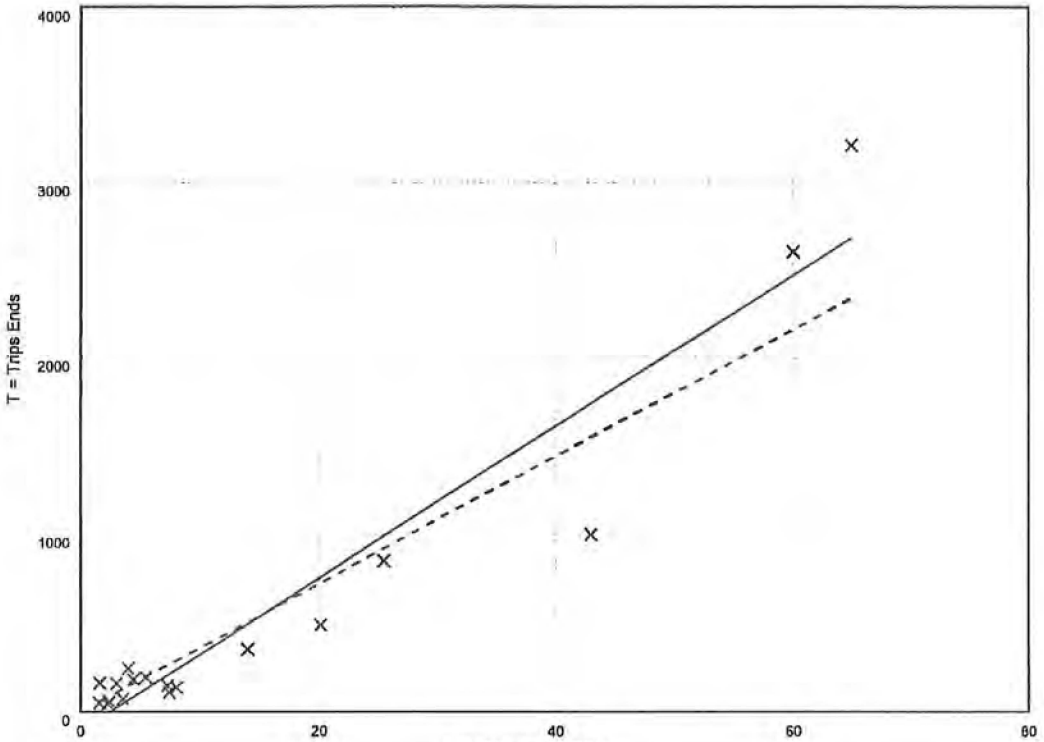
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 15
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
36.00	14.52 - 100.75	13.38

Data Plot and Equation



Fitted Curve Equation: T = 42.97(X) - 108.01

R^2= 0.92

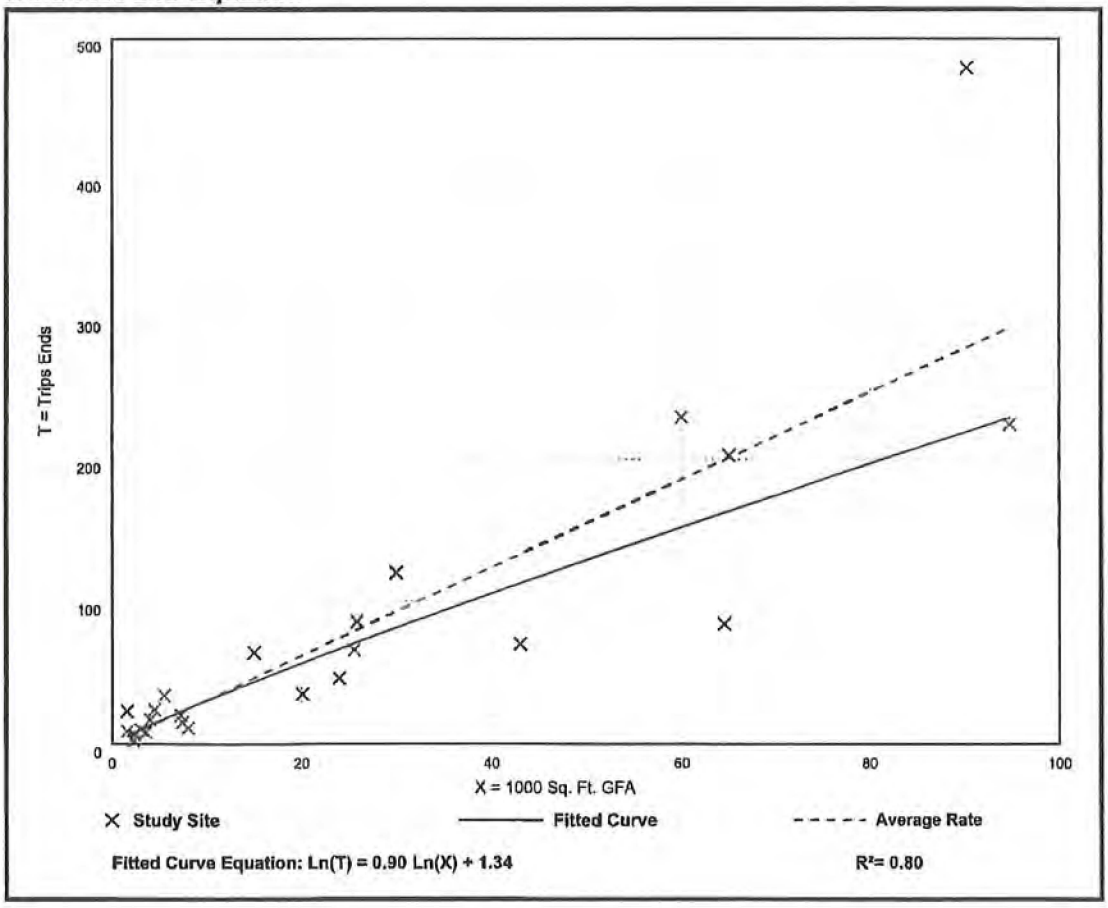
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 24
Avg. 1000 Sq. Ft. GFA: 25
Directional Distribution: 79% entering, 21% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.10	0.87 - 14.30	1.49

Data Plot and Equation



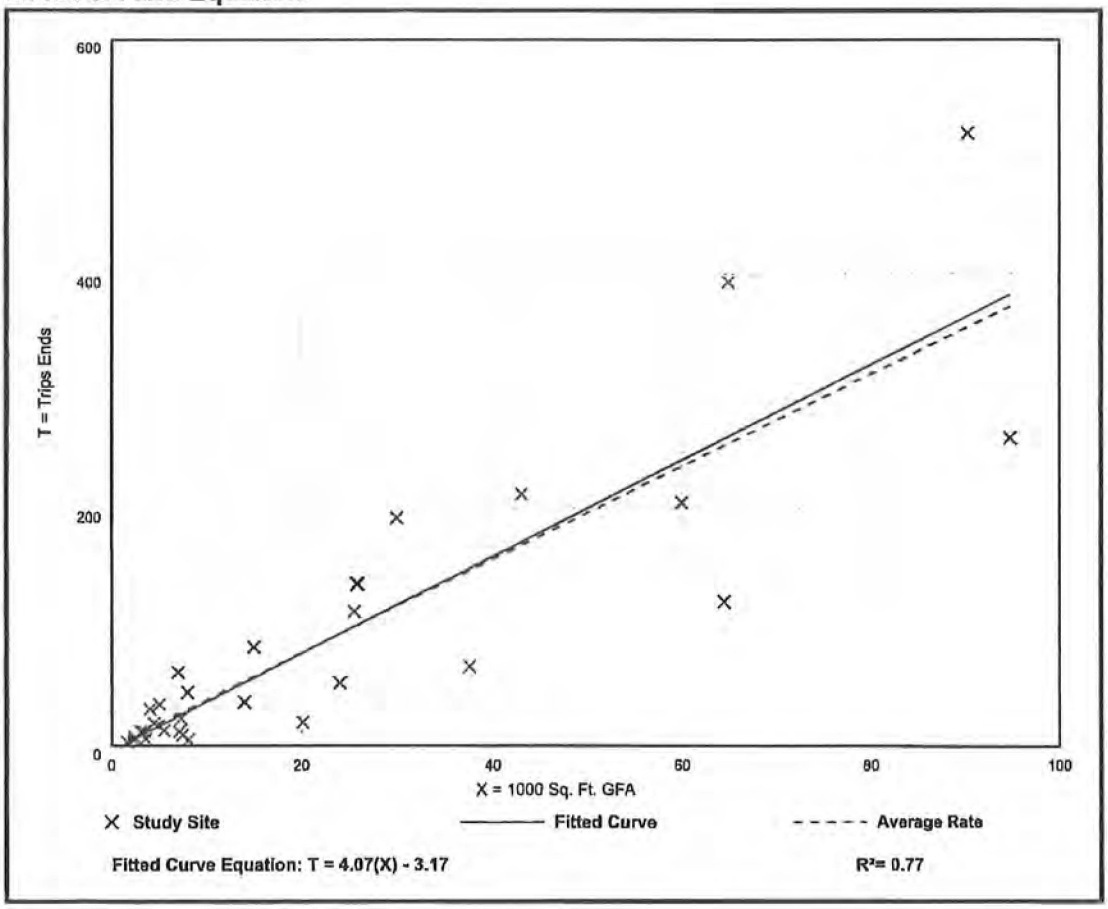
Medical-Dental Office Building - Stand-Alone (720)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. 1000 Sq. Ft. GFA: 23
Directional Distribution: 30% entering, 70% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.93	0.62 - 8.86	1.86

Data Plot and Equation



Strip Retail Plaza (<40k)
(822)

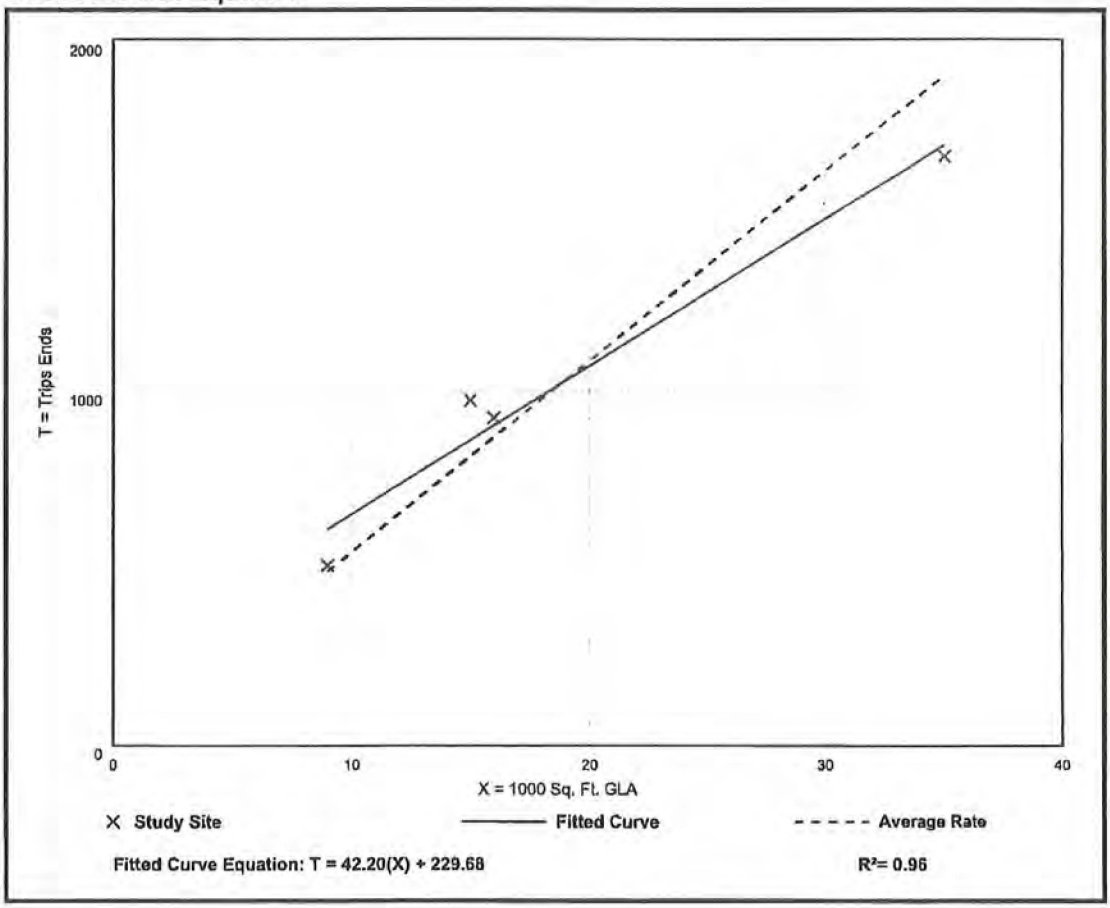
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation



Fitted Curve Equation: T = 42.20(X) + 229.68

R^2= 0.96

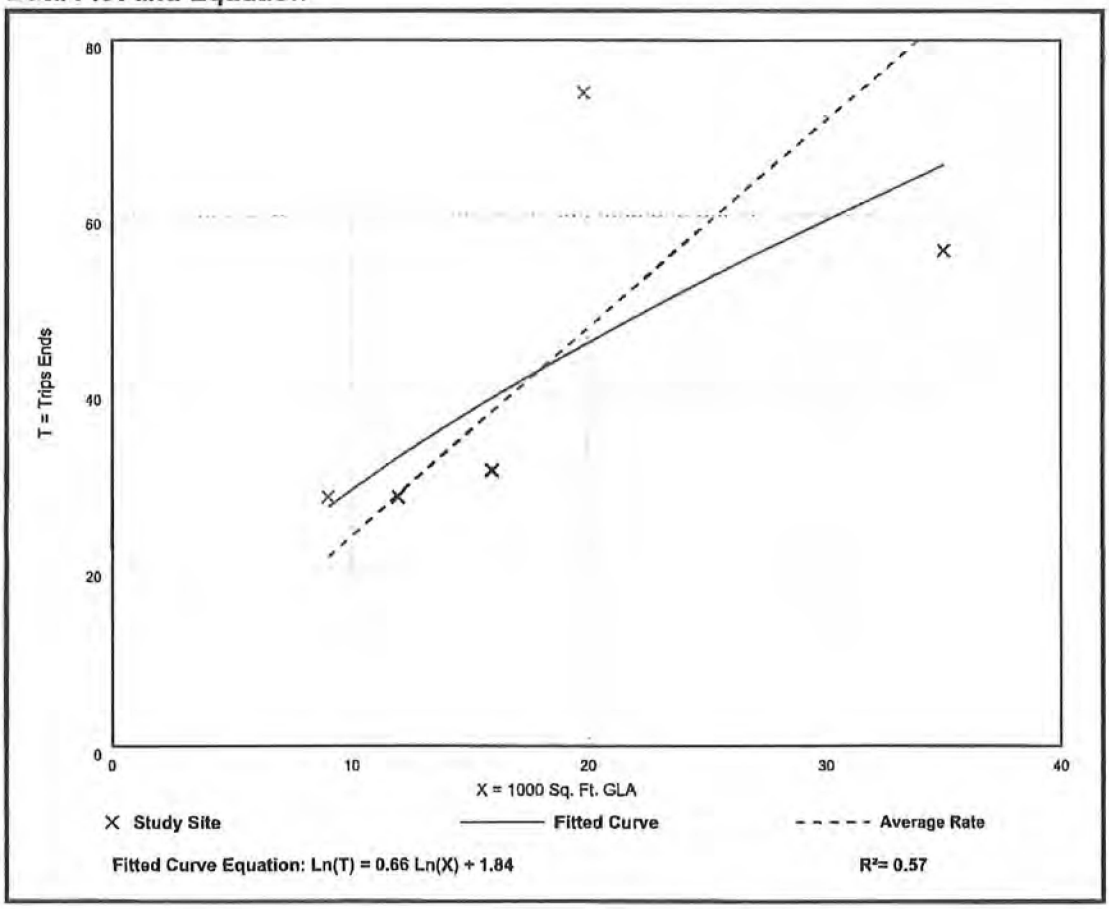
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

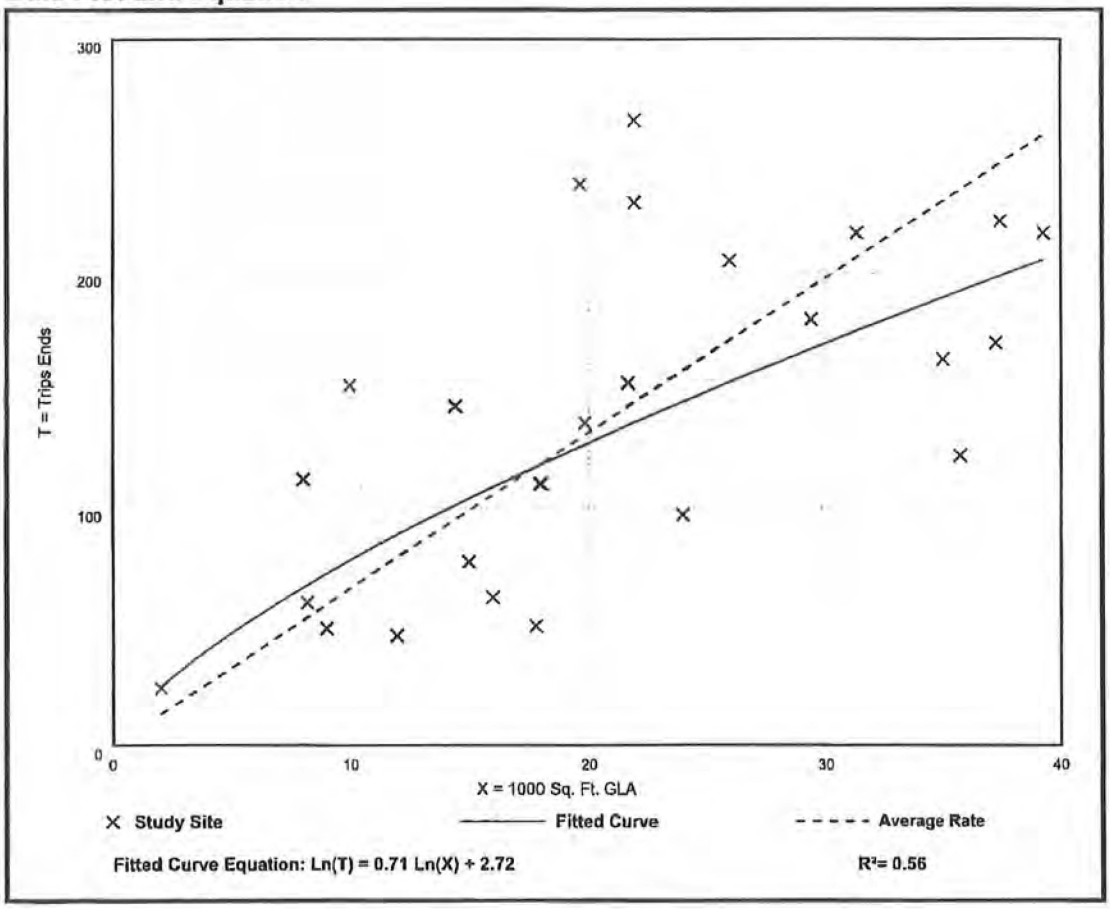
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



CPA2024-00008

Airport Master Plan Update

SUMMARY SHEET
CPA2024-00008 – AIRPORT MASTER PLAN UPDATE
TRANSMITTAL HEARING

BOARD DIRECTION:
The Board provided direction on May 7, 2024, to update cross-references to other County ordinances and plans. Staff reviewed the Lee Plan and identified two provisions which should be amended to maintain consistency with Southwest Florida International Airport Master Plan Update.

SUMMARY:
The proposed amendments are to amend Policy 1.1.12 and Policy 47.3.3 to revise references to the newest Southwest Florida International Airport Master Plan Update, remove unnecessary acronyms, and reflect the authority of the Board of Port Commissioners.

LPA PUBLIC HEARING:
Staff provided a brief presentation addressing Board of County Commissioners' direction, reasons for the amendments, consistency with the Lee Plan and Florida Statutes, and staff recommendation.

The LPA discussed the proposed amendments and various merits of the case, clarifying statements of consistency within the staff report.

LPA PUBLIC INPUT:
There was one public comment concerning the proposed amendments at the LPA Hearing citing concerns over community involvement, panther habitat, and future plans for Port Authority property.

LPA MOTIONS: A motion was made to recommend that the Board of County Commissioners ***transmit*** CPA2024-00008. The motion passed 5 to 0.

RAYMOND BLACKSMITH	**AYE**
DUSTIN GARDNER	**AYE**
DAWN RUSSELL	**AYE**
JENNIFER SAPEN	**AYE**
DON SCHROTENBOER	**RECUSED**
STAN STOUDER	**AYE**
HENRY ZUBA	**ABSENT**

STAFF RECOMMENDATION:
Staff recommends that the BoCC **transmit** the proposed amendment as provided in Attachment 1.

STAFF REPORT FOR CPA2024-00008:
AIRPORT MASTER PLAN UPDATE

County Initiated Text Amendments to the Lee Plan

Amendment Type:
County Initiated
Direction: 05/07/2024

Recommendation:
Transmit

Amended Element(s):
Future Land Use
Transportation

Hearing Dates:
LPA: 12/09/2024
BoCC #1: 01/22/2025
BoCC #2: TBD

Attachment(s):
1: Text Amendments
2: Southwest Florida International Airport Master Plan Update (October 2023)

REQUEST

Amend Lee Plan Policy 1.1.12 to update references to the Airport Master Plan as required by Florida Statute 163.3177(1)(b) and 163.3177(6)(b)4, and Policy 47.3.3 to update references to the Board of Port Commissioners.

SUMMARY

The Board provided direction on May 7, 2024, to update cross-references to other County ordinances and plans. Staff reviewed the Lee Plan and identified two provisions, Policy 1.1.12 and Policy 47.3.3, which should be amended to reference the updated Southwest Florida International Airport (SWFIA) Master Plan Update, clarify acronyms and clarify the name of the Lee County Board of Port Commissioners. The intent of the amendments is to ensure that the Lee Plan and the SWFIA Master Plan are consistent, and that the Lee Plan remains consistent with State Statutes.

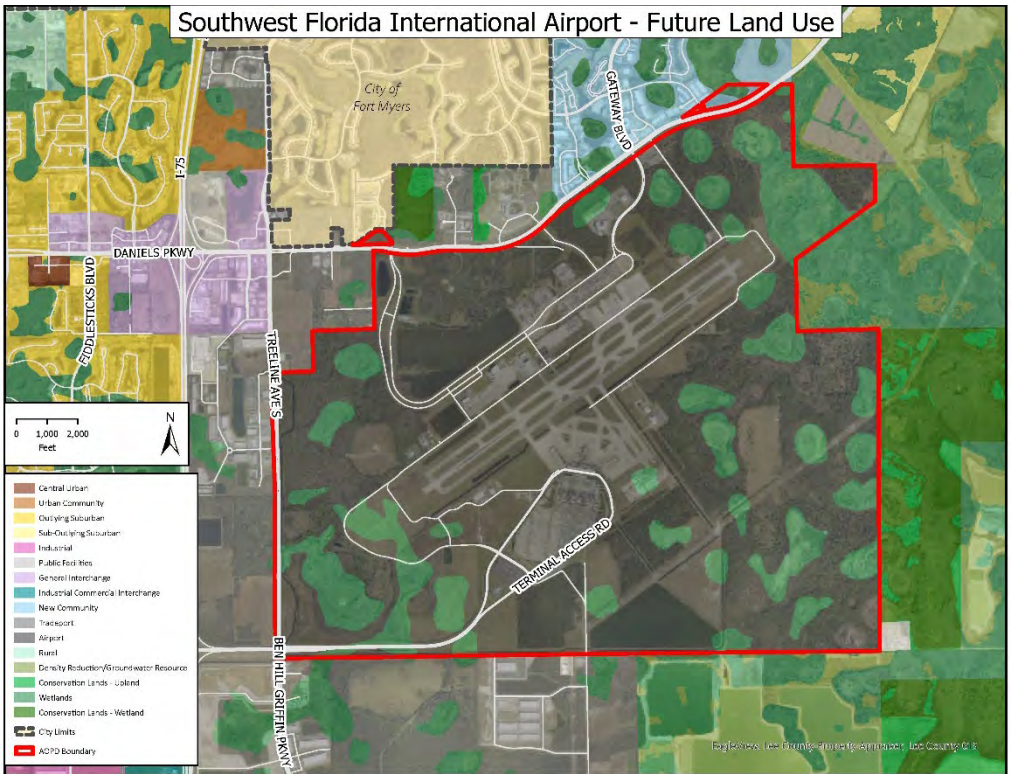


Figure 1: Boundaries of the SWFIA.

RECOMMENDATION

Staff recommends that the Board of County Commissioners ***transmit*** the requested amendments based on the analysis and findings provided in this staff report.

PART 1
STAFF DISCUSSION AND ANALYSIS

BACKGROUND

On May 7, 2024, the BoCC directed staff to prepare several amendments to the Lee Plan. Among them were minor amendments to update cross-references to other County ordinances and plans. Lee County Community Development staff and Lee County Port Authority staff identified potential changes to the Lee Plan that would be necessary to accurately reflect the updates to the SWFIA Master Plan. The Lee County Port Authority updated the SWFIA Master Plan between 2021 and 2023. The updated Master Plan documents current conditions of SWFIA and establishes a vision for the future of the airport. The Lee Plan currently references the previous SWFIA Master Plan Update, from March of 2004. Additionally, staff noted Lee Plan Policy 47.3.3 does not correctly distinguish between the Board of County Commissioners and the Board of Port Commissioners when discussing decision making bodies for the Port Authority.

The proposed amendments are necessary for the incorporation of the most recent SWFIA Master Plan Update in accordance with the requirements of Sec. 163.3177(1)(b), F.S. and Sec. 163.3177(6)(b)4, F.S.

PROPOSED AMENDMENTS

The proposed amendments are shown in full below and in Attachment 1. Minor amendments to the two policies remove the existing acronyms for certain state and federal agencies to avoid ambiguity.

> **POLICY 1.1.12**: The Airport Lands future land use category accommodates the Port Authority's airports and its projected growth needed, as economic engines, to meet the region's demands for air travel and for the non-aviation related uses necessary to continue viable airport operations. Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the Southwest Florida International Airport Master Plan Update dated ~~March 2004~~October 2023 by ~~DMJM Aviation, Inc.~~Johnson Engineering, LLC on behalf of Lee County Port Authority and the Page Field General Aviation Airport Master Plan Update dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.
>
> Development will include aviation related facilities such as hangars, terminals, and runways and non-residential, non-aviation related uses as approved through the Airport Operations Planned Development (AOPD) zoning process. Compatible non-aviation related uses support the continued development of airports by providing a supplementary revenue source and economic growth for the community.
>
> In cooperation with local, state, and federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands or water bodies located on properties designated Airport Lands in accordance with ~~FAA~~Federal Aviation Administration directives. Site improvements on properties designated Airport Lands will be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Specific to Southwest Florida International Airport, any future expansion or development of aviation-related facilities and non-aviation uses will offset environmental impacts through the Airport Mitigation Lands Overlay, depicted on Map 1-D, or other appropriate mitigation. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Land Development Code (LDC).

If the airport master planning process precipitates a change to the airport boundaries, or a substantive change to development intensities, the Port Authority will initiate the appropriate amendments to reflect such changes.

POLICY 47.3.3: New or expanded facilities will be planned as part of the normal Airport Master Plan update approval process, subject to approval by the ~~FAA~~Federal Aviation Administration, ~~FDOT~~Florida Department of Transportation, and the Board of ~~County~~Port Commissioners.

STAFF DISCUSSION AND ANALYSIS

The October 2023 SWFIA Master Plan Update identifies methods, timelines, and actions needed to accommodate future passenger demand, take advantage of emerging technology, provide for airport improvements projects, protect environmental characteristics, and work within the interests of the public, passengers, and related governmental authorities.

The updated SWFIA Master Plan does not expand the boundary of the land utilized by the Port Authority for SWFIA or change the development plan approved under the existing Airport Operations Planned Development governing SWFIA[1]. Provisions regarding land use compatibility, regional transportation facilities and agencies, and public services to SWFIA remain in force for the SWFIA Master Plan Update.

The proposed amendment is consistent with **Goal 42** and **Objective 42.1**, which require Lee County to coordinate and cooperate with other governmental entities, including the Port Authority, in planning efforts affecting Lee County. **Policy 158.3.2** explains the role of the Port Authority's airports as an economic engine for Lee County. The proposed amendment continues this commitment to the economic development of Lee County by maintaining consistency with the SWFIA Master Plan.

The proposed amendments are necessary for future action by the Port Authority that must be deemed consistent with the Lee Plan. All development approvals must be consistent with the Lee Plan and subsequent amendments adopted in conformity with Florida Statutes Chapter 163. Adoption of the SWFIA Master Plan Update by reference maintains consistency with Sec. 163.3177(6)(b)4, F.S. The amendments are also consistent with Sec. 163.3177(1)(b), F.S., which requires that documents adopted by reference must identify the title, author and edition of the document being adopted.

The proposed amendments are consistent with Florida Statutes, the remainder of the Lee Plan, and do not create internal inconsistencies with any other Goals, Objectives, or Policies of the Lee Plan.

CONCLUSIONS

The proposed amendments are necessary to maintain consistency between the Lee Plan and Florida Statutes. The amendments do not change the development rights of any properties, nor do they create internal consistencies within the Lee Plan.

For the reasons discussed in this staff report, staff recommends that the Board of County Commissioners ***transmit*** the proposed amendment as shown in Attachment 1.

[1] Originally established by Resolution Number 76-5-013; most recently updated by Resolution Number ADD2022-00186.

PART 2
LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: December 9, 2024

A. LOCAL PLANNING AGENCY REVIEW

Staff provided a brief presentation addressing Board of County Commissioners' direction, reasons for the amendments, consistency with the Lee Plan and Florida Statutes, and staff recommendation.

The LPA discussed the proposed amendments and various merits of the case, clarifying statements of consistency within the staff report.

There was one public comment concerning the proposed amendment at the LPA Hearing citing concerns over community involvement, panther habitat, and future plans for Port Authority property.

B. LOCAL PLANNING AGENCY RECOMMENDATION

A motion was made to recommend that the Board of County Commissioners ***transmit*** CPA2024-00008. The motion passed 5 to 0.

RAYMOND BLACKSMITH	**AYE**
DUSTIN GARDNER	**AYE**
DAWN RUSSELL	**AYE**
JENNIFER SAPEN	**AYE**
DON SCHROTENBOER	**RECUSED**
STAN STOUDER	**AYE**
HENRY ZUBA	**ABSENT**

C. STAFF RECOMMENDATION

Staff recommends that the BoCC ***transmit*** the proposed amendment as provided in Attachment 1.

PROPOSED TEXT AMENDMENTS

II. FUTURE LAND USE ELEMENT

a. Growth Management

POLICY 1.1.12: The Airport Lands future land use category accommodates the Port Authority's airports and its projected growth needed, as economic engines, to meet the region's demands for air travel and for the non-aviation related uses necessary to continue viable airport operations. Allowable land uses and intensities within the Airport Lands future land use category are according to the plans for the airport properties outlined in the *Southwest Florida International Airport Master Plan Update* dated ~~March 2004~~ October, 2023, by ~~DMJM Aviation, Inc.~~Johnson Engineering, LLC, on behalf of Lee County Port Authority and the *Page Field General Aviation Airport Master Plan Update* dated May 2002 by Birk Hillman Consultants, Inc. on behalf of Lee County Port Authority.

Development will include aviation related facilities such as hangars, terminals, and runways and non-residential, non-aviation related uses as approved through the Airport Operations Planned Development (AOPD) zoning process. Compatible non-aviation related uses support the continued development of airports by providing a supplementary revenue source and economic growth for the community.

In cooperation with local, state, and federal regulatory agencies, the Port Authority will work to minimize and correct any wildlife hazards arising from existing wetlands or water bodies located on properties designated Airport Lands in accordance with ~~FAA~~Federal Aviation Administration directives. Site improvements on properties designated Airport Lands will be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape. Specific to Southwest Florida International Airport, any future expansion or development of aviation-related facilities and non-aviation uses will offset environmental impacts through the Airport Mitigation Lands Overlay, depicted on Map 1-D, or other appropriate mitigation. The physical design of the airport expansion will minimize any degradation of the recharge capability of land being developed. All non-aviation land use development will meet the indigenous vegetation requirements set forth in the Land Development Code (LDC).

If the airport master planning process precipitates a change to the airport boundaries, or a substantive change to development intensities, the Port Authority will initiate the appropriate amendments to reflect such changes.

- Policy 1.1.12 revised to reflect Southwest Florida International Airport Master Plan Update and clarify acronyms.

****

II. TRANSPORTATION ELEMENT

a. Ports, Aviation & Related Facilities

POLICY 47.3.3: New or expanded facilities will be planned as part of the normal Airport Master Plan update approval process, subject to approval by the ~~FAA~~Federal Aviation Administration, ~~FDOT~~Florida Department of Transportation, and the Board of ~~County~~Port Commissioners.

- Policy 47.3.3 revised to reflect Board of Port Commissioners endorsement and clarify acronyms.

ATTACHMENT 2

- **Southwest Florida International Airport – Master Plan Update - October 2023**

LEE COUNTY PORT AUTHORITY
Southwest Florida International Airport

Southwest Florida International Airport

MASTER PLAN UPDATE

October 2023

Table of Contents

Chapter 1 Introduction

Southwest Florida International Airport (RSW or the airport) is the gateway to Southwest Florida. The airport is approximately 10 miles southeast of downtown Fort Myers in Lee County and encompasses approximately 6,431 acres. The Lee County Port Authority (LCPA) operates the airport and is governed by the Lee County Board of Port Commissioners. In calendar year (CY) 2019, RSW handled more than 10.2 million passengers. The effects of the COVID-19 pandemic on aviation activity have been substantial, however, Year-to-Date (YTD) enplanements for Fiscal Year (FY) 2021 at RSW suggest the beginning of a strong recovery.

The airport has evolved considerably since it opened in 1983. At the time of the previous Master Plan Update (MPU) in 2004, the commercial terminal and all airport support facilities were accessed via Daniels Parkway, located on the north side of the runway. Today, the airport offers a state-of-the-art passenger terminal, which opened in 2005, direct connection to Interstate 75, a modern Aircraft Rescue & Fire Fighting facility, and a new Airport Traffic Control Tower (ATCT) that is scheduled to open in 2022. This Airport Master Plan Update documents current conditions, coalesces the results of numerous recent technical studies and provides a vision for the airport over the next 20 years. The recommendations presented in this document are focused on maintaining a modern, safe, efficient, reliable, and resilient facility to accommodate increased growth in passenger, aircraft, and cargo movements.

This document is an update to the March 2004 Master Plan Update It has been prepared in accordance with the criteria and standards identified in Federal Aviation Administration (FAA) Advisory Circulars (AC) 150/5070-6B, Change 2, *Airport Master Plans*; AC 150/5300-13A, Change 1, *Airport Design*; and the Florida Department of Transportation *2020-2021 Guidebook for Airport Master Planning*. This user-friendly document is designed to be concise, clear easy to understand and it summarizes findings from detailed technical studies that are incorporated herein by reference and are provided in

a series of technical appendices. The content of the document generally follows the traditional master plan process and is divided into 10 parts:

1. Introduction
2. Existing Conditions
3. Forecasts and Planning Activity Levels
4. Demand Capacity and Facility Requirements
5. Alternatives Development and Evaluation
6. Environmental Overview
7. Sustainability Strategy and Airport Recycling, Reuse and Waste Reduction
8. Capital Improvement Program (CIP) and Implementation Plan
9. Financial Analysis
10. Airport Layout Plan

1.1 Study Goals

The primary goals for this MPU include the following:

- Create a 20-year development program for the airport to accommodate future passenger demand. Provide the short-term and long-term guidance to successfully satisfy the aviation demand in a financially feasible and responsible manner.
- Identify airside and landside improvements and leverage emerging technologies to optimize economic opportunities and the passenger experience.
- Establish an implementation schedule for financially feasible short-term, intermediate, and long-term airport improvements.
- Identify airport requirements and recommend actions to optimize funding opportunities.
- Ensure short-term recommendation and actions do not preclude long-term planning options.
- Incorporate the interests of the public, airport users and government agencies.
- Be sensitive to the overall environmental characteristics and needs of the area surrounding the airport.

1.2 Key Study Areas and Development Objectives

The Southwest Florida International Airport MPU is a guide for the growth of commercial and general aviation at Southwest Florida International Airport (RSW) and provides clear direction for developing airport facilities to support public access to national and international air transportation systems. Key study areas and development objectives in the development of this MPU include the following:

- Terminal Gate Capacity: Identify a preferred development option to add aircraft gate capacity
- Seasonality: Identify seasonal and peak-hour demand to size future terminal facilities to perform at an acceptable level of service during peak periods
- Passenger Amenities and Facilities: Provide balanced airside and landside facilities to accommodate existing and forecast passenger demand levels at an acceptable level of customer service
- Parking and Rental Car Facilities: Identify potential solutions for addressing capacity deficiencies and operational challenges associated with the parking and rental car facilities

- Non-Aviation Development Opportunities: Identify available land areas to broaden the range of economic activities on-airport property.
- Land Use Strategy for the North Ramp Area: Identify development strategies for the North Ramp area including air cargo and support facility development options, that maximize the use of the property while preserving existing buildings that are in good conditions.
- Parallel Runway Timing: Identify the timing and development trigger for the proposed parallel runway.
- Sustainability and Environmental Considerations: Provide economic and social benefits to the local community through long-term sustainable growth and investment that minimize impacts to the environment.
- Changes in Regulatory Guidance

1.3 Previous Studies

The last Master Plan Update for Southwest Florida International Airport (RSW) was completed in March 2004. As with the current study, the 2004 Master Plan Update provided a comprehensive analysis of the airport needs with the purpose of providing a 20-year outlook for the future development of the airport. The 2004 Master Plan Update was an update to the previous Master Plan conducted in 1992.

The MPU will leverage the findings and recommendations from recent and ongoing studies, analyses, and CIP initiatives that have been conducted for the airport in the past five years. These provide the technical foundation for this update and will be used to supplement, guide, or provide background analyses related to certain elements of this MPU (non-exhaustive list):

- Whitepaper on the Timing for a Second Runway at Southwest Florida International Airport, September 24, 2019, TransSolutions
- Rental Car and Parking Sizing Analysis, April 2019, Kimley Horn and Associates
- Baggage Handling System Assessment, November 2018, Vic Thompson Company
- Stormwater Management Summary, March 12, 2018, Johnson Engineering Inc.
- Airside Pavement - Pavement Condition Analysis and Recommendation, January 2018, Kimley Horn and Associates
- Existing Airfield Geometry Evaluation Study, January 2018, Kimley Horn and Associates
- Existing Parking Facility Capacity Evaluation, December 22, 2017, Kimley Horn and Associates
- Employee Parking Lot Assessment, December 2017, Kimley Horn and Associates
- Pavement Rehabilitation Evaluation, November 2017, Johnson Engineering Inc.

- Chamberlain Parkway Alignment Study,
  November 2017, Johnson Engineering Inc.
- Parallel Runway Program Close-out Report,
  August 21, 2017, AECOM
- Checkpoint Analysis - Demand Basis and Planning Assumptions,
  June 15, 2017, Ricondo & Associates
- Curb Front Roadway Assessment,
  December 2016, Kimley Horn and Associates
- Engineer's Report for Runway 6R-24L Site Preparation Package,
  October 28, 2016, AECOM and RS&H

Chapter 2 Existing Conditions

The development of a Master Plan Update for Southwest Florida International Airport (RSW or the airport) necessitates the collection and evaluation of information relating to the airport and the surrounding areas. This information serves as the baseline for subsequent analyses. Information summarized in this chapter includes an inventory of the facilities, structures, and environment at the airport. Historical context provides insight into the evolution of the airport.

2.1 Airport Setting

Southwest Florida International Airport (RSW) is located in the southwestern portion of the state of Florida approximately 10 miles southeast of downtown Fort Myers and encompasses approximately 6,431 acres. The airport's reference elevation according to the Florida Department of Transportation (FDOT) Florida Airport Directory is 30 feet above mean sea level (MSL). The Airport's Reference Point (ARP) coordinates are latitude 26˚32.170 N and longitude 081˚45.310 W and the magnetic variation at the airport is 0.1 degree west according to January 2020 measurements. **Figure 2-1** depicts the general location of the Airport in relation to other major cities in the state.

The United States Department of Transportation publishes the National Plan of Integrated Airport Systems (NPIAS) approximately every two years with a planning horizon of five years. The NPIAS is submitted to Congress in accordance with Section 47103 of Title 49 of the United States Code and is utilized to define those airports that warrant federal investment. The current 2021-2025 NPIAS was published on September 30, 2020, and identifies 3,310 airports, including RSW, that are significant to national air transportation.

Figure 2-1 RSW Location Map

In the NPIAS, the role of each commercial service airport is identified as one of five basic service levels as seen in **Table 2-1**.

There are 519 commercial service airports throughout the United States. Of these, 396 have more than 10,000 enplanements and are classified as primary airports. RSW is designated by NPIAS as a Primary Medium Hub Airport.

RSW is also included in the FDOT's Florida Aviation System Plan (FASP) 2035 Update and is located in the Continuing Florida Aviation System Plan Process (CFASPP) Southwest Region. RSW is supported by FDOT District 1.

Table 2-1 Categories of Airport Activities

Statutory Definition	Criteria	Also referred to as:
COMMERCIAL SERVICE		
Publicly owned airports with at least 2,500 annual enplanements and scheduled air carrier service. Primary airports are a commercial service airport with more than 10,000 annual enplanements.		
Large Hub	Receives 1% or more of the annual U.S. commercial enplanements	Primary
Medium Hub	Receives 0.25% to 1.0% of the annual U.S. commercial enplanements	Primary
Small Hub	Receives 0.05% to 0.25% of the annual U.S. commercial enplanements	Primary
Non-Hub	Receives less than 0.05% but more than 10,000 of the annual U.S. commercial enplanements	Primary
Nonprimary commercial Service, Non-hub	Also referred to as non-hub nonprimary, these airports have scheduled passenger service and between 2,500 and 10,000 annual enplanements	Nonprimary
RELIEVER		
An airport designated by the Secretary of Transportation to relieve congestion at a commercial service airport and to provide more general aviation access to the overall community		Nonprimary
GENERAL AVIATION		
A public-use airport that does not have scheduled service or has scheduled service with less than 2,500 passenger boardings each year		Nonprimary

SOURCE: FAA, *Airport Categories*, 2021

Locale

All of the property comprising RSW is located within unincorporated Lee County. The airport occupies approximately 6,431 acres of land and is located south of Daniels Parkway, east of Interstate 75 and Treeline Avenue and north of Alico Road.

The airport is owned by Lee County and operated by the Lee County Port Authority (LCPA). Lee County includes some of the fastest-growing cities in the region, including Fort Myers, Cape Coral, Bonita Springs, and Fort Myers Beach. Additionally, the popular tourist destinations of Sanibel and Captiva Islands are located in the county. Lee County is bordered by Charlotte County to the north, Hendry County to the east, Collier County to the south and the Gulf of Mexico to the west. In 2019, the year before the COVID-19 pandemic, the airport handled 10,225,180 passengers.

RSW is the primary commercial airport in Southwest Florida, with Punta Gorda Airport having a more limited commercial role (**Figure 2-2**). In 2019, RSW ranked 43rd in the United States based on enplanements and 5th in Florida, accounting for 5.27% of enplanements in the state. In 2020, RSW maintained its 5th place position in Florida, but moved up in the national ranking to 36th in terms of passenger enplanements, despite the effects of the COVID-19 pandemic on the aviation industry. RSW also fared better in 2020 as compared to other Florida airports, representing 6.84% of all enplanements in Florida.

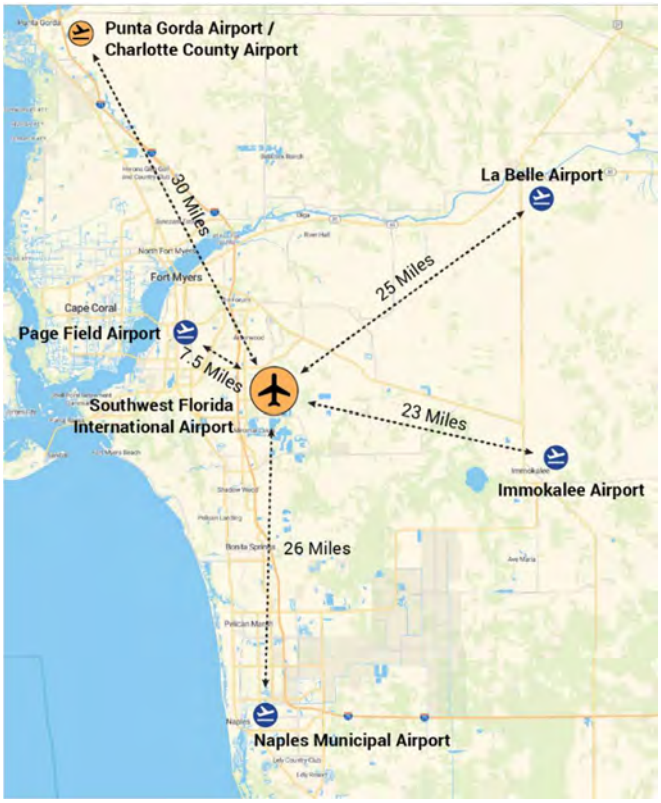


Figure 2-2 RSW Local Area Map

Airport History

Air carrier service has been available in some form in the Fort Myers/Southwest Florida area since 1937. After World War II, the U.S. Army Air Corps' Fort Myers training base (named Page Field in commemoration of World War I hero Captain Channing Page) was decommissioned and turned over to Lee County. For approximately 50 years, Page Field offered local area residents and visitors a full-service air transportation facility as the original commercial airport for Fort Myers. However, it was also recognized during this time that Page Field had limited space to meet expansion requirements for commercial jet aircraft operations and increased passenger volumes.

The 1972 State of Florida Aviation System Plan documented Page Field's limitations and recommended that a new air carrier facility be constructed. This plan also stated that the new airport should be adequate to serve the Southwest Florida region encompassing Lee, Collier, Charlotte, Glades, and Hendry counties. Shortly thereafter, a five-county advisory group was established to select a suitable site for the new aviation facility.

RSW was the nation's first new airport built since the opening of the Dallas/Ft. Worth Regional Airport in 1974. It was also the first airport to be built in compliance with National Environmental Protection Association (NEPA) regulations.

The airport officially opened on Saturday, May 14, 1983. With the opening of Southwest Florida Regional Airport, all air carrier and commercial operations were relocated to the new airport, relegating Page Field (FMY) to a "reliever airport" role.

Page Field (FMY)
SOURCE: Lee County Port Authority

On August 11, 1987, the Lee County Board of County Commissioners implemented the provisions of Chapter 63-1541, Laws of Florida, by adopting Lee County Resolution No. 87-8-9, creating the Lee County Port Authority as a body corporate to operate the two County airports, Page Field and Southwest Florida International Airport (then known as Southwest Florida Regional Airport). The Resolution was subsequently adopted as an ordinance, to be known as the Lee County Port Authority Ordinance, Lee County Ordinance No. 90-02, later repealed and replaced by Lee County Ordinance No. 01-14. The Board of Port Commissioners is made up of county commissioners who set policy and direct operations for the airports. The role of the Airports Special Management Committee is to serve in an advisory role to the Board of Port Commissioners. Each Commissioner appoints one member to the Airports Special Management Committee; plus one representative is selected from Collier County and one from Charlotte County. The Lee County Port Authority, the Board of Port Commissioners and the Airports Special Management Committee is the political structure that oversees the airport today.

Original 1983 Terminal under construction
SOURCE: Lee County Port Authority

Original 1983 Terminal after opening
SOURCE: Lee County Port Authority

In 1988, to accommodate increasing passenger demand, the original terminal was expanded by extending Concourse B and enlarging the terminal apron.

While the airport had served international passengers primarily traveling on Canadian charter flights since 1984, in the late 1980s LCPA initiated an expansion program to facilitate the airport accommodating nonstop transcontinental, as well as transatlantic international flights. As the numbers of foreign visitors soared, RSW officials petitioned the U.S. government to construct a Federal Inspection Station (FIS) at RSW to provide Customs, Immigration, Public Health and Agriculture services. An agreement was reached that the FIS would be a user-fee facility supported by airport operations revenue and, on December 20, 1993, the RSW FIS opened.

By 1992, two projects crucial to the international air carrier traffic initiative were underway. In the summer of 1992, work began to extend Runway 6-24 from 8,400 feet to 12,000 feet. This additional runway length allowed aircraft operating from RSW to increase fuel loads, thereby increasing flight ranges to transcontinental and international-transatlantic distances. The $20 million runway project was completed in the fall of 1994. In November 1992, construction began on a 48,211-square-foot terminal addition that would house expanded FIS facilities and additional passenger ticketing and waiting areas. The expanded and improved facilities, together with the runway extension, proved to be the catalyst for RSW to enter, initially by charter operations, into new international passenger and cargo markets.

In 1993, the new name of Southwest Florida International Airport was selected to reflect the emerging international status of RSW. This new name became official on May 14, 1993, which coincidently marked the 10-year anniversary of the official opening of the

- 1972: State of Florida Aviation System Plan identified the need for a new air carrier facility
- 1974-1975: Site selection process; Current site of RSW selected
- May 14, 1983: Airport officially opens
- 1988: Concourse B is extended, aircraft ramp is enlarged
- August 11, 1987: Lee County Port Authority is created
- December 20, 1993: Federal Inspections Station opens International (non-precleared) flights can operate
- 1992-1994: Runway 6-24 extension from 8,400ft. to 12,000ft.
- 1992: Terminal is expanded
- May 14, 1993: Southwest Florida International Airport name becomes official
- 1998: New concourse B opens
- 2004: Master Plan Update completed
- 2005: Midfield Terminal Opens
- July 2013: New ARFF Facility Opens
- 2015: Terminal Access Road connects directly to I-75
- 2022: Future Air Traffic Control enters service

airport. In the late 1990s, sustained passenger and aircraft operation increases at RSW necessitated further terminal expansion and expansion of Concourse B, which was completed in 1998.

In order to meet the ever-growing demand at the airport, multiple planning, design and construction projects were initiated in the early 2000s. In February 2002, construction began on a new Midfield Terminal Complex to replace the existing terminal, which in spite of multiple expansions, was experiencing a capacity limit and a degraded passenger experience. The new terminal opened on September 9, 2005, with three concourses serving 28 aircraft gates. The terminal plan has the possibility to add two additional concourses to provide a total of 65 gates.

New Midfield Terminal
SOURCE: Lee County Port Authority

The new terminal was constructed to the south of the existing runway to be centrally placed between the existing and future parallel runway. In 2015, a new airport interchange was completed that directly connects RSW to I-75.

In 2016, a new Aircraft Rescue & Fire Fighting (ARFF) station was inaugurated opposite the terminal. A new Airport Traffic Control Tower (ATCT) was built and is currently undergoing testing and certification and will began operations in 2022. Both the ATCT and the ARFF facility are centrally located to support the future airfield.

Future Airport Traffic Control Tower
SOURCE: Lee County Port Authority

2.2 Climate

Weather conditions play an important role in the planning and development of an airport. Temperature, along with other operating parameters, is an important factor in determining runway length. Wind direction and speed are essential in determining optimum runway orientation. The percentage of time rain and/or fog impairs or restricts visibility at an airport is a major factor in determining the need for aircraft navigational aids and runway lighting systems.

RSW is situated in the subtropical Southwest Florida climate, located approximately 13 miles from the Gulf of Mexico. The region is often influenced by the maritime air masses that move inland. Typical summertime weather conditions include daily afternoon thunderstorms caused by rapid convective heating exacerbated by high temperatures and excessive humidity. Based on 10-year meteorological data (2011-2020), RSW operated in Instrument Meteorological Conditions[1] (IMC) and Visual Meteorological Conditions (VMC)[2] 9.45% and 90.55% of the time, respectively.

Temperature

Temperature is one of the most important factors affecting aircraft performance. The direct impact of high temperatures is a marked increase in runway take-off distance requirements. Temperatures at RSW generally range from the low 60s Fahrenheit (F) in the winter to the low 90s (F) in the summer. Winters are typically mild, with many bright, warm days and

[1] IMC occur when the prevailing visibility is less than 3.0 statute miles or the cloud ceiling is lower than 1,000 feet above ground level (AGL).

[2] VMC occur when the prevailing visibility is greater than or equal to 3.0 statute miles and the cloud ceiling is 1,000 feet AGL or higher.

moderately cool nights. Occasional cold snaps bring temperatures in the 30s (F) but only rarely do temperatures drop into the 20s (F). However, light frost and minor freeze conditions do occur in the rural-inland areas a few times each year. In the summer, temperatures have reached 100 degrees (F), but these occurrences are rare. According to metrological data compiled by National Oceanic and Atmospheric Administration (NOAA), August is the hottest month of the year at RSW with an average maximum temperature of 92 degrees (F) and a mean temperature of 83 degrees (F). During the winter, RSW experiences the coldest average temperatures during the month of January, which has an average low temperature of 54 degrees (F) and a mean temperature of 65 degrees (F).

Precipitation

Precipitation occurs during all seasons in Southwest Florida, although rainfall is more abundant during the summer months. June, July, and August account for an average of 9.76 inches of rainfall per month at RSW. The driest months are January, February, November, and December with an average of only 1.94 inches of rainfall during each of these months. The average annual rainfall for the RSW station is 58.6 inches (2011-2020, Source: National Center for Environmental Information).

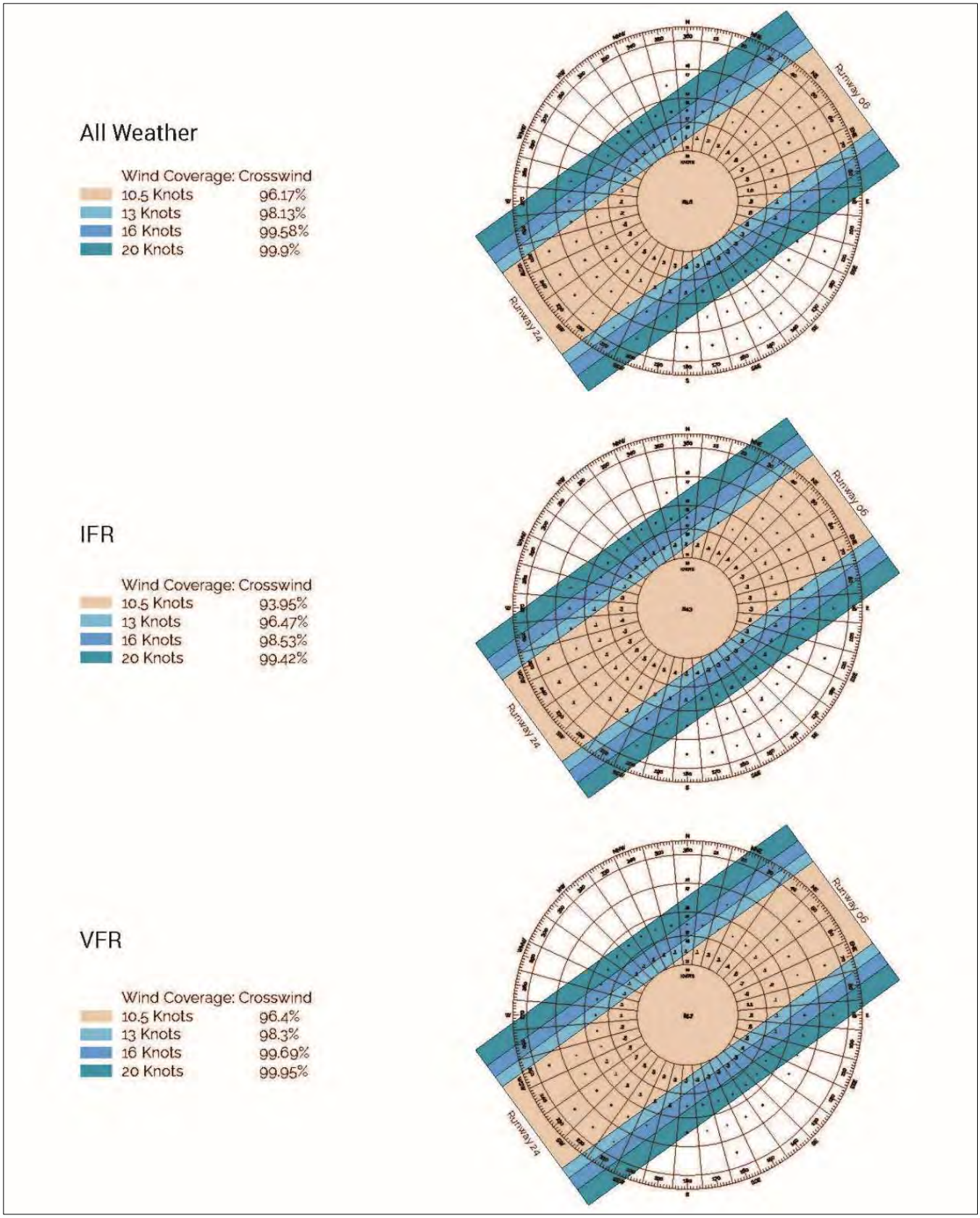
The amount of precipitation experienced by any airport impacts aircraft operations because of reduced braking action on wet runways and limited ceiling and visibility during storm conditions. About two-thirds of the annual precipitation in Fort Myers occurs during June through September. There are frequent long periods during the winter when only very light, or no rain falls. Most of the summer rain occurs during late afternoon or early evening thunderstorms. Although these showers seldom last long, they can yield large amounts of rain. During late summer and early fall, the Fort Myers area may experience rainfall from tropical depressions, tropical storms, or hurricanes nearby. These storms can result in heavy downpours. Totals of 6 to over 10 inches of rainfall within a 24-hour period have been recorded. Thunderstorms can occur at any time of the year but are typically infrequent from November to April. However, from June through September, thunderstorms occur every two out of three days on average. Heavy fog is rather infrequent and mainly confined to winter mornings.

Wind

Wind is a primary factor that influences the runway orientation and can subsequently affect runway capacity. Under ideal conditions, aircraft takeoffs and landings are determined by the prevailing winds and are conducted on the runway that provides the most head wind to operating aircraft. The Federal Aviation Administration (FAA) recommends that the runway orientation provided achieve 95% wind coverage. Wind coverage for a given runway is that percentage of time when the crosswind component is below an acceptable velocity. The crosswind component can be defined as the maximum permissible wind velocity occurring at right angles (or 90 degrees left or right) of the heading of a landing or departing aircraft. This is calculated by using a 10.5-knot (12-mile-per-hour [mph]) maximum crosswind component for the smaller, lighter aircraft, while a 13-knot (15 mph) and 16-knot (18 mph) maximum cross wind component is utilized for the larger jet aircraft. When carrying out an evaluation of this type, the FAA suggests that historical weather information for a period of at least five (ideally 10) years be used for determining runway wind coverage.

Using data provided by the National Climatic Data Center, wind conditions were analyzed for a 10-year period from 2011-2020. The orientation of Runway 6-24 provides 98.13% coverage at 13-knots under all weather conditions and 96.47% under IMC. For comparison purposes, more typical of air carrier airports, a crosswind component of 16-knots was analyzed and resulted in coverage of 99.58% for all weather conditions and 98.53% for Instrument Flight Rules (IFR) conditions.

Figure 2-3 graphically displays the All Weather Wind Rose for 10.5-, 13-, 15-, and 20-knot crosswind components based on combined weather conditions. Figure 2-3 also displays the Visual Flight Rules (VFR) Wind Rose and IFR Weather Wind Roses. Each segment of the wind rose represents a wind direction and speed grouping based on a percentage of the total recorded hourly observations for the Airport.



SOURCE: FAA Airport Data and Information Portal, RSW Weather Station 722108 1022-2020, data gathered 9/2021

Figure 2-3 RSW Wind Roses

2.3 Airfield

Airfield Overview

The airfield was developed in two phases (with several sub-phases), largely in line with the construction of the passenger terminal facilities:

- 1983-2005: North Terminal
- 2005-Present: Midfield Terminal

Unlike many commercial airports, the airfield has relatively few external constraints in the form of urban encroachment which allows the Airport to operate without displaced thresholds, declared distances, or modifications of standards to meet FAA design criteria with regards to runway and taxiway safety areas and centerline separation.

Table 2-2 FAA Airplane Design Group (ADG) Categories

ADG	Tail Height (ft.)	Wingspan (ft.)	Example Aircraft
Airplane Design Group (ADG) is defined by both wingspan and tail height of an aircraft.			
I	< 20'	< 49'	C-172, C-208
II	20' to < 30'	49' to < 79'	CRJ-200 E-145
III	30' to < 45'	79' to < 118'	E-170/175/190, B737, A320
IV	45' to < 60'	118' to < 171'	B757, B767, MD-11
V	60' to < 66'	171' to < 214'	A330, A340, A350, B747*,B787 , B777*
VI	66' to < 80'	214' to < 262'	B747-8*, A380

SOURCE: FAA, *Advisory Circular 150/5300-13A Change 1*, 2/26/2014

* Boeing 747-100, -200, -300, -400 aircraft are ADG-V;
Boeing 747-8i/f are ADG-VI;
Boeing 777-8, -9 are ADG-V aircraft on taxiways and aprons and are ADG-VI on runways due to folding wingtips

The FAA classifies aircraft by Airplane Design Group (ADG) based on a combination of wingspan and tail height as summarized in **Table 2-2**. During initial planning for RSW, larger aircraft design requirements were used to allow flexibility for larger ADG-IV and ADG-V aircraft to operate. The critical aircraft category used in the previous master plan and in subsequent studies was an ADG-V such as the Boeing 747 or Airbus A330/340. A more detailed discussion about the critical aircraft is provided in the "Facility Requirements" section of this plan.

Hot Spots and Airfield Geometry

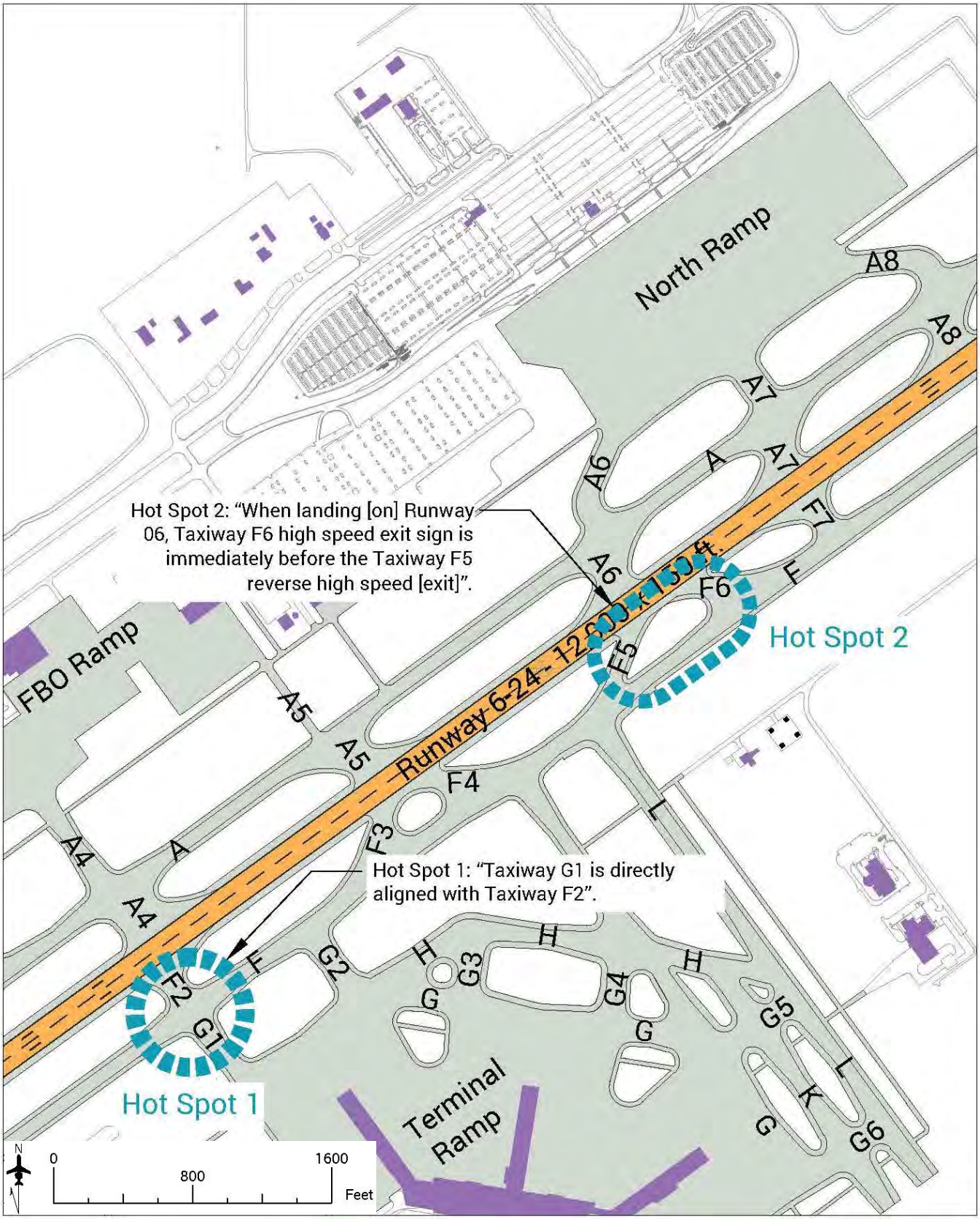
An increased focus has been placed in recent years on mitigating areas of concern on airfields where airfield geometry could potentially lead to an incident such as a runway incursion. In 2014, the FAA issued an update to Advisory Circular (AC) 150/5300-13A "Airport Design" which placed a strong focus on promoting design practices that reduced possibilities of runway incursions. Existing airfields were analyzed to identify areas of high concern that had a history of potential risk. The areas with the highest risk are called "Hot Spots" and are identified to pilots on Airport Diagrams. The FAA strongly encourages airports to mitigate any hot spots or any other areas of concern through design changes.

> "A hot spot is defined as a location on an airport movement area with a history of potential risk of collision or runway incursion, and where heightened attention by pilots and drivers is necessary."
>
> —FAA

There are currently two identified hot spots at RSW described[3] below and illustrated in **Figure 2-4**. Hot-spot 2 has been mitigated as part of an airside rehabilitation project, the hot spot mitigation portion was completed in July 2021 and the hot spot will be removed from the hot-spot list after FAA review:

- Hot Spot 1: "Taxiway G1 is directly aligned with Taxiway F2." This hot spot is in reference to avoiding direct access to or from an apron to a runway. It is recommended that access to the runway from an apron be indirect so that a pilot is forced to make a conscious maneuver prior to taxing onto a runway.

[3] SOURCE: FAA Airport Data and Information Portal



SOURCE: FAA, September 2021

Figure 2-4 RSW Hot Spots

- Hot Spot 2: "When landing [on] Runway 6, Taxiway F6 high-speed exit sign is immediately before the Taxiway F5 reverse high-speed [exit]." This hot spot references the position of a runway exit sign that precedes a reverse high-speed exit instead of the high-speed exit taxiway it is identifying. This could lead a pilot to attempt to use the reverse high-speed exit instead of the high-speed exit intended.

Efforts are underway at RSW to address these hot spots, and a more detailed discussion on the mitigation strategy is in the Alternatives Analysis section of this Plan.

Airfield Pavement Condition

FDOT conducts airfield inspections for Florida's public-use airports and publishes a Statewide Airfield Pavement Management Program (SAPMP) reports on a rotating three-year cycle. The last inspection conducted for RSW was in November 2018 and the results are published in the November 2019 SAPMP. The airport also conducted an in-depth pavement condition study in January 2018. Both the FDOT study and the airport-funded study can be found in Appendix A and Appendix B, respectively. It was determined that while the majority of the airfield was either considered to be in fair, satisfactory, or good condition; there were certain sections of the airfield that required rehabilitation. Figure 2-5 is a composite map showing the results of the FDOT November 2018 SAPMP inspection as well as pavement rehabilitations that have been conducted since the 2018 SAPMP inspection.

Runway

Currently, there is only one runway at RSW. Runway 6-24 is 12,000 feet long and 150 feet wide, constructed of asphalt concrete, and is grooved to help prevent aircraft hydroplaning when the runway is wet. The runway is equipped with high-intensity edge lights and centerline lights. In 1994, the runway was extended from 8,400 to 12,000 feet to accommodate the demand for larger, long-range aircraft associated with inter-continental and international-transatlantic flights. This 3,600-foot runway extension permitted aircraft originating at RSW to operate nonstop flights from Fort Myers, Florida to many destinations in Europe and Canada. Runway 6-24 is considered to be in good condition overall. The runway last underwent rehabilitation in 2007. Taxiway A was used as a temporary runway during the Runway 6-24 rehabilitation. The estimated gross pavement weight bearing strength for Runway 6-24 is shown in Table 2-3.

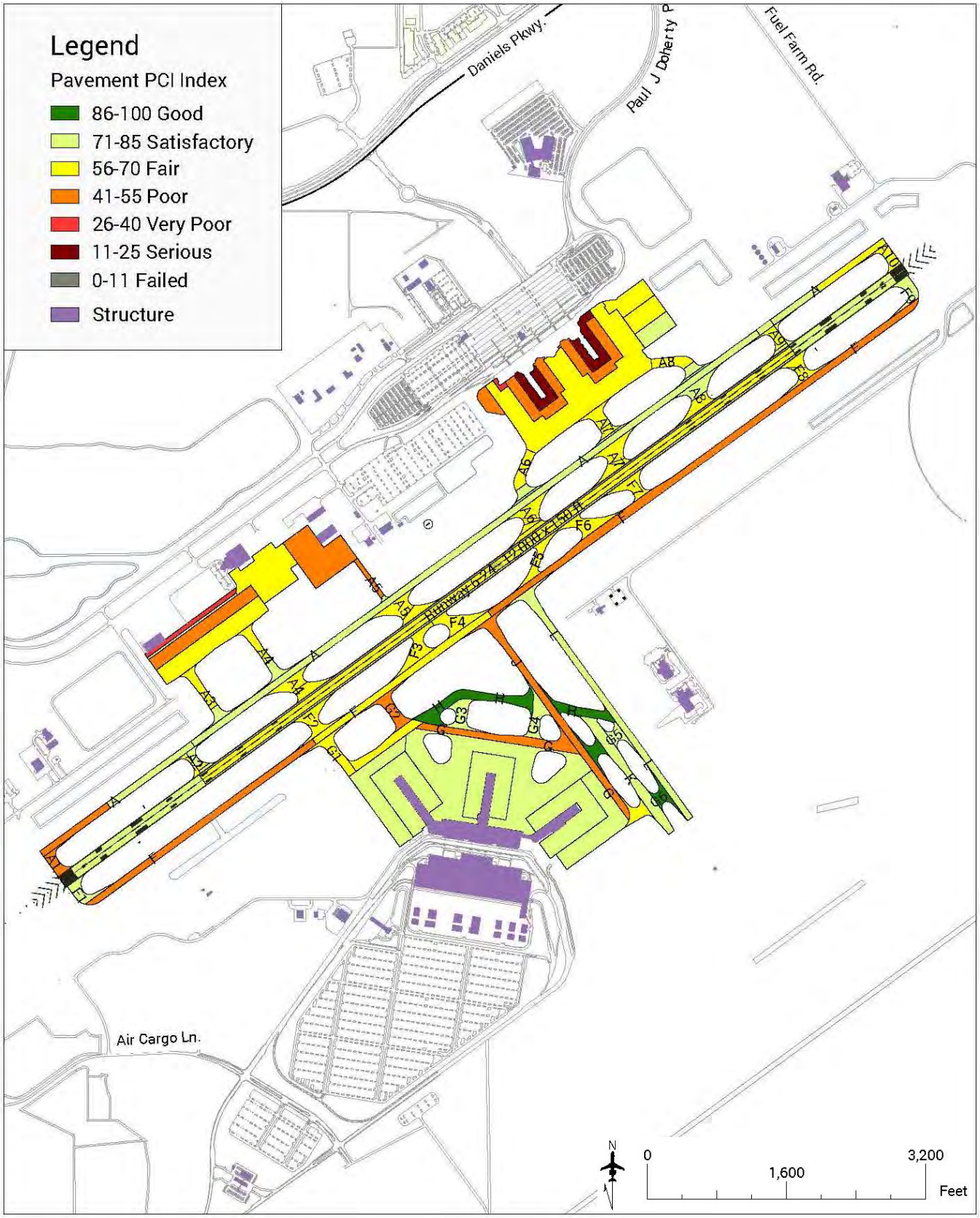
Table 2-3 Runway 6-24 Pavement Weight-Bearing Strength

Undercarriage Type	Weight (lbs.)
Single Wheel	120,000
Double Wheel	250,000
Double Tandem	538,000
Dual Double Tandem	1,045,000

SOURCE: FAA Airport Data and Information Portal

The pavement condition index (PCI) scores the condition of pavement at various locations on a 0-100 scale. The higher the score, the better the condition of the pavement. The last pavement condition inspection of Runway 6-24 was conducted in November 2018 with varying PCI findings ranging between 69 and 76 along the length of the runway. According to FAA standards, this range is mostly satisfactory with the exception of one area with a fair rating.

All Runway 6-24 markings and striping are considered to be in good condition and there are no close-in obstacles on either end of the runway.



SOURCE: FDOT, *District 1 Airfield Pavement Management Program Summary Report*, November 2019

Figure 2-5 Pavement PCI Index

Taxiways

Runway 6-24 is currently served by two full-length parallel taxiways. Prior to the opening of the Midfield Terminal, aircraft primarily used Taxiway A to access the runway and aircraft aprons (passenger terminal, cargo, and fixed-base operator [FBO]). A new south parallel taxiway, Taxiway F, was constructed, as well as crossfield taxiways and a terminal apron with access taxilanes to support the new terminal. Taxiway A now primarily serves cargo and general aviation traffic.

Most taxiways at RSW, whether from the first or the second phase of development, were designed with the capability to handle larger widebody aircraft (ADG-V) to allow for international trans-Atlantic or high-density domestic flights. Since the last master plan study, new aircraft have entered service that are primarily longer versions of existing aircraft. Though these aircraft share many of the same characteristics as the original shorter versions, their longer fuselage and wheelbase created ground maneuvering challenges with existing taxiway configuration standards. As a result, a new aircraft classification system was implemented in addition to the ADG classification for the purposes of taxiway design. The Taxiway Design Group (TDG) focuses on the landing gear configuration of aircraft to help determine taxiway pavement fillet requirements, each colored block in the table represents one section as reviewed by the FDOT consultant, their shapes and sizes can differ greatly.

There are seven categories of taxiways/taxilanes at RSW:

- Parallel: A parallel taxiway to a runway
- Runway connector: A taxiway that connects the runway to a parallel taxiway
- Highspeed exit: A taxiway used to exit a runway at a higher speed than a standard perpendicular runway connector. This type of exit helps reduce runway occupancy time.
- Apron connector: A taxiway/taxilane connecting a taxiway to an Apron
- Crossfield: A taxiway that is built to cross an airfield
- Terminal Area: A taxiway that serves to circulate aircraft in a terminal area
- Taxilane: Access to gates in the apron area in a non-movement area

Table 2-4 provides an inventory of the existing taxiway and taxilane system at RSW. The taxiway/taxilane type, aircraft (ADG/TDG) classification as well as the pavement condition are shown. Figure 2-5 provides a graphical depiction of pavement condition throughout the airfield.

PCI Index:	Failed	Serious	Very Poor	Poor	Fair	Satisfactory	Good

Table 2-4 RSW Taxiway Inventory

Taxiway	Width (ft.)	Length (ft.)	Type	ADG	TDG	Pavement Condition (Multiple sections)
A	75	11,715	Parallel	V	5	
A1	102	269	Runway Connector	V	NS	
A2	105	325	Runway Connector	V	NS	
A3	78	765	Apron Connector	V	5	
A4	277	398	Highspeed exit	V	NS	
A4	78	765	Apron Connector	V	5	
A5	238	384	Highspeed exit	V	NS	

Table 2-4 RSW Taxiway Inventory

Taxiway	Width (ft.)	Length (ft.)	Type	ADG	TDG	Pavement Condition (Multiple sections)
A5	50	757	Apron Connector	III	NS	
A6	195	384	Highspeed exit	V	NS	
A6	104	625	Apron Connector	V	NS	
A7	200	384	Highspeed exit	V	NS	
A7	150	434	Apron Connector	V	NS	
A8	195	384	Highspeed exit	V	NS	
A8	105	625	Apron Connector	V	NS	
A9	105	325	Runway Connector	V	NS	
A10	103	325	Runway Connector	V	NS	
F	75	11,715	Parallel	V	NS	
F1	117	307	Runway Connector	V	5	
F2	130	330	Runway Connector	V	NS	
F3	116	660	Highspeed exit	V	NS	
F4	120	660	Highspeed exit	V	NS	
F5	75	660	Highspeed exit	V	NS	
F6	124	630	Highspeed exit	V	NS	
F7	125	325	Runway Connector	V	NS	
F8	130	325	Runway Connector	V	NS	
F9	400	325	Runway Connector	V	NS	
G	75	3,815	Terminal Area	V	5	
G1	104	640	Apron Connector	V	5	
G1		925	Taxilane			
G2	100	640	Apron Connector	V	5	
G2		670	Taxilane			
G3	127	580	Apron Connector	V	5	
G3		590	Taxilane			
G4	107	720	Apron Connector	V	5	
G4		590	Taxilane			
G5	125	680	Apron Connector	V	5	
G5		650	Taxilane			
G6	125	680	Apron Connector	V	5	
G6		820	Taxilane			
H	101	2,465	Apron Connector	V	5	
J	79	1,890	Crossfield	V	5	
K	82	1,780	Crossfield	V	5	
L	75	3,265	Crossfield	V	5	

SOURCES: ESA Analysis, 2004 Master Plan Update, FDOT SAPMP Report District 1, LCPA

NOTES:

Taxiway widths are measured at the narrowest point for each taxiway. Taxiway widths are based on taxiway edge markings and do not include shoulders.

"NS" referenced in TDG means that the taxiway intersections do not meet current FAA standards for TDG fillets described in AC 150/5300-13A

Taxilanes do not have TDG fillet standards

Shoulders are 25' except portions of TW G, G1, G2, G3, G4, G5, H, J, K, and L, which are between 25' and 40'.

The colored blocks represent the PCI index for each pavement section surveyed by the FDOT consultant. Each section varies in size and configuration.

Aprons

There are five aprons used for aircraft parking at RSW:

- Terminal Apron: The Terminal apron entered service in 2005 at the same time as the Midfield Terminal.
- Cargo Apron: The cargo ramp entered service in 1990 and was expanded in 2004. Both taxiway entrances are capable of handling ADG-V type aircraft.
- FBO Apron: The Fixed Base Operator (FBO) ramp was built in 2000 and used by PrivateSky, the sole FBO operator at RSW.
- General Aviation Apron: The General Aviation ramp was part of the original airport built in 1983 and served as the FBO ramp until the new FBO ramp was constructed in 2000.
- North Apron: The North Apron was originally used as terminal apron when the airport opened in 1983. Since the opening of the new Midfield Terminal in 2005, the North Ramp is used as parking for cargo carriers and irregular operations. The footprint of the original terminal remains unpaved and the paved area immediately adjacent is no longer used and is inaccessible to aircraft due to fencing.

Table 2-5 inventories the apron areas in more detail. Figure 2-5 provides a graphical depiction of pavement condition.

PCI Index:	Failed	Serious	Very Poor	Poor	Fair	Satisfactory	Good

Table 2-5 RSW Apron Inventory

Apron	Area (square feet)	Pavement Type	Pavement Condition (Multiple sections)
Terminal Ramp	2,592,924	AC/PCC	
Cargo Ramp	620,219	AAC/AC/PCC	
GA Ramp	306,945	AC	
North Ramp	1,811,062	AC/PCC	
FBO Ramp	309375	AC	

SOURCES: ESA Analysis, 2004 Master Plan Update, FDOT SAPMP Report District 1, LCPA

AAC: Asphalt overlay over asphalt concrete, AC: Asphalt concrete, PCC: Portland cement concrete

The colored blocks represent the PCI index for each pavement section surveyed by the FDOT consultant. Each section varies in size and configuration.

2.4 Navigational Aids

Airport navigational aids (NAVAIDs) are equipment that support the safe and efficient movement of aircraft on- and in the vicinity of an airport. For the purposes of this discussion, the NAVAIDs are classified as visual aids, electronic aids, or meteorological aids. The NAVAIDs at RSW are depicted in Figure 2-6 and summarized in Table 2-6.

Visual Approach Aids

Airport Rotating Beacon

An airport rotating beacon provides long-range visual identification of an airport by projecting alternating green and white lights on a rotating head spaced 180 degrees apart. The RSW airport rotating beacon is located atop the ATCT cab. The ATCT and rotating beacon were under construction at the time this document was written. The rotating beacon will become operational in 2022.

Table 2-6 Navigational Aids

Item	Runway 6	Runway 24	Airport Wide	Associated Instrument Procedure
VISUAL APPROACH AIDS				
Airport Rotating Beacon[a]	—	—	Yes	—
Windcone	Yes	Yes	—	—
Segmented Circle/Windcone	—	—	Yes	—
Precision Approach Path Indicator (PAPI)	Yes	Yes	—	—
Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR)	Yes	No	—	—
Runway End Identifier Lights (REILs)	No	Yes	—	—
ELECTRONIC AIDS				
Glideslope (GS)	Yes	No	—	Runway 6 ILS
Localizer (LOC)	Yes	No	—	Runway 6 ILS, RNAV (GPS)
Middle Marker (MM)	Yes	No	—	Runway 6 ILS
Compass Locator at the ILS Outer Marker (LOM)	Yes	No	—	Runway 6 ILS
Runway Visual Range (RVR)	Yes – Touchdown	Yes – Rollout	—	Runway 6 ILS, RNAV (GPS) Runway 24 VOR/DME
VHF Omnidirectional Range with Collocated Tactical Air Navigation (VORTAC)	—	—	Yes	Runway 24 VOR/DME
Airport Surveillance Radar (ASR)	—	—	Yes	—
Remote Transmitter/Receiver (RTR)[b]	—	—	Yes	—
METEOROLOGICAL AIDS				
Automated Surface Observing System (ASOS)	—	—	Yes	—
Low Level Windshear Alert System (LLWAS)	—	—	Yes	—

SOURCE: FAA 5010 Master Record; RS&H, 2021

a. Replacement beacon is under construction. Anticipated operational date: 2022
b. New RTR facility under construction near the future ATCT. Anticipated operational date: 2022

Windcones and Segmented Circle

A windcone provides quick visual reference to the current general wind conditions (speed and direction) at an airport. A segmented circle is paired with an airport's primary windcone and provides visual indication of current airport operations such as active landing direction and traffic patterns. The RSW segmented circle and primary windcone are lighted and are located northeast of the Taxiway A/Taxiway A5 intersection, near the Runway 6-24 midpoint. Each runway end is also equipped with supplemental windcones (without segmented circle), generally aligned with the runway aiming point markings. The Runway 6 windcone is located north of Taxiway A, and the Runway 24 windcone is located south of Taxiway F.

Precision Approach Path Indicator

A PAPI is a light array that provides visual indication of an aircraft's vertical position relative to the designated glidepath while on approach. The PAPI system consists of four equally spaced lights located near the runway aiming point markings. Both runway ends are equipped with PAPI systems. The Runway 6 PAPI is located on the north side of the runway, 1,350 feet from the runway end and the Runway 24 PAPI is located south of the runway, 1,355 feet from the runway end.

Medium Intensity Approach Light System with Runway Alignment Indicator Lights

MALSR is a type of Approach Lighting System positioned symmetrically along the extended runway centerline. Runway 6 is equipped with a MALSR. The MALSR configuration is a 2,400-foot system with light stations every 200 feet. The first 1,400 feet of the system is composed of steady burning white lights and the last 1,000 feet includes sequenced flashing runway alignment indicator lights. The system pairs with the ILS to help provide visual reference of the runway environment in low visibility conditions and help achieve the visibility minimums associated with a Category I (CAT-I) ILS.

Runway End Identifier Lights

Runway End Identifier Lights (REILs) consist of flashing white lights installed at the approach end of the runway. The lights enable pilots to visually identify the runway end while the aircraft is on approach. The Runway 24 end is equipped with REILs.

Electronic NAVAIDs

Global Positioning System/Wide Area Augmentation System

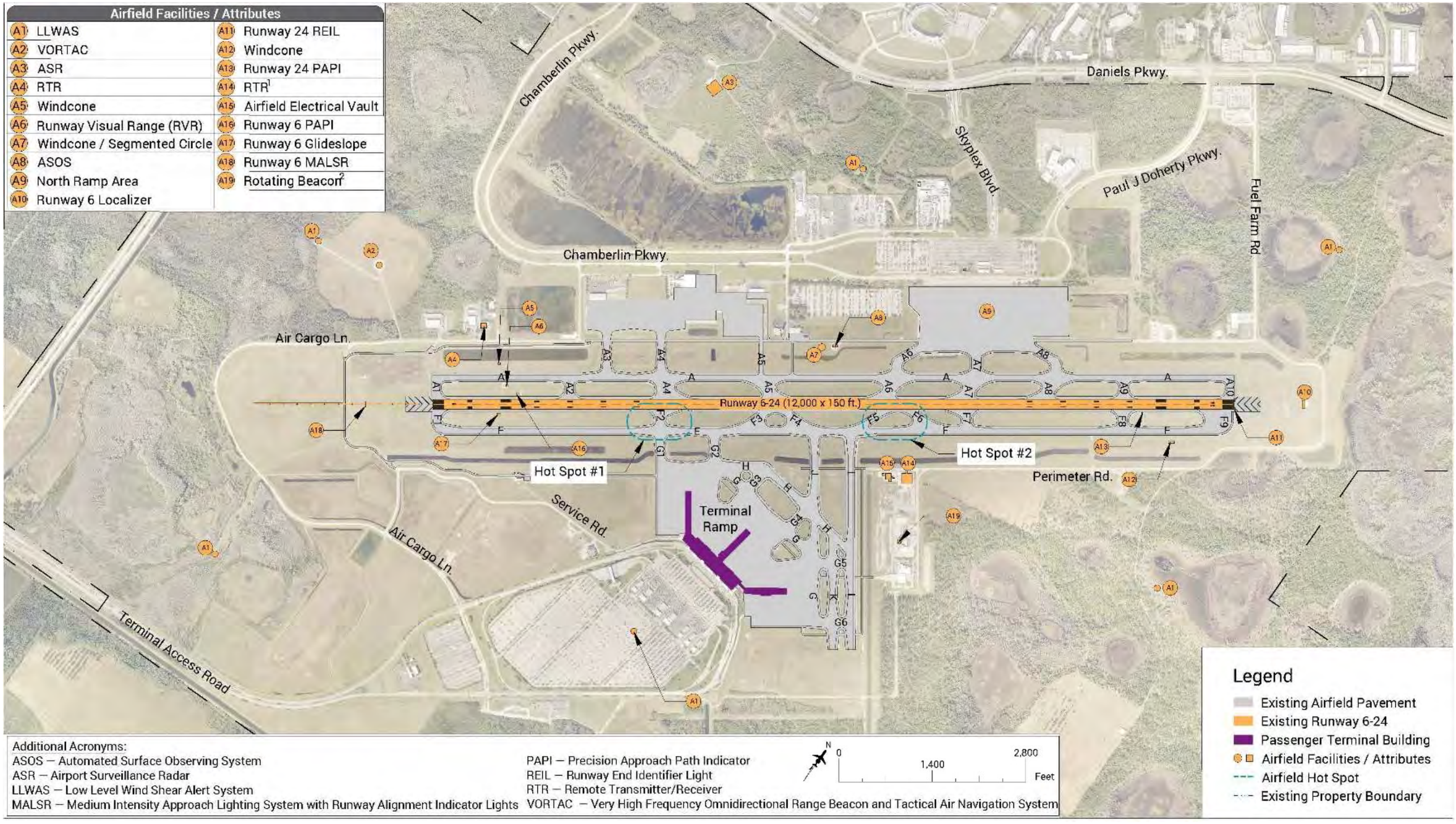
Global Positioning System (GPS) is a constellation of satellites used to identify aircraft location and velocity on a continual basis. This capability can serve aircraft while on approach to land using Area Navigation (RNAV) procedures based on input data from the GPS. RNAV instrument approach procedures are in place for approaches to Runway 6 and Runway 24. These RNAV instrument approach procedures replace less accurate procedures using ground-based Non-Directional Beacons (NDB). Both RNAV approaches are LPV approaches (Localizer Performance with Vertical guidance) which take advantage of the refined accuracy of Wide Area Augmentation System (WAAS).

The WAAS is a navigation system that provides horizontal and vertical guidance to aircraft on all phases of flight—including enroute navigation, airport departures, and airport arrivals. The WAAS provides a greater level of accuracy (similar to Category I ILS capabilities) to aircraft by supplementing data received from GPS satellites with location and velocity information of the aircraft relative to surveyed, ground-based equipment. The ground-based equipment—referred to as Wide Area Reference Stations—are widely spaced around the National Airspace System (NAS). There are no WAAS Area Reference Stations on or in the immediate vicinity of the Airport.

Instrument Landing System

Runway 6 is equipped with an Instrument Landing System (ILS). The Runway 6 ILS includes four elements—a glideslope (GS), localizer (LOC), Middle Marker, and Compass Locator at the ILS Outer Marker (LOM).

- A GS provides pilots with electronic guidance of descent gradient and vertical positioning relative to the runway end elevation while the aircraft is on approach. The Runway 6 GS antenna is located near the Runway 6 aiming point markings, on the north side of the Runway.
- A LOC provides pilots with electronic guidance of lateral positioning relative to the runway centerline while the aircraft is on approach. The Runway 6 LOC is located on the extended runway centerline, 1,040 feet beyond the Runway 24 end. The Runway 6 LOC is collocated with Distance Measuring Equipment (DME). DME is a Very-High Frequency (VHF) antenna that provides pilots with a range measurement of distance to the DME facility. The DME antenna is used to augment and enhance the capabilities of the Runway 6 LOC approach.
- Marker beacons are upward facing directive antennas that indicate known points along the approach path. The Middle Marker indicates the point along the approach where the pilot should be able to visually identify the runway environment. If visual identification is not made by this point, pilots should execute a missed approach. The Middle Marker beacon is located 2,600 feet from the Runway 6 end.



SOURCE: Lee County Port Authority, *Airport Layout Plan*, February 2011

Figure 2-6 Navaids

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- The LOM indicates the point along the approach path at which an aircraft should intercept the glideslope. The LOM is located approximately 4.3 nautical miles from the Runway 6 end.

Runway Visual Range

The Runway Visual Range (RVR) measures atmospheric visibility near the runway end and informs pilots of the range of visual distance that can be observed near the runway end. RSW is equipped with an RVR system located adjacent to the Runway 6 GS antenna on the north side of the Runway. This equipment serves dual purpose as the Runway 6 Touchdown RVR to enable the CAT-I ILS and as the Runway 24 Rollout RVR for supplemental visibility reporting.

VHF Omnidirectional Range with Collocated Tactical Air Navigation

A VHF Omnidirectional Range with Collocated Tactical Air (VORTAC) is a radio antenna that provides pilots directional information relative to the facility. It is the collocation of equipment typically used by civilian aircraft—VHF Omnidirectional Range (VOR)—and navigational equipment typically used by military aircraft—Tactical Air Navigation (TACAN). The TACAN includes DME capabilities which is used to augment and enhance the capabilities of the Runway 6 VOR approach and provides azimuth information to pilots. The RSW VORTAC is a low altitude facility that primarily provides non-precision instrument approach capability for RSW and neighboring airports. The VORTAC is located 2,260 feet northwest of the Runway 6 end.

Airport Surveillance Radar

The Airport Surveillance Radar (ASR) is used to detect the location, range, and elevation of aircraft within the terminal airspace (60 nautical miles) of an airport. The radar equipment allows for air traffic controllers to track aircraft 360 degrees around the facility to facilitate aircraft sequencing and maintain adequate airspace separation. RSW is equipped with an ASR Series 11 (ASR-11) antenna, which is located in a wooded area within the non-aviation support designated area north of Runway 6-24, approximately 1.05 nautical miles north of the Runway 6 endpoint.

Remote Transmitter/Receiver

A Remote Transmitter/Receiver (RTR) site is an air-to-ground radio communications system that relays transmissions from aircraft to the ATCT. RTR sites are unmanned and usually comprise several communications towers. There are two RTR sites at RSW. The original RTR site is located approximately 1,420 feet north of the Runway 6 end, adjacent to the airport field maintenance facility. The second RTR is located east of Taxiway L, proximate to the future ATCT, and will become operational in 2022. The new RTR facility includes an equipment shed and four antenna towers.

Meteorological Aids

Automated Surface Observing System

The Automated Surface Observing System (ASOS) is a collection of meteorological instruments that measure and automatically report conditions to pilots and air traffic controllers. The RSW ASOS is located northeast of the Taxiway A/Taxiway A5 intersection, adjacent to the segmented circle.

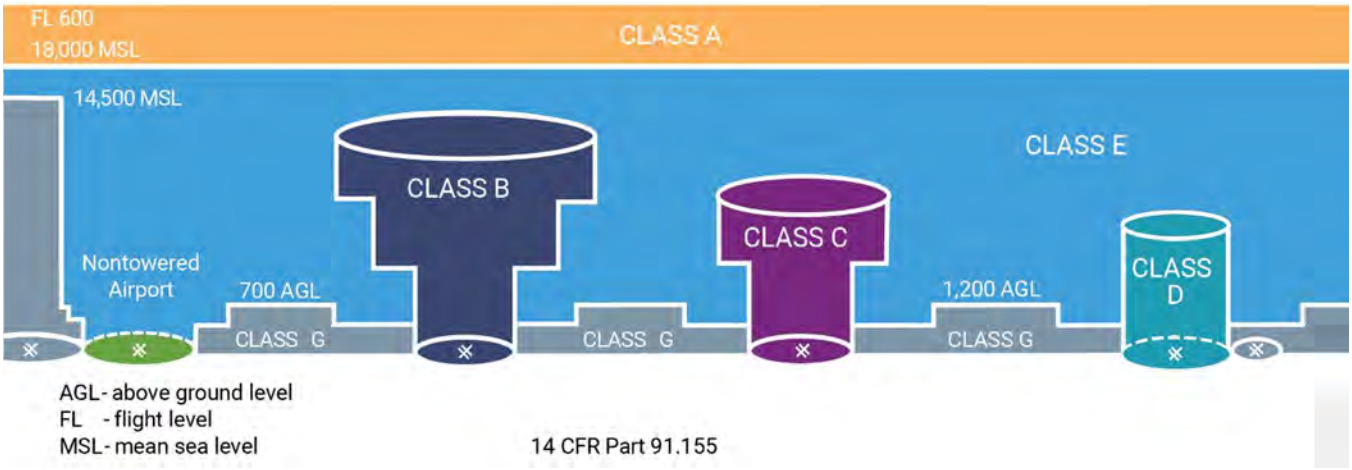
Low-Level Windshear Alert System

The Low-Level Windshear Alert System (LLWAS) is composed of anemometer stations that measure wind speed and direction. The LLWAS system at RSW is composed of six stations around the airport that automatically generate warnings when windshear or microburst conditions are detected.

2.5 Airspace Configuration/Approach Procedures

Airspace Classifications

The FAA has six classifications of airspace under the NAS. These classifications, which are designated as Class A, B, C, D, E, and G, are critical to the safety of all flights and to the efficient operation of all airport traffic control facilities. Based on the level of activity and type of operations, airports receive either a classification of B, C, D or E. Class A airspace only exists above 18,000 feet and Class G airspace is designated as uncontrolled airspace. **Figure 2-7** is a visual representation of the classification of the NAS.



SOURCE: FAA

Figure 2-7 National Airspace System Classification

Because RSW has an active FAA ATCT, is serviced by a radar approach control facility, and has a significant number of IFR operations, the RSW airspace has been designated Class C. In Class C airspace, pilots must establish and maintain two-way radio communications with the ATCT at that airport, prior to entering the airspace. In addition, the aircraft must be equipped with a Mode C transponder and operable ADS-B Out equipment that automatically sends GPS location, altitude, ground speed and other data to air traffic control ground stations and other aircraft. In Class C airspace, aircraft operating under VFR are typically separated from the IFR aircraft and VFR aircraft must still see and avoid other VFR aircraft.

Although Class C airspace can be tailored to meet individual airport needs, the airspace usually consists of two columns of airspace. The Class C airspace at RSW contains no modifications to the standard airspace configuration. The inner column of airspace encompasses an area that has a 5-nautical-mile radius from the airport and extends from the surface up to 4,000 feet above the airport elevation. The outer column of airspace encompasses an area that has a 10-nautical-mile radius but begins at 1,200 feet above the airport elevation and extends up to 4,000 feet above the airport elevation. The simplest way to visualize Class C airspace is to imagine a two-layer wedding cake turned upside down and centered on the airport.

RSW is in close proximity to the Class D airspace which surrounds FMY. The Class D airspace at FMY encompasses a single column of airspace, 5 nautical miles in radius from the surface up to 1,200 feet above the airport elevation. Class D airspace requires each pilot to establish two-way radio communication with the ATCT prior to entering the airspace and to maintain this communication while in the airspace. Although considered controlled airspace, Class D airspace does not provide any separation service to VFR aircraft. When the ATCT is closed, the airspace at the airport is designated as Class G, or uncontrolled airspace.

FMY also has a small portion of Class E designated airspace. Typically, this classification of airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace and is used to provide additional safety to aircraft transiting to and from the Airport. The small portion of Class E airspace at FMY provides additional controlled airspace for precision and non-precision instrument approaches to Runway 5 and the non-precision instrument approach to Runway 13. These approaches are controlled by the FAA facilities at RSW. The FMY Class E airspace has a floor beginning at 700 feet and extends up to 17,999 feet. Only a small portion of Class E airspace is required because most of the area surrounding FMY is encompassed by the RSW Class C airspace.

Figure 2-8 has been taken from the Miami Sectional Aeronautical Chart to illustrate the airspace relationships in the Fort Myers area. The two large magenta circles represent the inner and outer columns of Class C airspace for RSW. FMY falls between these two circles. This limits the ceiling for FMY's Class D airspace to 1,200 feet. At 1,200 feet, the Class D meets the overlying RSW Class C airspace that is more restrictive.

Published Instrument Approach Procedures

There are four published instrument approach procedures and one published visual approach at RSW. The primary difference between a precision and a non-precision instrument approach is that the precision instrument approaches provide some form of electronic glide slope or glide path information for vertical guidance. It is important to note that the minimum approach descent altitudes expressed in the following paragraphs are for Category C aircraft (those aircraft with approach speeds near 140 knots) as these are the most common aircraft utilizing RSW.

At RSW, the Category I ILS system for Runway 6 is one of four classifications of ILS approach systems in use at airports today (Table 2-7). The following delineates the typical approach minimums associated with the category of ILS approaches. These minimums may be adjusted higher based on specific circumstances at each individual airport.

Table 2-7 Instrument Landing System (ILS)

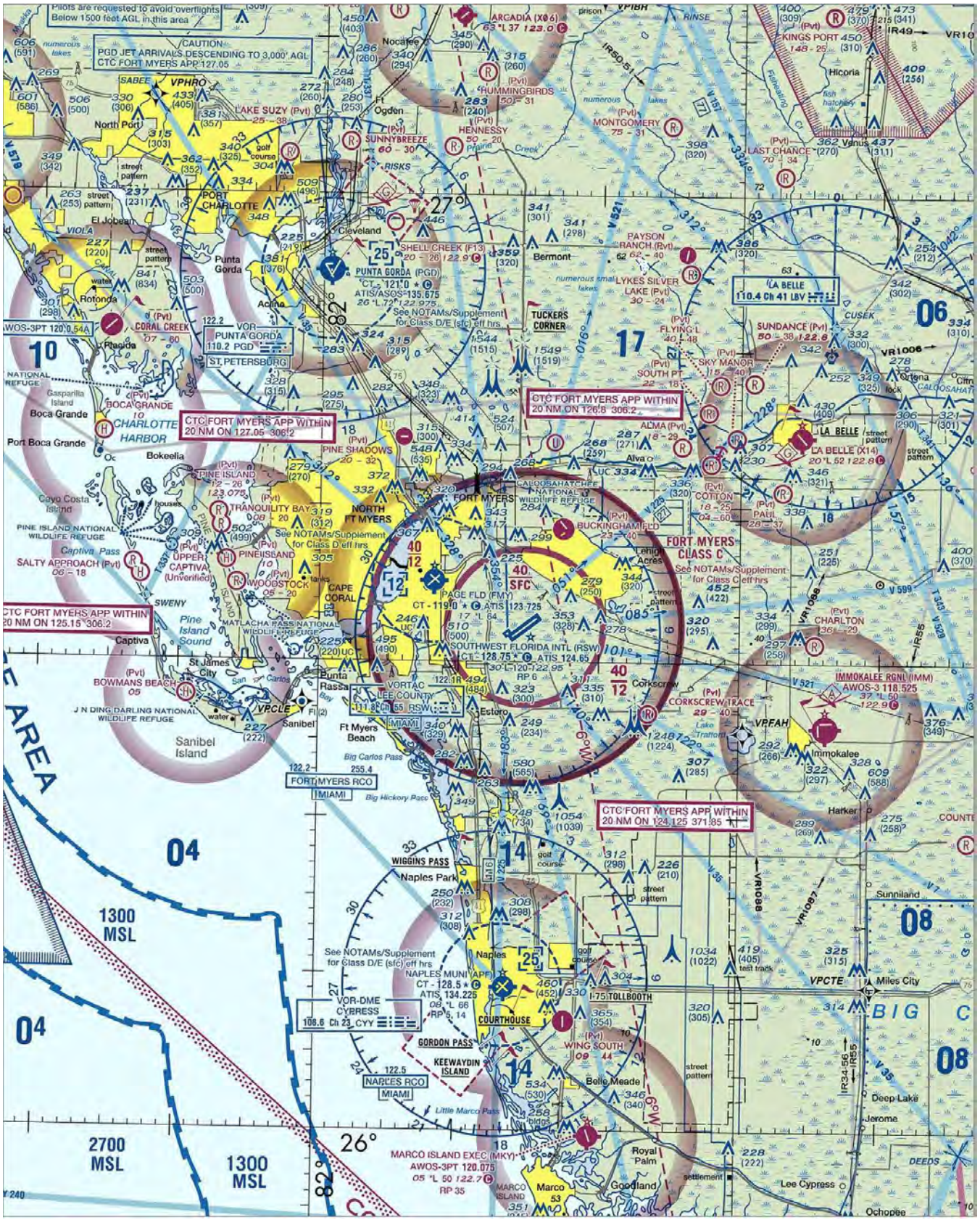
Category	Decision Height (ft.)	Runway Visual Range (RVR) (ft.)
I	> 200	> 1,800, or visibility > 2,600
II	100-200	> 1,000
IIIA	< 100	> 700
IIIB	< 50	150-700

SOURCE: FAA

The Runway 6 Category I ILS provides instrument rated pilots with a decision height of 227 feet MSL and visibility minimums of 1/3 mile (RVR 1,800). The approach also provides a straight-in non-precision approach utilizing the localizer only with a minimum descent altitude (similar to the precision approach decision height) of 380 feet MSL and visibility minimums of 0.5 miles. There is also a circle to land approach (visual approach) that provides a decision height of 500 feet MSL and visibility minimums of 1 mile for aircraft with approach speeds up to 140 knots. The approach plates can be found in Appendix C, Procedures and Charts.

A VOR straight-in instrument approach is available to Runway 24. This approach is created by the Lee County VORTAC and requires DME or TACAN equipment. This straight-in approach provides pilots with a minimum descent altitude of 400 feet MSL and visibility minimums of 1 mile. The approach also provides a circle to land approach with a 500 feet minimum descent altitude and a 1-mile minimum visibility. This approach plate can be found in Appendix C, Procedures and Charts.

The "Bay Visual" procedure provides a visual approach to Runway 6. The approach notes that "Radar Required" indicating that the crew can expect to be provided radar navigational guidance while transitioning through segments of the approach. This procedure is not valid at night. This approach plate can be found in Appendix C, Procedures and Charts.



SOURCE: FAA. September 3, 2021

Figure 2-8 Miami Sectional Chart (Focus RSW)

Both Runway 6 and Runway 24 have non-precision GPS approaches. These approaches have a minimum descent altitude of between 330 feet MSL to 280 feet MSL for Runways 6 and 24 respectively. Runway 6 has a 2,400 Runway Visual Range, while Runway 24 has a 0.75-mile visibility minimum. Both approaches have a circle-to-land approach with a minimum descent altitude of 500 feet MSL with a minimum visibility requirement of 1 mile. The GPS approach plates can be found in Appendix C, Procedures and Charts.

Standard Instrument Departures

A Standard Instrument Departure (SID) is an ATCT coded departure procedure that has been established at certain airports to simplify clearance delivery procedures. SIDs are carried out by the pilot without vectors from ATCT and are also established to assist pilots conducting IFR flight in avoiding obstacles during climb out to Minimum Enroute Altitudes (MEA). There are four SIDs at RSW (including one RNAV). These SIDs are listed below.

- ALICO SEVEN
- SCUBY SEVEN
- CSHEL SIX (RNAV)
- MOOKY SIX

Plates for these departures can be found in Appendix C, Procedures and Charts.

Standard Terminal Arrival Procedures

A Standard Terminal Arrival (STAR) is an ATCT coded IFR arrival route established for application to arriving IFR aircraft destined for certain airports. The purpose of a STAR is to simplify clearance delivery and facilitate transition between enroute and instrument approach procedures. There are three STAR procedures available for use at RSW:

- JOSFF FIVE
- SHFTY FIVE (RNAV)
- TYNEE TWO (RNAV)

Plates for these procedures can be found in Appendix C, Procedures and Charts.

2.6 Terminal Facilities

The terminal building completed in 2005 is a four-story 449,428-square-foot structure:

- Level 1 is approximately 204,910 square feet. and contains baggage claim, baggage make-up, Transportation Security Administration (TSA) checked baggage inspection systems (CBIS) and checked baggage reconciliation area (CBRA) (15,560 square feet), TSA offices (11.055 square feet) and miscellaneous building services and utility areas. There are 14 baggage claim devices in 36,026 square feet and 12 baggage make-up devices in 93,320 square feet.
- Level 2 is approximately 169,906 square feet and contains ticketing (112 check-in positions and 52 self-check-in kiosks), concessions, and miscellaneous building services. The connection to the concourses is at this level.
- Level 3 is the airport administration offices and a mechanical mezzanine totaling 61,468 square feet.
- Level 4 is a small mechanical area totaling 13,144 square feet.

There are three existing three-story concourses comprising a total of 371,570 square feet including 66,215 square feet of hold rooms:

- Concourse B:
  - First Level: 68,806 square feet
  - Second Level: 77,122 square feet
  - Third Level: 6,985 square feet
  - **Total: 152,913 square feet**
- Concourse C:
  - First Level: 41,405 square feet
  - Second Level: 53,540 square feet
  - Third Level: 1,985 square feet
  - **Total: 96,930 square feet**
- Concourse D:
  - First Level: 49,410 square feet
  - Second Level: 65,362 square feet
  - Third Level: 6,955 square feet
  - **Total: 121,727 square feet**

Each concourse contains the following:

- Level 1 contains airline operation spaces, concession storage, mechanical rooms, and other miscellaneous operations spaces.
- Level 1 also contains an FIS (only concourse B) capable of handling one international flight an hour consisting of 30,465 square feet). There is also a passenger holding area for international flights diverted to Fort Meyers (typically scheduled to land at MIA). The existing FIS processes passengers through a two-step process and contains 6 passport control stations. The facility can process Global Entry passengers, but the number of kiosks is indeterminate at this date as the existing FIS is not in use as of the writing of this report.
- Level 2 contains a TSA checkpoint at the entry to each concourse with 4 security lanes at each concourse, with 9 gates on each concourse along with concessions and other public building services.
- Level 3 contains mechanical and building maintenance spaces.
- Concourse B contains nine contact gates accommodating up to ADG IV aircraft. Three of the gates can accommodate aircraft up to ADG V. Two of the gates in Concourse B can service international flights with a sterile corridor to an FIS on the ground level. Concourse C contains nine contact gates. Six gates can accommodate aircraft up to ADG IV and three gates can accommodate up to ADG V aircraft. Concourse D contains nine contact gates and 1 commuter ramp with 1 gate ADG V capable.

The existing structure is comprised of cast-in-place concrete columns, beams, and a floor system with open web steel roof joists (both sloped top chord and flat parallel chord type) with either a curved metal deck roof system or a low slope roof system. The facility is designed to withstand 167 mph winds and is classified as a Group 3 hurricane facility. The facility is not slated for use as an emergency shelter during hurricanes.

Infill walls are either cast-in-place concrete or concrete masonry units with a stucco finish system or a glazed storefront system. Exterior doors are both hollow metal doors in hollow metal frames and upward acting roll-up doors. The existing facility is fully sprinklered and designed to meet the Florida Energy Conservation Code.

The terminal building will be undergoing a renovation and expansion as part of the Phase 1 Terminal Expansion Project. The primary driver behind the expansion is to consolidate the security checkpoint and increase the number of concessions available to passengers. No gates will be lost or gained in this expansion and renovation. The terminal will be expanded northward toward Concourse C. Central to this expansion project is the consolidation of the TSA Security Checkpoints from three separate checkpoints at the entry to each concourse to one 18-lane checkpoint in the terminal building consisting of 47,500 square feet. The expansion also will increase the existing concessions and concessions storage area of 38,479 by approximately 24,706 square feet with an open food court style venue to a total program concessions square footage of 63,185.

Other areas of the terminal will be expanded to provide additional offices, an airline passenger lounge, exiting stairs, vertical circulation and utility spaces. In total, the terminal expansion project includes 96,450 square feet of expansion and 164,805 square feet of renovation. Construction is expected to begin in October 2021 and will be completed in early 2025. The expansion and renovation of the terminal encompasses the following approximate square footages:

1st Level (Arrivals)	
Expansion	10,487 square feet
Renovation	46,759 square feet
1st Level Total	**57,246 square feet**

2nd Level (Departures)	
Expansion	56,911 square feet (includes international lounge)
Renovation	110,434 square feet
2nd Level Total	**167,345 square feet**

3rd Level (Administration & Mechanical)	
Expansion	23,232 square feet
Renovation	25,845 square feet
3rd Level Total	**49,077 square feet**

4th Level (Mechanical)	
Expansion	5,820 square feet (includes removal of open double-height space above the security screening checkpoint [SSCP])
Renovation	3,124 square feet
4th Level Total	**8,944 square feet**

Total All Levels	
Expansion	**96,449 square feet**
Renovation	**186,163 square feet**
Terminal Expansion Total	**282,612 square feet**

When the expansion and renovations are completed, the terminal and concourses will be a total of 917,448 square feet.

Post Terminal Expansion Total All Levels	
Terminal	**545,878 square feet**
Concourse B	**152,913 square feet**
Concourse C	**96,930 square feet**
Concourse D	**121,727 square feet**
Terminal Expansion Total:	**917,448 square feet**

The detailed breakdown of spaces is listed in in **Table 2-8**.

Table 2-8 Terminal Functional Areas

Function	Level 1	Level 2	Level 3	Level 4	TOTAL	Percentage
AIRLINE						
Check-In Hall	—	24,337	—	—	24,337	3%
Holdroom	2,467	66,215	—	—	68,682	7%
Baggage Handling System	93,230	3,608	—	—	96,838	11%
Domestic Baggage Claim	36,026	—	—	—	36,026	4%
Airline Support	16,964	11,617	—	—	28,581	3%
DEPARTMENT OF HOMELAND SECURITY						
Security Screening Checkpoint	—	47,489	—	—	47,489	5%
Checked Baggage Inspection System	15,561	—	—	—	15,561	2%
TSA Support	11,056	4,234	—	—	15,290	2%
Customs and Border Protection (CBP)	30,466	184	—	—	30,650	3%
International Baggage Claim	5,190	—	—	—	5,190	1%
COMMERCIAL PROGRAM						
Concessions	161	62,252	—	—	62,413	7%
Concessions Support	14,763	156	—	—	14,919	2%
AIRPORT SUPPORT AND SERVICES						
Airport and Amenities	44,175	1,520	44,430	—	90,125	10%
Restrooms	12,915	15,795	—	—	28,710	3%
Building Services	23,835	4,576	49,971	18,081	96,463	11%
Circulation	56,083	168,569	2,306	498	227,456	25%
Structure/Walls/Void	12,126	12,289	3,918	385	28,718	3%
Total	**375,018**	**422,841**	**100,625**	**18,964**	**917,448**	**100%**

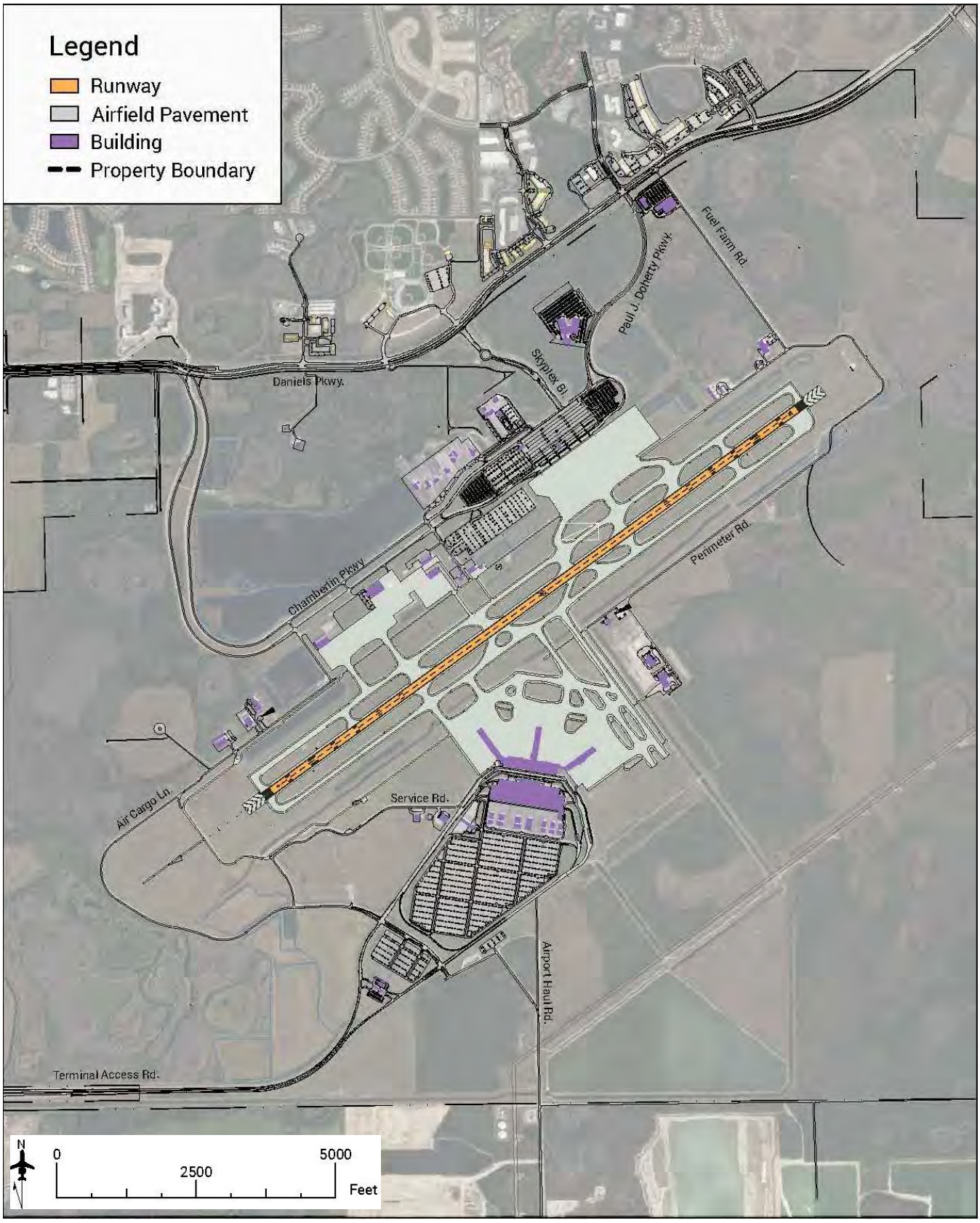
2.7 Landside Facilities

The following section summarizes the ground access roadway system and commercial vehicle areas that serve RSW, such as on-airport access roads, circulation and service roads, parking and curb fronts. This section also summarizes existing rental car facilities and associated activity. Several studies have been completed for RSW in recent years and were reviewed as part of this Master Plan Update process. Information from these prior studies is sourced for reference, these studies can be found in Appendix D, Landside Studies.

Landside and Non-Aviation Area Roads

The RSW internal roadway network provides access to landside facilities including the terminals, parking lots, rental car facilities and LCPA support facilities. Primary access to RSW is provided from the west by I-75, via Exits 128 (Alico Road) and 131 (Daniels Parkway). Access is also provided from the east by State Road 82. Daniels Parkway and Terminal Access Road are the primary on-airport access roads that provide ingress and egress to the landside facilities from the north and south.

The following sections outline the defining characteristics for each roadway in the internal RSW network. The roadways at the Airport are depicted on **Figure 2-9**.



SOURCE: ESA, September 28, 2021

Figure 2-9 Roadways

Access Roads

Chamberlin Parkway

Chamberlin Parkway is a 2.7-mile, four-lane divided roadway that connects the internal RSW roadway network to Daniels Parkway to the northwest. Chamberlin Parkway also intersects Paul J. Doherty Parkway and Skyplex Boulevard. This roadway, located north of the airfield, circulates the perimeter of the overflow parking facility and provides access to various LCPA support facilities. According to the 2017 RSW Pavement Rehabilitation Evaluation, the roadway consists of two 12-foot lanes with 4-foot paved shoulders along the outside of the travel lanes and a 2-foot paved shoulder along the inside of the travel lanes. The roadway utilizes an open swale drainage system and has posted speed limits of 25, 35, and 45 mph.

Terminal Access Road

Terminal Access Road circulates the terminal facility and provides passengers with access to the departures and arrivals curb front. The Terminal Access Road system at RSW is a one-way "return loop" type system and runs in a counterclockwise direction. Originating at the I-75 access ramp, southwest of the terminal building, this roadway narrows from four to two travel lanes in the terminal area and provides access to both long-term and short-term parking.

Skyplex Boulevard

Skyplex Boulevard is a four-lane divided roadway that connects Daniels Parkway to Chamberlin Parkway. This newly constructed connector road extends 0.5 miles and includes a roundabout, sidewalks, and bike lanes.

Circulation and Service Roads

Air Cargo Lane

Air Cargo Lane is a two-lane undivided roadway that follows the southern perimeter of the airfield and terminates south of the long-term parking lot. As referenced in the 2017 RSW Pavement Rehabilitation Evaluation, this corridor has 12-foot travel lanes and flush unpaved shoulders. North of the airfield, Air Cargo Lane provides access to the Aircraft Observation Area, LCPA Vehicle Maintenance Facility and other LCPA support facilities. The roadway also provides access to several lots on airport property including the Employee Parking Lot, the Transportation Network Companies (TNCs) Ground Transportation Staging Area and the Commercial Ground Transportation Staging Lot. The posted speed limit is 35 mph.

Paul J. Doherty Parkway

According to the 2017 RSW Pavement Rehabilitation Evaluation, Paul J. Doherty Parkway is an existing four-lane divided suburban roadway that connects the internal RSW Chamberlin Loop to Daniels Parkway to the north. The corridor is approximately 0.7 miles long and consists of two 12-foot travel lanes in both directions separated by F-curb and a 22-foot median. The roadway includes 5-foot paved shoulders, an open swale drainage system, and posted speed limit of 40 mph.

Fuel Farm Road

Fuel Farm Road is a two-lane undivided connector roadway in the northeast quadrant of the Airport property. The roadway is 0.8 miles in length and extends from Daniels Parkway to Perimeter Road. Fuel Farm Road provides access to the LSG Sky Chefs facility. The roadway consists of two 12-foot travel lanes with flush unpaved shoulders.

Perimeter Road

Perimeter Road is an approximate 5.1-mile, two-lane undivided roadway that circulates the entire perimeter of the airfield. The roadway intersects several taxiways and provides airside access to aircraft maintenance facilities, fixed based operators, and various LCPA support facilities. The roadway consists of two 12-foot travel lanes with flush unpaved shoulders.

Service Road

Service Road is a two-lane undivided roadway that consists of two 12-foot travel lanes with flush unpaved shoulders. It is located south of the airfield, between the runway and the long-term parking lot. It originates at the intersection with Perimeter Road and terminates at the terminal building. Service Road provides access to the rental car fuel storage area and is approximately 1.1 miles in length.

Rental Car Lane

Rental Car Lane is an existing two-lane two-way rural roadway that serves as an access to the rental car agencies on the north side of Chamberlin Parkway. Rental Car Lane spans approximately 0.5 miles, beginning at Regional Lane to the southwest and terminating at Chamberlin Parkway to the east. The roadway consists of two 12-foot travel lanes, a 3-foot paved shoulder on the northern most lane, and flush unpaved shoulder on the southern lane.

Regional Lane

Regional Lane is a two-lane undivided roadway just south of the overflow parking lot. The roadway is approximately 0.25 miles in length and connects Chamberlin Parkway and Perimeter Road. Regional Lane provides access to the RSW Control Tower.

Terminal Curb Fronts

Upper-Level Curb Front/Roadway

As referenced in the 2016 RSW Curb Front Roadway Assessment, the upper-level curb front serves departures for all three Concourses (B, C, and D). The upper level is divided into six zones, Zone 1 through Zone 6, each serving different airlines. Two pedestrian crosswalks (located within Zones 2 and 5) connect the departures curb front with the parking garage and ground transportation curb front on the lower level (via stairs and an elevator).

The traffic lanes on the upper level are divided into two functions. The curb front lanes, or inside lanes closest to the terminal, are used for passenger loading and unloading. The outside lanes, or exit lanes, are used for orbiting and circulating traffic throughout the Airport. Two lanes approach the upper-level curb front and expand into five lanes, comprised of two curbing lanes and three thru traffic lanes. The two southernmost lanes are designated with pavement markings as thru lanes. The curb front lanes merge as vehicles exit the curb front. The posted speed limit through the upper-level curb front is 10 mph and lane widths are 12 feet wide.

Lower-Level Curb Front/Roadway

The lower-level curb front serves as the arrivals level of RSW. The lower level at the terminal is divided in six (6) zones, Zone 1 through Zone 6, each serving different airlines. Each of the zones is serviced by a pedestrian crosswalk that connects the arrivals curb front with the ground transportation curb front and with the parking garage.

Based on the 2016 RSW Curb Front Roadway Assessment, two lanes approach the lower-level curb front and expand into four lanes, comprised of three curbing lanes and one lane designated with pavement markings as the exit lane. The three curbing lanes merge as vehicles exit the curb front. The posted speed limit through the lower-level curb front is 10 mph. The location of the speed limit sign is approximately 200 feet before the two lanes entering the curb front lanes begin to diverge. Lane widths are 12 feet wide.

Parking and Rental Cars

Cell Phone Lot, Convenience Store and Gas Station

The Cell Phone Lot is located on the airport property at Airport Service Plaza, between the inbound Terminal Access Road and the outbound Terminal Access Road. It is adjacent to a 7-Eleven/Mobil gas station. This facility provides free temporary parking for vehicles of users picking up passengers who communicate via cellphone once their plane has landed. The Cell Phone Lot consists of 85 marked parking spaces, 2 of which are reserved for Americans with Disabilities Act (ADA) accessible parking.

Airport Service Plaza offers many services to Cell Phone Lot users such as gas, restrooms, a connected fast-food restaurant, additional parking, air for tires and a car wash. The convenience store is approximately 6,000 square feet with 20 fueling positions. **Figure 2-10** shows the location of the cell phone lot, gas station and convenience store. The convenience store has of 36 marked parking spaces, 2 of which are reserved for Americans with Disabilities Act (ADA) accessible parking.

SOURCE: Kimley-Horn, *RSW Existing Parking Facility Capacity Evaluation*, 2018 [Appendix D-01]

Figure 2-10 Parking Facilities

Employee Parking (Surface Lot)

The RSW Employee Parking Lot is located southwest of the airport terminal between the long-term parking lot and the 7-Eleven/Mobil gas station. The employee lot can be accessed from Gate 21 and Gate 22 via Air Cargo Lane. Based on the 2017 RSW Employee Parking Facility Capacity Assessment (Appendix D-01), both access locations to the parking lot are gate controlled. This requires badged employees to scan their badge to access the lot and requires unbadged employees to scan a parking lot access card to enter and exit the lot. There are 1,297 spaces within the employee parking lot, 23 of which are reserved for Americans with Disabilities Act (ADA) accessible parking. The employee lot is estimated to comprise 540,000 square feet **Figure 2-11** illustrates the location of the Employee Parking Lot at RSW.

SOURCE: Kimley-Horn, *RSW Employee Parking Facility Capacity Assessment*, 2017 [Appendix D-02]

Figure 2-11 Employee Parking Lot Location

Public Parking, Short-Term Parking (Garage)

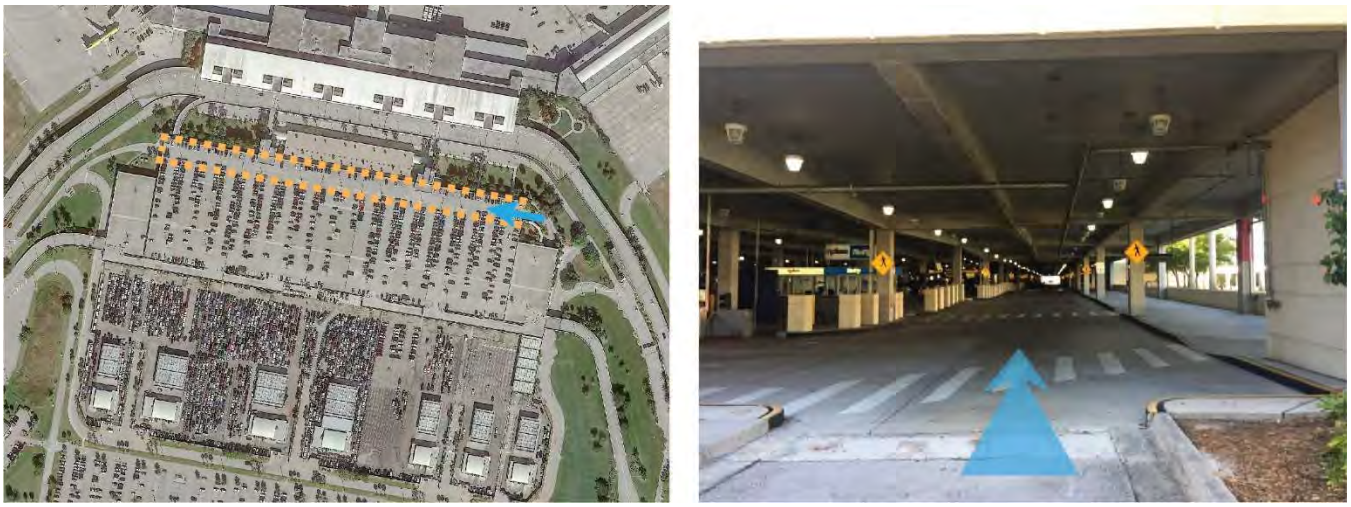
The Short-term Parking facility is a three-level parking garage, located directly across from the terminal entrance. Based on the 2018 RSW Existing Parking Facility Capacity Evaluation, the rental car center is located on the ground floor of the garage, with the second and third levels available for public parking. The majority of the second level of the garage provides covered parking and the third level (rooftop level) is uncovered. There are two access points to short-term parking. One access point is via two lanes from the entry plaza, located off Terminal Access Road and the other, secondary access point is via one lane from the upper-level roadway. There is one exit location in the short-term parking area which has two lanes and is located on the second level. From this exit point, users are funneled to the exit plaza. This facility is open 24 hours a day, 7 days a week, and does not require reservations to use. Figure 2-11 illustrates the location of the short-term parking facility.

There is a total of 2,432 public parking spaces in the short-term parking garage with 1,273 parking spaces on the second level and 1,159 parking spaces on the third/rooftop level.

Ground Level Exit Lane

On the ground level of the short-term parking garage, one lane is used by vehicles exiting the rental car center. Based on the 2018 Garage Ground Level Curb Front Assessment (Appendix D-03), the roadway is undivided, unstriped, and provides one direction of travel to exit the garage from east to west. The travel lane is approximately 32 feet wide and a total of 1,075 feet in length. This ground level exit lane is only accessible by vehicles exiting one of the six rental car facility exit points located within the garage. The rental car gated exit points provide direct access to the exit lane of the garage for passengers renting vehicles. No other private vehicle or commercial access to the ground level exit lane is available. Along the travel lane, there are 10 crosswalk locations spaced between 60 and 120 feet apart, each with ADA ramps.

Figure 2-12 provides a location map and photo of the ground level exit lane curb from the east end, looking west.



SOURCE: Kimley-Horn, *RSW Garage Ground Level Curb Front Assessment*, 2018 [Appendix D-03]

Figure 2-12 Ground-Level Exit Lane of the Short-Term Parking Garage

Public Parking, Long-Term (Surface Lot)

The long-term parking facility is a surface parking lot located to the south of the short-term garage and separated by the rental car service center. A complimentary shuttle service is offered for passengers between the terminal and parking lot. This facility is open 24 hours a day, 7 days a week, and does not require reservations to use. Figure 2-10 illustrates the location of the long-term parking facility.

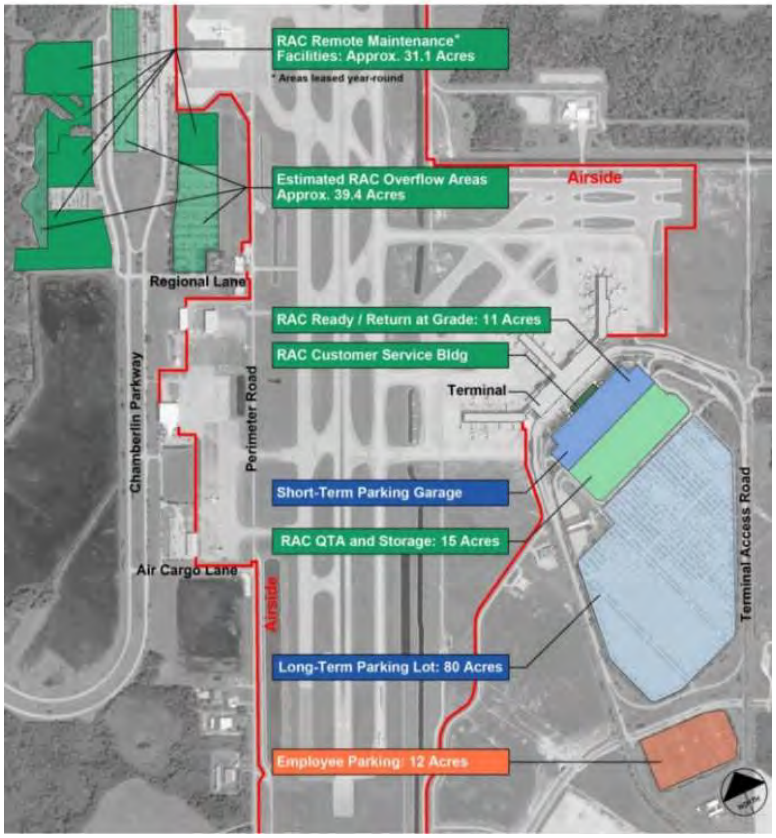
Based on the 2019 RSW Existing Parking Facility Capacity Evaluation (Appendix D-01), the long-term parking lot is divided into four sections: Red, Blue, Green, and Gold. A total of 8,762 spaces are available for public parking in the long-term surface parking lot.

Rental Car Facilities

The existing rental car service and storage facility operates in close proximity to the location of the original, now demolished, terminal north of Runway 6-24. These facilities are approximately 3.5 miles from the airport terminal. Rental car agencies shuttle cars between the existing service and storage facility and the terminal. Based on the 2019 Rental Car & Public Parking Sizing Analysis (Appendix D-04), there are nine brands and three brand families using the rental car facilities. The existing remote facilities are undersized for current operations and are in need of repair and/or replacement. Figure 2-13 shows the locations of the existing rental car facilities. Table 2-9 shows the existing supply of the rental car vehicle spaces and facilities.

Ready/Return

The existing rental car ready/return area is located on the ground level of the three-story parking structure and has pedestrian path connectivity to the terminal building. The ready/return area with the adjacent customer service building provides rental car patrons with convenient access to rental cars. Based on the 2019 Rental Car & Public Parking Sizing Analysis, the existing ready/return area has a capacity of 1,200 stalls. Figure 2-14 and Figure 2-15 show each rental car brand family's secured location and market share.



SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 [Appendix D-04]

Figure 2-13 Existing Rental Car Facilities

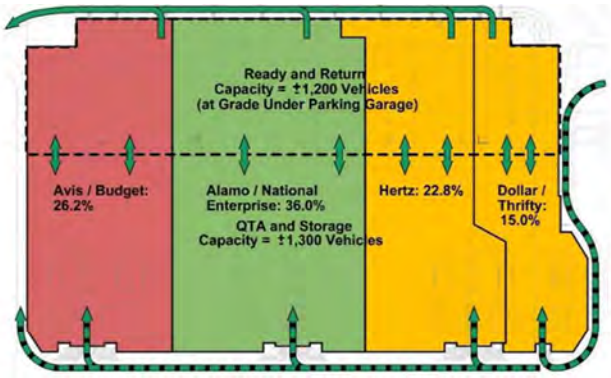
Table 2-9 Rental Car Existing Facilities

Rental Car Facility	Existing Supply
R/R &QTA[a]	
Ready/Return Spaces	1,200
Fueling Positions	68
Wash Bays	17
Vehicle Stacking Spaces	1,300
CUSTOMER SERVICE[a]	
Service Counters	66
REMOTE SERVICE[b]	
Maintenance Bays	*Not Specified*
Wash Bays	*Not Specified*
Leased Vehicle Storage Spaces	3,500[c]
Overflow Spaces	4,500
Total All Vehicle Storage Spaces	**10,500[d]**

SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 [Appendix D-04]

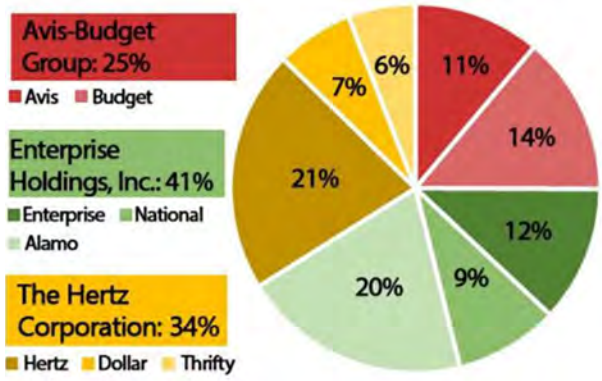
NOTES:

a. Midfield Terminal Complex Parking Garage Construction Package, September 2002
b. Estimated via Google Earth Pro.
c. Includes remote areas leased year-round, does not include overflow lots
d. Total of R/R spaces, vehicle stacking spaces, and remote spaces



SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 [Appendix D-04]

Figure 2-14 Ready/Return and QTA/Storage



SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 [Appendix D-04]

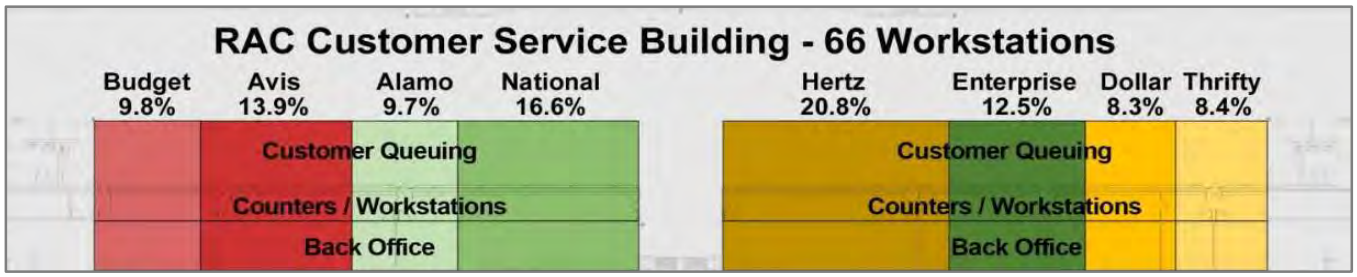
Figure 2-15 Rental Car Agency Market Share

Quick Turn-Around Facility

The Quick Turn-Around Facility (QTA) and vehicle stacking area is located at grade and contiguous with the ready/return area. Similar to the ready/return area, the QTA space is allocated based on market share. The continuity between the ready/return area and the QTA makes it possible for each brand family to shuttle rental cars without leaving the secured area.

Customer Service Building

The Rental Car Customer Service Building (CSB) is located adjacent to and contiguous with the ready/return area. The customer service building contains customer service counters and a waiting area with seating and restrooms. Unlike the ready/return area, the customer service counters are allocated by brand instead of brand family, as shown in **Figure 2-16**.



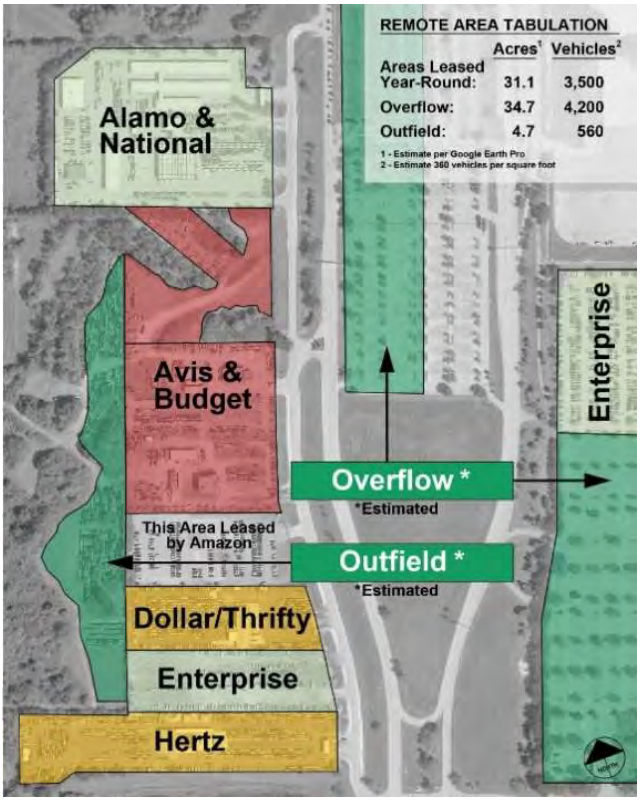
SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 [Appendix D-04]

Figure 2-16 Rental Car Customer Service Building

Maintenance and Storage Facilities

The existing maintenance and storage area is currently located north of the terminal area in the vicinity of the former main terminal, which was demolished in 2006. Based on the 2019 Rental Car & Public Parking Sizing Analysis (Appendix D-04), the existing storage area contains space for vehicles to park when space at the new Midfield Terminal is fully occupied. Because the current storage area was the former rental car facility for the old terminal (when customers were shuttled), it contains all the components of a fully operational facility including car wash bays, maintenance bays, fueling, and office space.

During periods of high demand, the leased area does not meet the storage needs of the RSW rental car market and, as a result, the rental car agencies park and store vehicles in areas outside of the lease area (paved areas near the old main terminal site), as shown in **Figure 2-17**.



SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 [Appendix D-04]

Figure 2-17 Remote Service and Storage Sites

2.8 Aviation Support Facilities

The airport support facilities include the general aviation (GA) and fixed base operator (FBO) facilities; airport maintenance buildings; air cargo and airline freight facilities; aircraft fuel storage facilities; airline catering facilities; aircraft maintenance, repair and overhaul (MRO) facilities; Airport Traffic Control Tower (ATCT); and Aircraft Rescue & Fire Fighting Station. Many of these facilities are located on the north side of the airfield, as illustrated on **Figure 2-18**. The aviation support area is accessible via Chamberlin Parkway, which connects to Daniels Parkway (State Road 876).

General Aviation and Fixed Base Operator Facilities

PrivateSky Aviation operates the only FBO facility at the airport. In 2001, a two-story FBO terminal building (**S5**) encompassing 57,000 square feet was constructed to replace the original 8,000-square-foot FBO terminal that has since been demolished. The FBO/GA apron provides approximately 34,000 square yards for aircraft parking and ground support activities. According to the SAPMP, dated November 2019 (Appendix A), the PCI rating for the FBO terminal apron is 74, or satisfactory. The FBO/GA apron area abuts the main air cargo apron and the GA aircraft hangar apron. Taxiway A4 provides direct access to the FBO/GA aircraft apron, with secondary access via Taxiway A5. Landside access to the FBO terminal is provided via two-lane roadway PrivateSky Way, which connects to Chamberlin Parkway. The automobile parking includes 106 spaces.

Private Sky Aviation Hangar and FBO/GA Apron
SOURCE: Lee County Airport Authority

The 26,000-square-foot PrivateSky Aviation GA aircraft hangar (**S6**) built in 1996 is located east of the FBO terminal and south of the passenger airline freight forwarding facility. It is used for aircraft maintenance services and aircraft storage. There is no landside access to the GA aircraft hangar. The associated GA aircraft apron encompasses 35,000 square yards and provides 25 to 30 aircraft tiedown spaces for single-engine and multi-engine aircraft. The PCI rating for the GA aircraft apron is 57, or fair. Taxiway A5 provides direct access to the GA aircraft apron, with secondary access via Taxiway A4.

Lee County Port Authority Airport Maintenance Department Facilities

The Airport Maintenance Department operates three maintenance facilities: the Airport Maintenance Warehouse and Vehicle Maintenance facilities, which are located north of the Runway 6 end (**S1** and **S2**), and the Airfield and Landside Maintenance facility (**S11**) located north of Taxiway A5, adjacent to the existing ATCT. The two facilities north of the Runway 6 end are accessible via two-lane Air Cargo Lane, which connects to Chamberlin Parkway. The Airfield and Landside Maintenance facility is accessible via Regional Lane.

Airport Maintenance Warehouse

The 12,000-square-foot Airport Maintenance Warehouse (**S2**) was constructed in 1989 and is used for grounds maintenance operations and storage as the primary airport maintenance warehouse. The facility provides four drive-through vehicle bays with an additional 4,800 square feet of detached covered vehicle and equipment storage. Parking consists of 28 automobile spaces.

Vehicle Maintenance Facility and Sign Shop

The second Airport Maintenance Facility (S1) comprises an Airport Maintenance building and detached covered vehicle and equipment storage. The 16,300-square-foot maintenance building is used primarily for airport vehicle and equipment maintenance, welding and fabrication operations, and signage development. The building also includes administrative spaces including 12 offices, two open workspaces, one conference room, and one training room. The 7,800 square feet of detached covered vehicle and equipment storage includes three drive-through vehicle bays. Parking consists of 36 automobile spaces. The facility was expanded by 6,000 square feet and existing spaces were renovated in February 2020. Airfield and Landside Maintenance Facility

The third 13,100-square-foot Airport Maintenance Facility (**S11**) was formerly the original ARFF station built in 1983. The Airport Maintenance Department repurposed the ARFF station into a maintenance facility used for airfield and landside maintenance operations. The facility includes eight apparatus bays and the parking consists of 38 automobile spaces.

Air Cargo Facilities

The air cargo facilities include two buildings, two aircraft aprons, landside air cargo loading/unloading infrastructure and automobile parking.

Main Air Cargo Facility

The main cargo building (**S3**) consists of approximately 24,000 square feet of floor space and is occupied by two tenants: Federal Express (FedEx) and United Parcel Service (UPS). The facility is accessible via PrivateSky Way, which connects to Chamberlin Parkway. The landside facility supports pick-up and delivery operations via 10 cargo truck docking stations. Parking consists of 50 automobile parking spaces, six double trailer truck parking spaces and six 53-foot trailer truck parking spaces.

The ramp adjacent to the cargo building provides approximately 69,000 square yards for on-apron cargo loading and unloading operations, the staging of trailers and other Ground Support Equipment (GSE), and aircraft parking. The air cargo apron area includes six aircraft parking positions served by Taxiways A3 and A4, with direct access to parallel Taxiway A. The air cargo area apron underwent a pavement rehabilitation which was completed in 2021, the condition of the pavement is good. The Airport initiated a Cargo Ramp Rehabilitation project in October 2020. The project includes rehabilitation of the concrete and asphalt apron areas and Taxiways A3 and A4. The construction phase of the project is expected to be completed in December 2021.

Passenger Airline Freight Forwarding Facility

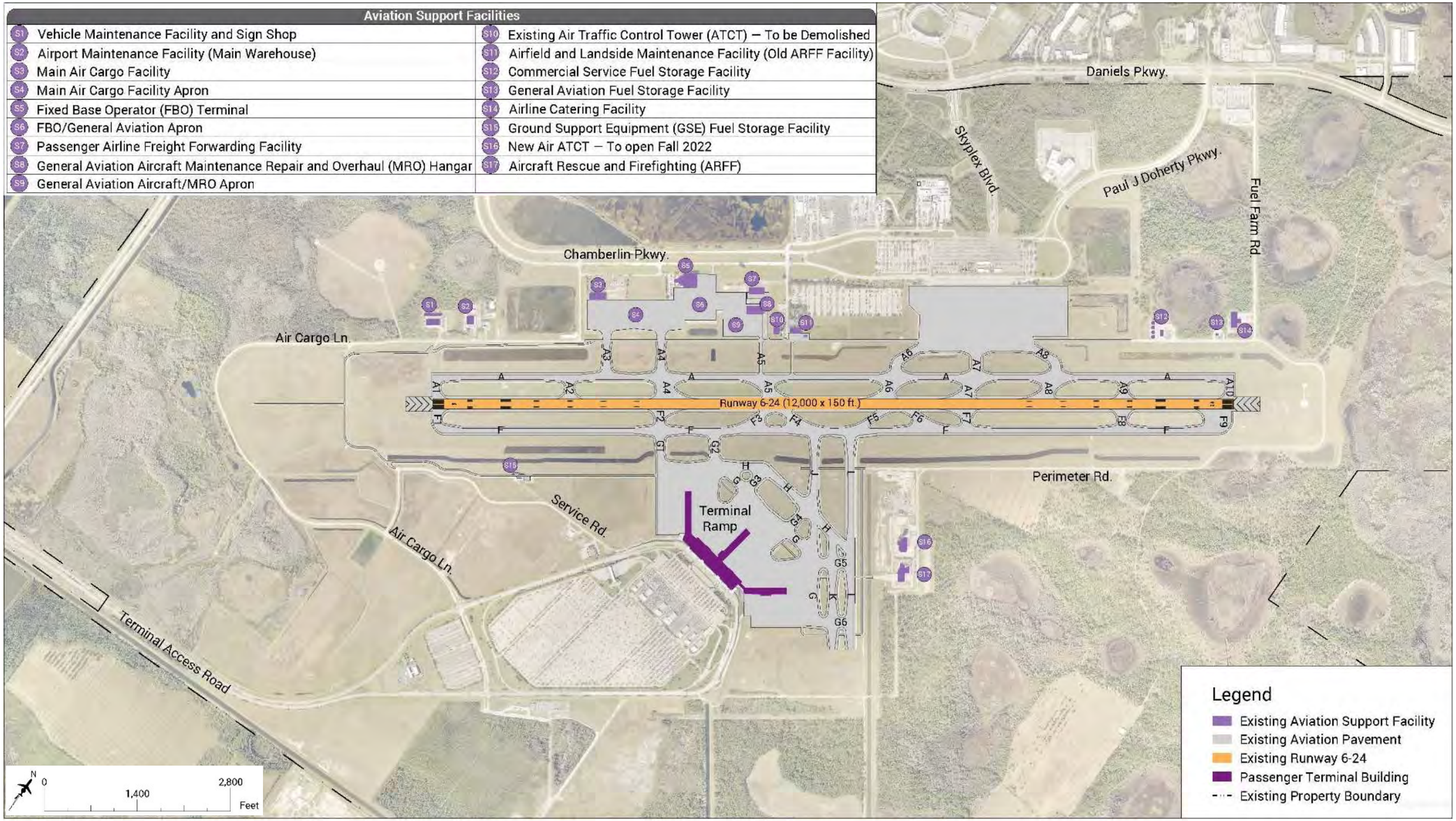
The 13,600-square-foot passenger airline freight forwarding facility (**S7**) is used primarily for the airlines' belly-haul air cargo processing. The facility is split into multiple tenant units with each unit including administrative offices and maintenance, storage, and/or receiving areas. Passenger airline freight is transported via the airfield service roads directly to the passenger aircraft parked at the passenger terminal. This building is occupied by five tenants: Delta Air Lines, Airport Terminal Services, Swissport, American Airlines and Hall Technical Services. **Table 2-10** presents the space and tenant allocations within the passenger airline freight forwarding facility.

Table 2-10 Passenger Airline Freight Forwarding Facility – Space Utilization by Tenant

Lessee	Allocated Space (square feet)
Delta Air Lines (Unit 1)	4,480
Airport Terminal Services (Unit 2)	2,960
Swissport (Units 3 and 4)	2,920
American Airlines (Unit 5)	420.5
Hall Technical Services (Unit 6)	1,460

SOURCE: Lee County Port Authority, August 2021

Aviation Support Facilities	
S1 Vehicle Maintenance Facility and Sign Shop	S10 Existing Air Traffic Control Tower (ATCT) – To be Demolished
S2 Airport Maintenance Facility (Main Warehouse)	S11 Airfield and Landside Maintenance Facility (Old ARFF Facility)
S3 Main Air Cargo Facility	S12 Commercial Service Fuel Storage Facility
S4 Main Air Cargo Facility Apron	S13 General Aviation Fuel Storage Facility
S5 Fixed Base Operator (FBO) Terminal	S14 Airline Catering Facility
S6 FBO/General Aviation Apron	S15 Ground Support Equipment (GSE) Fuel Storage Facility
S7 Passenger Airline Freight Forwarding Facility	S16 New Air ATCT – To open Fall 2022
S8 General Aviation Aircraft Maintenance Repair and Overhaul (MRO) Hangar	S17 Aircraft Rescue and Firefighting (ARFF)
S9 General Aviation Aircraft/MRO Apron	



SOURCE: Lee County Port Authority, *Airport Layout Plan*, February 2011

Figure 2-18 Aviation Support Facilities Composite Map

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The landside portion of the facility provides 10 cargo truck docking stations, including five recessed bays and five ground-level bays. The facility's parking lot also provides 21 automobile parking positions. Landside access to the passenger airline freight forwarding facility is via Regional Lane, which connects to Chamberlin Parkway.

The airside portion provides eight ground-level docks and approximately 3,600 square yards of pavement for cargo vehicle movement and storage, including 3,830 square feet of covered loading area.

Fuel Storage Facilities

There are three fuel storage facilities on the airport property. The commercial service (**S12**) and GA fuel storage (**S13**) facilities are located east of the North Ramp area and north of the Runway 24 end; they are accessible via Perimeter Road, a two-lane road. The GSE fuel storage facility (**S15**) is located south of the Runway 6 end and is accessible via Perimeter Road.

Commercial Aviation Fuel Storage Facility

The existing commercial service fuel storage facility (**S12**) is owned by LCPA and operated by FSM Group LLC. The most recent upgrades to the fuel storage facility were completed in 2010 and included the addition of a fourth aboveground 420,000-gallon Jet A fuel storage tank. Fuel is pumped underground to the terminal apron area and transported via a hydrant fuel system to parked commercial service aircraft at each gate.

General Aviation Fuel Storage Facility

PrivateSky Aviation owns and operates the GA fuel storage facility (**S13**), which was upgraded in 2010 and consists of four aboveground 15,000-gallon Jet A fuel storage tanks and one aboveground 12,000-gallon Avgas fuel storage tank. PrivateSky Aviation operates four 5,000-gallon Jet A trucks, one 2,200-gallon Avgas truck, and two 500-gallon unleaded gasoline/Jet A trailers to deliver fuel to the aircraft.

Ground Support Equipment Fuel Storage Facility

As part of the fuel storage facility upgrades completed as part of the opening of the midfield passenger terminal in September 2005, a GSE fuel storage facility (**S15**) was constructed. The GSE fuel storage facility is accessible via Perimeter Road and is adjacent to Taxiway F to the south. It includes one aboveground 10,000-gallon diesel fuel storage tank and one 10,000-gallon unleaded gasoline fuel storage tank operated by FSM Group LLC. **Table 2-11** provides a summary of the fuel storage facilities at RSW.

Table 2-11 Summary of Fuel Storage Facilities

Fuel Storage Facility	Number of Tanks and Capacity (gallons)
Commercial Aviation	4 x 420,0000
General Aviation Jet A	4 x 15,000
General Aviation Avgas	1 x 12,000
GSE Diesel	1 x 10,000
GSE Unleaded Gasoline	1 x 10,000

SOURCE: Lee County Port Authority, August 2021

Airline Catering Facilities

The 25,000-square-foot airline catering facility (**S14**) was built in 1990 and is operated by LSG Sky Chefs. LSG Sky Chefs provides full-service in-flight meal catering programs to the airlines at RSW. The airline catering facility is located east of the GA fuel storage facility and is accessible via two-lane Fuel Farm Road. The airline catering facility provides four landside truck docking stations, four airside truck docking stations and 55 automobile parking spaces.

Aircraft Maintenance, Repair and Overhaul Facility

The 26,000-square-foot MRO hangar (**S6**) is located south of the passenger airline freight forwarding facility. Approximately 13,000 square feet of the aircraft hangar space are dedicated to aircraft maintenance and related services, and the other 13,000 square feet are reserved for aircraft storage. PrivateSky Aviation, the current hangar operator, specializes in aircraft maintenance services for Gulfstream aircraft, including MRO, detailing, refurbishment (interior and exterior), engine and airframe repair, inspections and modifications, avionics, and parts and pilot supplies.

According to the previous 2004 Master Plan Update, and consistent with the FAA-approved ALP dated August 2011, a new commercial service MRO facility is planned for development on the eastern portion of the North Ramp area. The proposed facility would be equipped with the necessary infrastructure to provide services such as heavy aircraft maintenance, airframe inspections, interior modifications, avionics upgrades and testing and aircraft painting.

In 2020, Intrepid Aerospace, Inc. proposed the construction of a 340,000-square-foot facility that would accommodate up to 11 narrowbody aircraft or four to six widebody aircraft. In addition, a paint booth hangar is planned to accommodate one widebody aircraft. The proposed facility was originally planned to open in 2023.

Airfield Electrical Vault

A new airfield electrical vault was constructed in June 2021, east of Taxiway L and north of the future ATCT facility and existing ARFF facility. The vault contains electrical infrastructure supplying power to the airfield lighting system at the airport and has been built to accommodate airfield lighting needs related to the future parallel runway and associated taxiways.

Federal Aviation Administration Airport Traffic Control Tower

The existing ATCT and Terminal Radar Approach Control (TRACON) facility (**S10**) are located north of Runway 6-24, north of Taxiway A5. The ATCT operates daily between 6 a.m. and 12 a.m. According to the *Air Traffic Controller Workforce Plan*, dated September 2020, the existing ATCT and TRACON facility accommodates 26 Certified Professional Controllers (CPCs), six CPCs in training (CPC-ITs), and one developmental controller. The landside area of the facility is accessible via Regional Lane. The parking lot includes approximately 60 automobile spaces.

According to the *Safety Risk Management Document, Comparative Safety Assessment for ATCT Siting*, dated February 2011, it was determined that a new ATCT and TRACON facility would be necessary to meet the siting criteria in FAA Order 6480.7, *Airport Traffic Control and Terminal Radar Approach Control Facility Design Guidelines*, to accommodate a future parallel runway configuration. The *Air Traffic Control Tower Siting Report*, dated June 2012, determined that a new site centrally located north of the new ARFF facility between (existing) Runway 6-24 and future Runway 6R-24L would meet all required ATCT siting criteria for the future airfield geometry.

New Airport Traffic Control Tower
SOURCE: Lee County Airport Authority

Construction began on the future ATCT (**S16**) in July 2019. As of September 2021, the completion date is anticipated to be December 2022. The future ATCT is being constructed with a final tower height of 215 feet AGL measured to the top of the tower lightning rod. The total area for each floor of the ATCT will be approximately 12,300 square feet, including the 550-square-foot cab area. The TRACON portion of the facility will encompass approximately 15,500 square feet. The existing ATCT facility is planned to be demolished following the opening of the new facility. The future ATCT will serve the same hours of operation as the existing ATCT.

Aircraft Rescue and Fire Fighting Facility

The 31,000-square-foot ARFF Station (**S17**) is located between (existing) Runway 6-24 and future Runway 6R-24L, east of the existing passenger terminal building. The ARFF facility provides five drive-through apparatus bays capable of housing 10 ARFF vehicles.

The ARFF facility is typically staffed 24 hours per day, 365 days per year by 10 LCPA ARFF operations personnel. The ARFF facility is accessible via Perimeter Road and includes 51 automobile parking spaces.

Code of Federal Regulations (Part 139) publishes minimum safety standards for emergency response personnel and equipment needed at commercial service airports. Requirements related to the minimum amount of personnel on duty, equipment, and aqueous film forming foam (AFFF) agent are based on the longest commercial passenger aircraft having an average of five or more daily operations. **Table 2-12** lists the ARFF Index categories and associated aircraft length included in Part 139.

Table 2-12 ARFF Index

ARFF Index Category	Overall Aircraft Length
A	Less than 90 feet
B	More than 90 feet but less than 126 feet
C	More than 126 feet but less than 159 feet
D	More than 156 feet but less than 200 feet
E	More than 200 feet

SOURCE: Federal Aviation Administration, *14 Code of Federal Regulations Part 139*

RSW is rated as an ARFF Index D airport based on the current level of scheduled air service. This index level requires the facility to have a minimum of three vehicles that can carry at least 500 pounds of sodium-based dry chemical and produce 4,000 gallons of AFFF. The ARFF department operates the following emergency response vehicles:

- Three 2008 Oshkosh Strikers
- One 2021 Rosenbauer Panther 1500
- One 2012 Rosenbauer Panther 3000
- One 1997 Oshkosh T-1500 (to be decommissioned in 2023)
- One 2022 Rosenbauer Panther High Reach Extendable Turret (HRET) will be added to the fleet in 2023.

Additional ARFF support vehicles include the following:

- One primary Class A fire engine
- One secondary National Fire Protection Association 414 fire engine
- One fleet brush truck
- Three utility service vehicles
- Four staff vehicles

ARFF Station and part of the emergency response fleet
SOURCE: Lee County Airport Authority

2.9 Non-Aviation Support Facilities

Non-Aviation Support lands are designated on RSW property. Non-Aviation Support development is recognized by the local government comprehensive plan (the "Lee Plan") and on the adopted Airport Layout Plan as an opportunity for compatible uses that support the continued development of the airport by providing a supplementary revenue source and economic growth for the community.

Local zoning approvals are in place with entitlements for roughly one million square feet of industrial, office, commercial and hotel development potential on approximately 344 acres north of Runway 6-24 (known as Skyplex) and on approximately 51.6 acres designated for non-aviation development in the midfield area along Terminal Access Road. In addition to the Skyplex area and the midfield non-aviation support area, there is a third area totaling 487 acres designated for potential future development in the southeast quadrant of the RSW property. While designated on the adopted Airport Layout Plan, this area currently has no infrastructure or zoning entitlements for any activity or use.

Skyplex

The commercial and industrial designated land north of Runway 6-24, known as Skyplex, includes approximately 843 acres of development area. This non-aviation support designated area extends approximately 2 miles along Daniels Parkway, from Chamberlin Parkway on the west to beyond Fuel Farm Road to the east. In 2021, two parcels on the north side of Daniels Parkway along Commerce Lakes Drive totaling 22.1 acres were released from federal obligations. One 7.1-acre non-aviation designated parcel remains on the north side of Daniels Parkway opposite Chamberlin Parkway (known as the Chana Court parcel), while all remaining RSW property is south of Daniels Parkway. Approximately 44.3 acres within Skyplex are currently occupied by rental car maintenance and storage facilities, which are anticipated to relocate to be more centrally located in the future. The following infrastructure and development in Skyplex is existing or has received permits for development:

- Skyplex Boulevard (approximately 2,400 linear feet of 4-lane divided roadway to create a direct connection between Chamberlin Parkway and Daniels Parkway, constructed)
- Chamberlin Parkway Realignment (transition of the former north terminal loop road to a two-way traffic collector road, designed and permitted)
- Sky Walk Shopping Plaza (67,225 square feet, constructed)
- Gartner Office Complex (87,260 square feet, constructed; 87,260 square feet, planned and permitted)
- Alta Resources Office Building (97,338 square feet, permitted and under construction)

LCPA handles marketing and leasing with non-aviation support tenants and manages the common infrastructure and the unleased lands. In anticipation of additional growth and development, LCPA is in the process of soliciting a real estate and development advisor to assist with planning, brokering, and advancing the goals for industrial and commercial development at Skyplex.

Midfield

Approximately 51.6 acres along Terminal Access Road are designated for non-aviation development in the midfield area. A gas station and convenience store known as Airport Plaza is constructed and a Cell Phone Lot is positioned to the west of the gas station. Approximately 40.1 acres are cleared and available for potential commercial, office or hotel use with access from the outbound Terminal Access Road and from Air Cargo Lane.

Future Potential Development Area

A 487-acre area is designated as "Future Potential Development" on the adopted Airport Layout Plan. This area is located in the southeast quadrant of the airport property, south of the planned alignment of the future parallel runway. While designated "Potential Future Development Area" on the adopted Airport Layout Plan, this area currently has no infrastructure and zoning entitlements for any activity or use. Access to the site is currently limited by substandard roadways, including Airport Haul Road and a roadway that borders the southern boundary of the site, used for accessing Green Meadows Water Plant that is east of airport property.

2.10 Utilities

This section describes the existing electrical power, communications, fiber optic, water and sewer utilities serving the Airport. A more in-depth analysis of existing utilities including figures can be found in Appendix D, Utilities.

Electrical power infrastructure is provided by Florida Power & Light (FPL). An existing major 230 kilovolt (kV) high voltage transmission line is routed along Daniels Parkway on the northern border of the RSW property, and several transmission lines branch from the main line into Airport property. There is also a major FPL 230kV high voltage power line that enters the property from the south and is routed through the southeastern portion of the property.

Communications infrastructure is primarily provided by T-Mobile and to a much lesser extent, CenturyLink, located between the runway and Daniels Parkway in the aviation support and non-aviation support area known as Skyplex. Fiber optic infrastructure is limited to most of the perimeter of the runway.

Potable water is provided through the Lee County Utilities system. All five of Lee County Utilities Water Treatment Plants are interconnected and feed the airport from the south and west. An existing 30-inch water transmission main that crosses Airport property from south to north connects Daniels Parkway to Airport Haul Road. A second water service line and fire line have been added on the east end of the terminal as part of the RSW Terminal Expansion Project.

Sanitary sewer service is provided by Lee County Utilities using traditional gravity sewer, force main, and pump stations. There is one Master Lift Station (3307) that takes in all the wastewater south and west of Skyplex Boulevard and discharges due north. Wastewater flow is then directed east along Daniels Parkway within a 24-inch force main, which discharges into Gateway Wastewater Treatment Plant.

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Chapter 3 Forecast of Aviation Demand

3.1 Introduction

Southwest Florida International Airport (RSW) has experienced strong historic growth trends, including a record-breaking year in 2019 when record passenger enplanements were recorded in every month of the year. In 2019, RSW enplanements surpassed the 5 million passenger mark for the first time. The COVID-19 pandemic began during the formulation of this forecast and is ongoing as this project progresses. Following a period of decreased activity due to pandemic impacts, RSW has set monthly enplanement records for each month from April through December 2021, and ultimately 2021 passenger activity surpassing 2019. As a result, additional forecasting was conducted for purposes of comparison and consideration in planning the next 20 years and beyond for RSW. This process and results of the forecasting effort are discussed in detail later in this chapter.

RSW is the primary commercial service airport that serves a five-county trade area that includes Lee County where the airport is located, as well as Charlotte, Collier, Glades, and Hendry counties. The RSW Trade Area has experienced significant growth in recent years, which has stimulated increasing demand for Airport services. Despite COVID-19, continued growth is expected in the RSW trade area for the foreseeable future.

The peak season at RSW runs from late winter through spring - the degree of seasonality at RSW is considered non-traditional because seasonal fluctuations in passenger volumes are much more pronounced than at most U.S. airports. This pattern has become increasingly amplified in recent years. RSW's terminal facilities have become stressed as passenger volumes continue to increase, particularly during peak travel periods.

Given this context, a current set of passenger projections and updated comprehensive planning approach for RSW are needed to support the airport's sustained growth and quality of passenger

experience. This forecasting effort builds upon previous studies and uses a variety of FAA approved forecasting methods to project future annual enplanement passenger levels and aircraft operations for the 2021–2041 timeframe. An analysis of peak month and peak month average day levels based upon a preferred forecast are identified for this timeframe.

3.2 Historical Activity and Context

Historical passenger enplanement trends at RSW are shown in **Figure 3-1**. In 2019, RSW passenger traffic was at record levels with over 5 million enplanements. This growth has been significant, and since 1986 when RSW first exceeded 1 million enplanements, growth has continued to over 2 million enplanements in 1994, 3 million enplanements in 2004, 4 million in 2007, and 5 million in 2019. Reaching the mark of 5 million enplanements was delayed by the Great Recession of 2008–2009, which temporarily slowed growth before increasing again steadily after 2013.

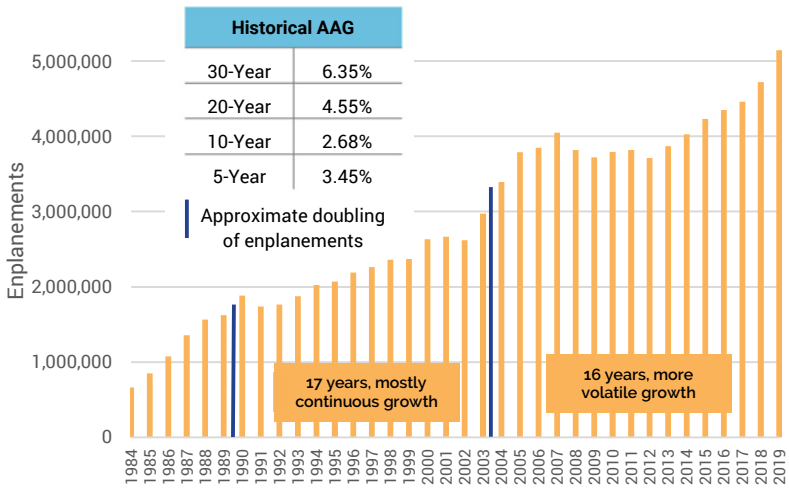
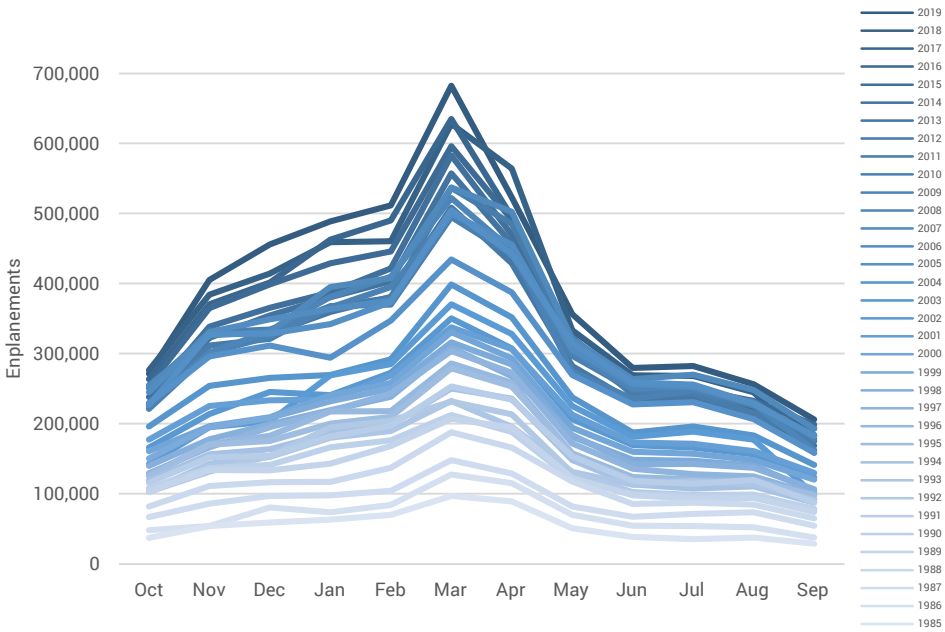


Figure 3-1 Historical Enplanements and Average Annual Growth (AAG) Rates

Figure 3-2 shows the historical monthly distribution of RSW enplanements over the course of the fiscal year. It should be noted that the 20-year historical average annual growth rate is 4.55%, the same 20-year timeframe being considered in this Master Plan. The peak season running from January-April is significant and has become increasingly amplified in recent years. RSW's distribution of annual enplanements is considered non-traditional because it exhibits much greater seasonal fluctuation in enplanements than most U.S. airports. This pattern is caused by an influx of seasonal residents and tourism activity in the region from late winter through the spring months.

March is the peak month at RSW. The most recent five-year (2015–2019) average percentage of annual enplanements for March is 14.3%, and the most recent 20-year (2000–2019) average percentage is 13.7%. The four-month January–April peak season period represents 46.9% of RSW's annual enplanement volume for the five-year average (2015–2019) timeframe and 45.8% for the 20-year average (2000–2019) timeframe.

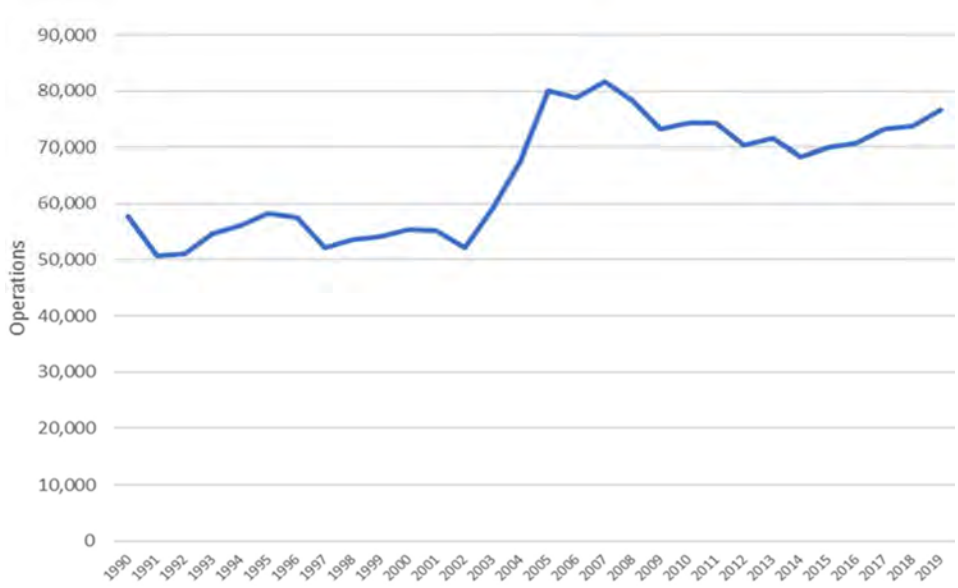
Historical annual aircraft operations at RSW were reviewed starting in 1990 to provide overview and context. In-depth monthly analysis was conducted using available Official Airline Guide (OAG) data from 2017 through 2019. **Figure 3-3** depicts total commercial operations at RSW since 1990. There is a relatively flat period of operations growth between 1990 and 2002, followed by a sharp increase between 2002 and 2007, a mild decrease to 2014, and then a steady increase of roughly 4% per year. Given the overall trend of increased operations between 1990 and 2019, it can be assumed that long term forecasts of operational growth when compared to the expected increase in passenger enplanements will follow the same general upward trend.



Historical Peak % of Annual Enplanements	
March 20-Year Avg.	13.70%
March 5-Year Avg.	14.30%
Jan-Apr 20-Year Avg.	45.80%
Jan-Apr 5-Year Avg.	46.90%

SOURCE: Lee County Port Authority and C&S Engineers Inc.

Figure 3-2 Historical Monthly Enplanements Distributed by Monthly %



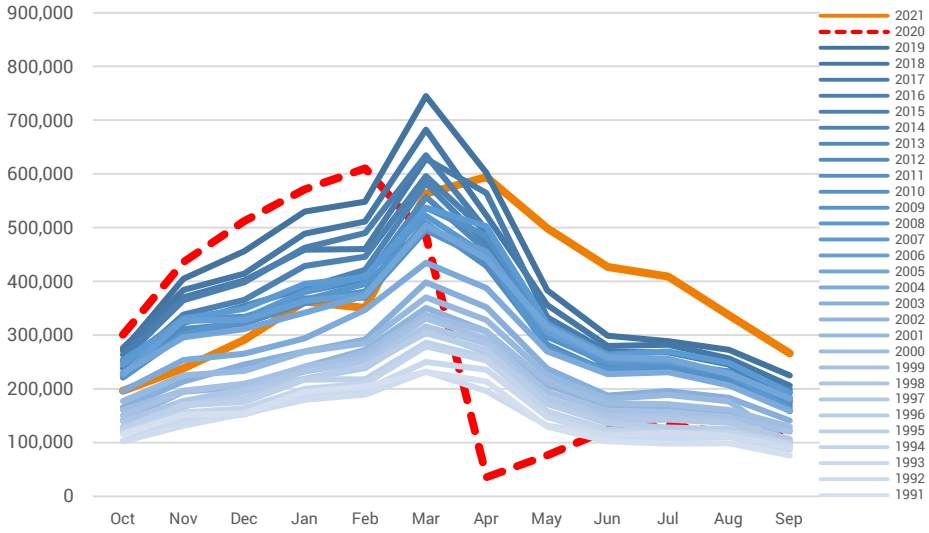
SOURCE: Federal Aviation Administration, Air Traffic Activity Data System (ATADS)

Figure 3-3 Historical Total Annual Commercial Operations

3.3 Recent Enplanement and Operations Trends

As a result of COVID and some uncertainty during this forecasting effort, this section provides an overview of monthly enplanements and operations activity at RSW for Fiscal Years 2019, 2020 and 2021. RSW's fiscal year runs from October through September.

As noted in **Figure 3-4** and in **Table 3-1**, enplanements have trended upward and at the end of FY2021, were at 90% of FY2019 levels. Calendar year (CY) 2021 passenger activity has exceeded CY 2019 levels. Of specific note is that RSW has had 6 consecutive months of all-time high monthly enplanements since April of 2021 indicating that the recovery of passenger activity is robust and one of the strongest in the country. This trend has continued to date in FY 2022 through December.



SOURCE: Lee County Port Authority and C&S Engineers Inc.

Figure 3-4 Updated Historical Monthly Enplanements Distributed by Monthly %

Table 3-1 Updated Historical Monthly Enplanements

FY	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total	% of 2019
2019	271,412	404,957	456,013	529,581	548,463	745,324	601,658	383,653	298,690	288,809	272,874	225,241	**5,026,675**	–
2020	301,511	436,243	512,420	571,428	610,381	483,206	35,897	76,908	124,389	133,335	117,851	124,707	**3,528,276**	70%
2021	196,905	238,433	290,947	362,528	350,655	563,497	594,163	499,207	426,802	408,815	336,758	266,266	**4,534,976**	90%

SOURCE: Lee County Port Authority and C&S Engineers Inc.

For operations, the recovery has exceeded FY 2019 levels as indicated in **Table 3-1a**. Monthly operations started to exceed 2019 levels in March 2021 and have consistently been higher with FY2021 operational levels being 114% of FY2019 levels.

Table 3-1a Updated Historical Monthly Operations

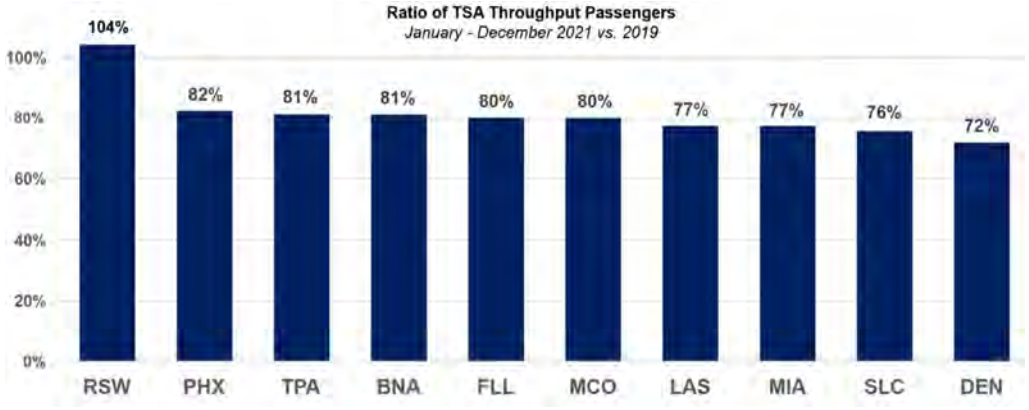
FY	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Total	% of 2019
2019	5,379	7,252	8,504	9,338	9,079	11,202	8,970	6,018	4,804	4,675	4,439	4,127	**83,787**	–
2020	5,451	7,810	9,314	10,162	10,181	10,669	3,471	3,350	3,860	4,623	4,240	3,375	**76,506**	91%
2021	5,384	7,112	8,474	8,628	7,875	11,472	10,612	9,203	7,374	7,020	6,664	5,624	**95,442**	114%

SOURCE: Lee County Port Authority and C&S Engineers Inc.

Notes on the COVID-19 Pandemic

As previously noted, in early 2020 the worldwide COVID-19 pandemic shut down most non-essential businesses including the vast majority of airport activity. With the uncertainty of the novel coronavirus and related policy actions which have at times included quarantine protocols for airport users, it has been difficult to ascertain the exact trajectory of the industry. While many of the data sources used in this forecast report reflect long-term trend forecasts, there continues to be uncertainty surrounding the virus and the impacts it could have for the short-term or potentially beyond.

A decrease in activity levels at RSW can be linked to impacts of the COVID-19 pandemic, but also noted is a stronger recovery in 2021 going into 2022. In fact, RSW has been throughout the pandemic period the number one recovery airport of the top 60 airports in the US. For calendar year 2021, RSW was the top recovery airport finishing the year with 104% of its CY 2019 passenger activity with 10.3 million passengers as noted in Figure 3-5, an all-time record for the Airport. The next closest airport was PHX with 82% recovery. Other Florida airport rankings were 81% recovery for TPA, 80% for FLL and MCO and 77% for MIA. The fact that RSW is the only airport in the US to recover its passenger traffic to greater than CY 2019 levels for CY 2021 makes a unique case that RSW will experience short term growth (2021–2025) at a greater rate than what is projected to be seen nationally as seen in Figure 3-6.



SOURCE: Assembled by Lee County Port Authority

Figure 3-5 Passenger Recovery at Top 50 U.S Airports in 2021

SOURCE: Assembled by Lee County Port Authority

Figure 3-6 Monthly Passenger Comparisons at RSW between 2019 and 2021

3.4 Socioeconomic Conditions

Demographic and socioeconomic conditions play an important role in determining levels of aviation demand within a region. This section provides an overview of key demographic and socioeconomic conditions and projected trends in five-year increments, covering a 20-year planning timeframe through 2040 (the time periods available when the data were pulled).

Population

Table 3-2 provides total population values for the five-county RSW Trade Area, State of Florida, and United States for the years 2010, 2020, 2025, 2030, 2035, and 2040. Compounded annual growth rate (CAGR) values are provided for each planning interval and geography. Total population values for 2010 and 2020 are based on historical data, and population values for 2025–2040 reflect projected growth.

Table 3-2 Total Population/Compounded Annual Growth Rate (CAGR)

Year	RSW Trade Area	Florida	United States
2010	1,155,000	18,846,000	309,320,000
2020	1,421,000 / 2.10%	21,695,000 / 1.42%	329,940,000 / 0.65%
2025 (est.)	1,544,000 / 1.67%	23,010,000 / 1.18%	341,470,000 / 0.69%
2030 (est.)	1,674,000 / 1.63%	24,361,000 / 1.15%	352,910,000 / 0.66%
2035 (est.)	1,811,000 / 1.59%	25,735,000 / 1.10%	364,070,000 / 0.62%
2040 (est.)	1,954,000 / 1.56%	27,113,000 / 1.08%	374,700,000 / 0.60%

SOURCE: Woods & Poole Economics Inc.; C&S Engineers Inc.

The RSW Trade Area has experienced significant population growth, increasing from 1,155,000 residents in 2010 to 1,421,000 in 2020. The region's CAGR over this 10-year timeframe is 2.10%, which is higher than the Florida statewide rate of 1.42% and the overall United States population growth rate of 0.65%.

Population growth is projected to continue at rates exceeding statewide and national levels in coming years. Based on these projections, the region's total population would increase by 37% over the 20-year period from 2020 to 2040. Rapid population growth in the RSW Trade Area has contributed to increased aviation demand at the Airport in recent years. The region's population is projected to continue this trend of growth at rates slightly lower than what was experienced between 2010 and 2020, but significantly higher than statewide and national growth rates. Total population data reference an individual's primary residence, meaning that seasonal residents are not included in Table 3-2 values, and the population counts represent a low-end accounting of the region's population especially during the peak travel months in late winter through spring. Continued population growth will provide fundamental support for aviation demand over the 20-year planning horizon.

Income

Per-capita income (PCI) values[1] for the RSW Trade Area, State of Florida, and United States are provided in **Table 3-3** for the years 2010, 2020, 2025, 2030, 2035, and 2040. CAGR values allow a comparison of income growth rates between geographies for each planning interval. PCI values for 2010 and 2020 are based on historical data and population values for 2025, 2030, 2035, and 2040 reflect projected growth.

Table 3-3 Per-Capita Income/Compounded Annual Growth Rate (CAGR)

Year	RSW Trade Area	Florida	United States
2010	$44,000	$38,500	$40,500
2020	$65,300 / 4.02%	$54,400 / 3.52%	$58,400 / 3.71%
2025 (est.)	$80,700 / 4.34%	$67,000 / 4.27%	$71,500 / 4.14%
2030 (est.)	$102,600 / 4.91%	$85,000 / 4.87%	$90,200 / 4.75%
2035 (est.)	$131,400 / 5.07%	$108,600 / 5.03%	$114,600 / 4.92%
2040 (est.)	$168,200 / 5.07%	$138,900 / 5.04%	$145,800 / 4.93%

SOURCE: Woods & Poole Economics Inc.; C&S Engineers Inc.

In the RSW Trade Area, PCI grew at an annual rate of just more than 4% between 2010 and 2020. This income growth is stronger than in the State of Florida (3.52%) and United States overall (3.71%). 2020 PCI was $65,300 for the region—this is 20% higher than in the State of Florida and 12% higher than the national level. In 2040, the RSW Trade Area PCI is projected to be $168,200, which is 21% higher than the statewide level and 15% higher than in the United States overall.

Income levels are relatively high in the RSW Trade Area and are projected to continue stronger-than-average growth through 2040. Higher income is often associated with greater levels of disposable income and spending on leisure travel, as well as the presence of industries that may involve business travel. The projected stability and growth of income levels in the RSW Trade Area are indicators of continued market support for aviation demand in the region.

Employment

Following is a summary of employment data for the five-county RSW Trade Area[2]. **Table 3-4** provides a row for each major North American Industry Classification System (NAICS) industry category, and Total Employment represents the number of jobs for each industry within the five-county region.

Table 3-4 also provides location quotient (LQ) values for each industry category within the RSW Trade Area. Location quotients provide a measure of each industry's concentration within the subject region (RSW Trade Area), in comparison to the same industry's concentration in a larger reference geography. In this case, the State of Florida and the United States are used as reference geographies for LQ calculations.

[1] Defined as total income divided by total population.

[2] Based on 2019 county-level employment data.

Table 3-4 RSW Trade Area Employment by Industry and Location Quotients

Industry	Employment	Location Quotient State of Florida	Location Quotient United States
Retail Trade	**86,800**	**1.14**	**1.25**
Health Care & Social Services	71,100	0.89	0.85
Construction	**70,500**	**1.53**	**1.72**
Accommodations & Food Service	**70,000**	**1.10**	**1.26**
Real Estate	**63,900**	**1.32**	**1.79**
Government (Federal, State, Local)	**62,500**	**1.12**	0.86
Administrative & Waste Services	51,400	0.88	1.12
Other Services	**51,000**	**1.02**	**1.19**
Professional & Technical Services	47,400	0.88	0.88
Finance & Insurance	**40,200**	0.88	**1.01**
Arts, Entertainment, Recreation	**25,500**	**1.15**	**1.44**
Warehousing & Transportation	21,300	0.60	0.64
Wholesale Trade	16,200	0.69	0.68
Manufacturing	15,100	0.61	0.31
Forestry, Fishing, Related Activities	**10,500**	**2.87**	**2.93**
Education	8,600	0.62	0.49
Agriculture	**6,900**	**1.53**	0.73
Information	6,900	0.65	0.55
Management of Companies and Enterprises	5,600	0.63	0.55
Military	2,600	0.48	0.36
Mining	2,300	2.46	0.56
Utilities	1,300	0.93	0.63
Total Employment	**741,200**	—	—

SOURCE: Woods & Poole Economics Inc.; C&S Engineers Inc.

With reference to Table 3-4, an LQ value greater than 1 indicates that an industry is concentrated in the RSW Trade Area in comparison to the state and/or national levels. Values significantly higher than 1 are used to identify regional specialization in a given industry, and this is often referred to as an "industry cluster". Industries with LQ values less than 1 are less prevalent in the RSW Trade Area than in the state and/or national reference geographies.

Total employment in the five-county RSW Trade Area is 741,200. The five industries with the highest number of employees, in descending order, are: Retail Trade, Health Care & Social Services, Construction, Accommodations & Food Service, and Real Estate. Several industries hold LQ values greater than 1 relative to both state and national reference geographies, indicating regional strength and/or specialization in these industries. This set of industries includes Forestry, Fishing, and Related Activities; Construction; Retail Trade; Real Estate; Arts, Entertainment, and Recreation; Accommodations and Food Service; and Other Services.

The employment information summarized in Table 3-4 highlights some important features of the RSW Trade Area's economy. Notably, employment is concentrated in tourism-related industries such as retail, entertainment, hospitality and food service. The Airport serves a robust tourism economy, which supports employment and associated income in

these industries. Employment is highly concentrated in the construction and real estate industries, as well. This reflects the region's continued population growth, as well as the development and economic activity associated with tourism and seasonal visitation to the area.

As population growth continues and the Trade Area experiences demographic shifts through the in-migration of residents and businesses from elsewhere in the US, there appears to be potential for growth in knowledge-based or other industries that are not currently concentrated in the region. As examples, such industry sectors could include Professional & Technical Services, Finance & Insurance, Education, Information, and Management of Companies and Enterprises. Quality-of-life considerations and Florida's favorable business climate are important business location factors that support the region's potential for growth across a diverse set of industries.

In summary, the Trade Area is characterized by high concentrations of service, tourism, and real estate-oriented industry, and holds potential for future growth in knowledge-based or other industries moving forward. These conditions indicate that the region's economy features a concentration of industries associated with high demand for air travel, and future growth opportunities imply a likelihood of increased demand as economic development occurs across a diverse set of industries.

Tourism

Leisure travel represents a significant share of commercial air traffic at RSW and contributes to the Airport's unique degree of seasonal fluctuation in aviation demand. Beachfront destinations in Lee County drive much of the region's tourism activity. The Lee County Visitor & Convention Bureau (VCB) reports annually on key tourism-related statistics for the county's primary tourist destinations. Following are some key points from the VCB's *2019 Visitor Tracking, Occupancy & Economic Impact Study*.

- The beaches of Fort Myers and Sanibel attracted 4.9 million visitors in 2019.
- Sixty-six percent of visitors traveled to the region by air; of these visitors who flew, 72% traveled through RSW. This means that 47.5% of all visitors to Lee County flew to and from RSW.
- Visitors spent $3.2 billion on accommodations, food, entertainment, and other tourism-related services in Lee County in 2019. This spending had a total economic impact of $5.3 billion.
- Tourism supported more than 44,000 Lee County jobs providing $1 billion in wages and salaries in 2019.
- Tourist visitation to the region increased by 0.2% overall from 2015 to 2019, while associated spending increased by 9% over this timeframe.

Tourism is a major driver of economic activity in Lee County and the RSW Trade Area, and nearly half of all visitors to the region fly through RSW. Visitation to the region increased steadily in the years leading up to the COVID-19 pandemic. Leisure travel is a vital source of aviation demand, and its importance has heightened in the pandemic recovery period. RSW plays a critical role in supporting the region's tourism industry and associated economic benefits.

Socioeconomic Conditions Summary

The RSW Trade Area has experienced significant population and economic growth in recent years, and growth trends are projected to continue at rates outpacing state and national levels over the next twenty years. The region is a major tourist destination that attracts nearly 5 million visitors and $3.2 billion in direct spending each year. These demographic and socioeconomic conditions provide a foundation for continued aviation demand as RSW serves this flourishing air trade area.

3.5 Forecasts of Activity

A number of forecasting methodologies were used to develop planning-level enplanement and operations projections for RSW over the 2021–2041 timeframe. The projection scenarios are based on a variety of industry resources and airport-specific records, and demographic data. Projections based on demographic data assumed the five-county catchment area consisting of Lee, Charlotte, Collier, Glades, and Hendry Counties.

Taken together, the set of planning-level projections allows an understanding of how RSW's enplanements and operations are related to key factors associated with passenger demand - while considering airline strategy based on observed practices at the Airport. Each methodology used to derive RSW passenger projections is listed below.

- FAA Aerospace Forecast (2019–2039) – The Aerospace Forecast is a comprehensive industry forecast used at the national level. Specifically for this projection, the enplanement scenario growth rates were considered and evaluated for RSW. The baseline scenario uses an average annual growth rate of 1.8% a year (1.6% domestic and 3.0% international); an optimistic scenario uses an average annual growth rate of 2.5% (2.4%/3.4%); and a pessimistic scenario is based on a 1.3% annual growth rate (1.1%/2.6%). Values were extrapolated through 2041 based on the rate of growth under each scenario. The optimistic scenario was chosen as it was in the range of recent historical activity.
- Market Share Analysis – Generally speaking, this method calculates an individual or group's historical share of a larger population, then uses that share to project the future share of the larger forecasted population. In this case, the market share analysis utilizes RSW's historical share of overall enplanements nationally and applies this share forward to project the airport's enplanements for the subject time period (2019–2039). Market share scenarios of 0.60%, 0.61%, and 0.62% were calculated for RSW. The highest percentage was chosen as it was within reason and a conservative approach for planning purposes.
- Regression Analysis – Regression is a statistical method that measures demonstrated historical relationships between a dependent variable (enplanements in this case) and independent socioeconomic variables including population, per-capita personal income (PCPI) and employment in the five-county RSW market catchment area. Regression calculations were conducted to measure historical relationships between enplanements and each of these three variables, with projections based on the outcome of these calculations.
- Historic Average Annual Growth/Trend Analysis – This method uses historical activity at RSW to project future enplanement levels. Time is used as the independent variable in a regression equation, with projections essentially carrying forward historical rates of growth. Generally, this methodology uses the extrapolation of the most-recent 10-years for the analysis, as well as consideration of 5-, 10-, and 20-year historical average growth rates. In addition, in reviewing historical years 2018 and 2019 (pre-COVID), the average annual growth rate was 7.5%. Therefore, considering the robust recovery growth rate experienced for FY 2021, and the first 3 months of FY 2022, a 20 year scenario was also prepared using a blended historical growth rate of 7.0% through 2026 (first five years), with an average 2.5% annual growth rate from 2027 through 2041 thereafter. This was derived from the 10-year average historical growth rate.

Various scenarios for RSW enplanements and operations from 2021 to 2041 are included in the following summary of results. These scenarios represent a broad range of the perspectives and factors considered under the various projection methodologies, illustrating a range of outcomes based on these considerations.

Passengers

Ten projection scenarios for RSW enplanements from 2021 to 2041 are included in the following summary and discussion of results. These scenarios represent a broad range of the perspectives and factors considered under the various projection methodologies acceptable by the FAA, illustrating a range of outcomes based on these considerations. In viewing the summary of RSW annual enplanement forecasts (Table 3-5 and Figure 3-7), several observations can be made.

- For 2041, enplanement forecasts range from 6,258,267 (Market Share) to 8,714,104 (Blended Historical growth), a difference of 2,455,837 enplanements.
- The compounded annual growth rates range from 1.62% (Market Share) to 3.32% (Blended Historical growth)
- RSW has a planning platform from all forecast scenarios starting in 2021 of approximately 9 million annual air passengers (4.5 million enplanements) to a potential of almost 17.5 million annual air passengers (8.7 million enplanements) in 2041.

Table 3-5 Enplanement Forecasts by FAA Methodology

FY	Blended Historical AAG	Historical 20-Year AAG	Historical 10-Year AAG	Historical 5-Year AAG	10-Year Trend Analysis	Aerospace Optimistic	Market Share (0.62%)	Regression Population (R^2 = 0.98)	Regression Employment (R^2 = 0.98)	Regression PCPI (R^2 = 0.96)
2021 Actual	4,534,976	4,534,976	4,534,976	4,534,976	4,534,976	4,534,976	4,534,976	4,534,976	4,534,976	4,534,976
2026	6,131,288	5,566,683	5,142,663	5,317,259	5,065,568	5,101,848	4,965,799	5,095,046	5,090,511	5,208,420
2031	6,909,961	6,598,390	5,750,350	6,099,543	5,596,160	5,668,720	5,396,621	5,655,115	5,646,045	5,881,864
2036	7,801,346	7,630,097	6,358,036	6,881,826	6,126,753	6,235,592	5,827,444	6,215,185	6,201,580	6,555,308
2041	8,714,104	8,661,804	6,965,723	7,664,109	6,657,345	6,802,464	6,258,267	6,775,254	6,757,114	7,228,752
AAG	4.61%	4.55%	2.68%	3.45%	2.34%	2.50%	1.90%	2.47%	2.45%	2.97%
CAGR	3.32%	3.29%	2.17%	2.66%	1.96%	2.05%	1.62%	2.03%	2.01%	2.36%

SOURCE: Federal Aviation Administration, Woods & Poole, C&S Engineers Inc.
AAG: Average Annual Growth, CAGR: Compound Annual Growth Rate

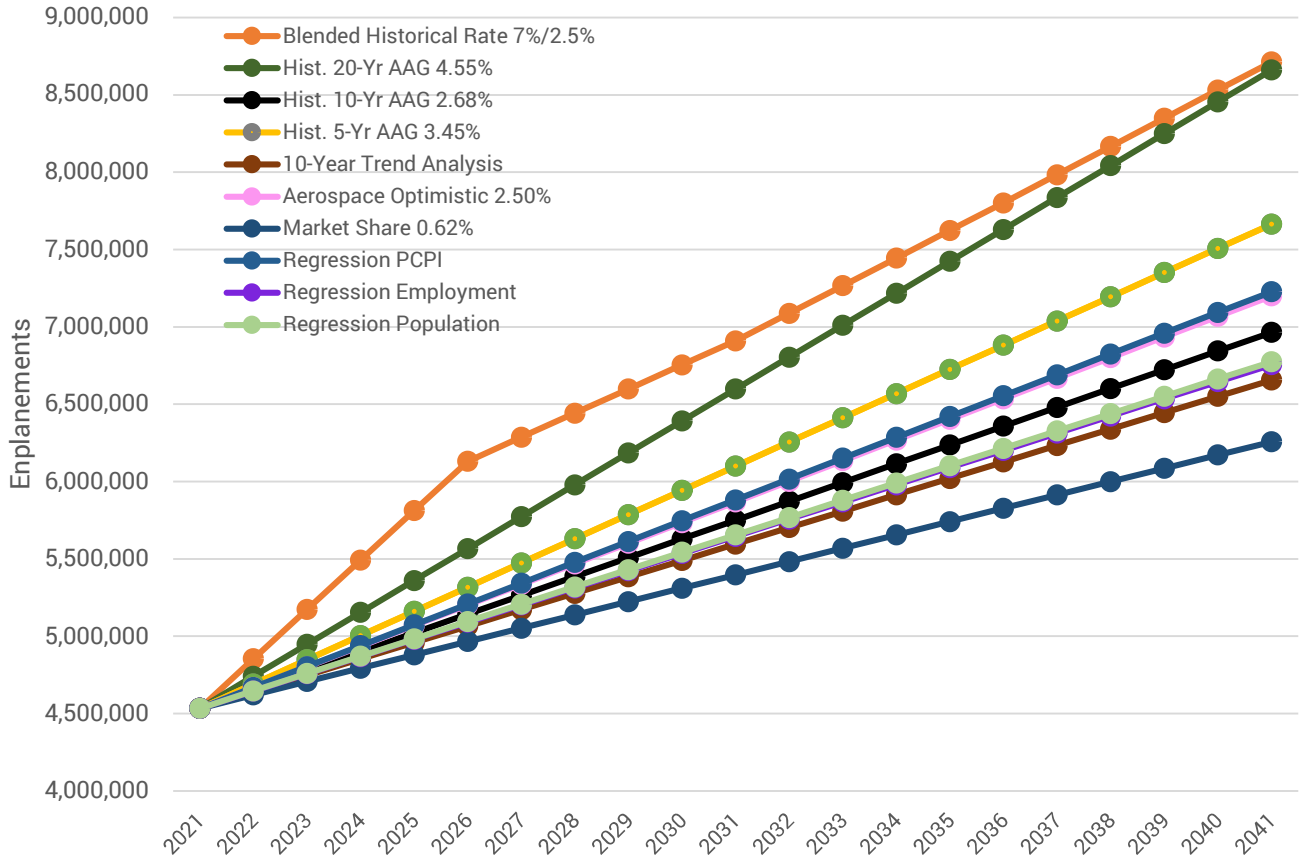
Based on the analyses conducted under this effort, positive socioeconomic conditions, and the robust on-going recovery, the Blended Historical growth forecast methodology is recommended as the preferred enplanement forecast for RSW. This methodology provides the highest 2021–2041 enplanement projections from among the set of forecasting methodologies evaluated and results in a compound annual growth rate of 3.32% over the forecast period. As a planning practice, it is beneficial to project future facility needs based upon a conservative (generally higher) forecast in order to allow for flexibility as needs may evolve under future conditions.

Table 3-6 provides preferred forecast enplanement values at five-year intervals over the 2026–2041 timeframe to be utilized during the master planning process.

Table 3-6 Annual Enplanements, Preferred Forecast

Year	Enplanements
2026	6,131,288
2031	6,909,961
2036	7,801,346
2041	8,714,104

SOURCE: C&S Engineers Inc.



SOURCE: Federal Aviation Administration, Woods & Poole, C&S Engineers Inc.

Figure 3-7 Annual Enplanements Forecast Summary, 2021–2041

Operations

Operations are forecasted for the 20-year planning horizon and used to develop design day flight schedules for peak periods at five-year intervals through 2041. Like the enplanement forecast, several forecast methods were considered for the operations over the 20-year planning horizon at RSW. A comparison was made of annual operation estimates derived from different forecasting methodologies determined to produce a range of results for use in this effort:

- FAA Aerospace Forecast (2019–2039) – The three annual growth rates representing Baseline, Optimistic, and Pessimistic were applied and extended through 2041 using a constant rate. The Baseline estimate assumes 1.1% annual growth; the Optimistic estimate uses 1.8% annual growth; and the Pessimistic estimate uses 0.6% annual growth.
- Linear regression – A forecast based on itinerant air carrier operations from 1990 to 2019 estimates an average annual growth rate of 1.79%.
- Trend Analysis – This method uses historical activity at RSW to project future operations levels. Generally, this methodology uses the extrapolation of the most-recent years for the analysis, in this case, the 5-, 20-, and 25-year historical average growth rates. The 10-year historical average produced a negative growth rate and was not used for this analysis.

Seven projection scenarios for RSW operations from 2021 to 2041 are included in the following summary and discussion of results. These scenarios represent a broad range of the perspectives and factors considered under the various

projection methodologies acceptable by the FAA, illustrating a range of outcomes based on these considerations. In viewing the summary of RSW annual operations forecasts (**Table 3-7** and **Figure 3-8**), several observations can be made.

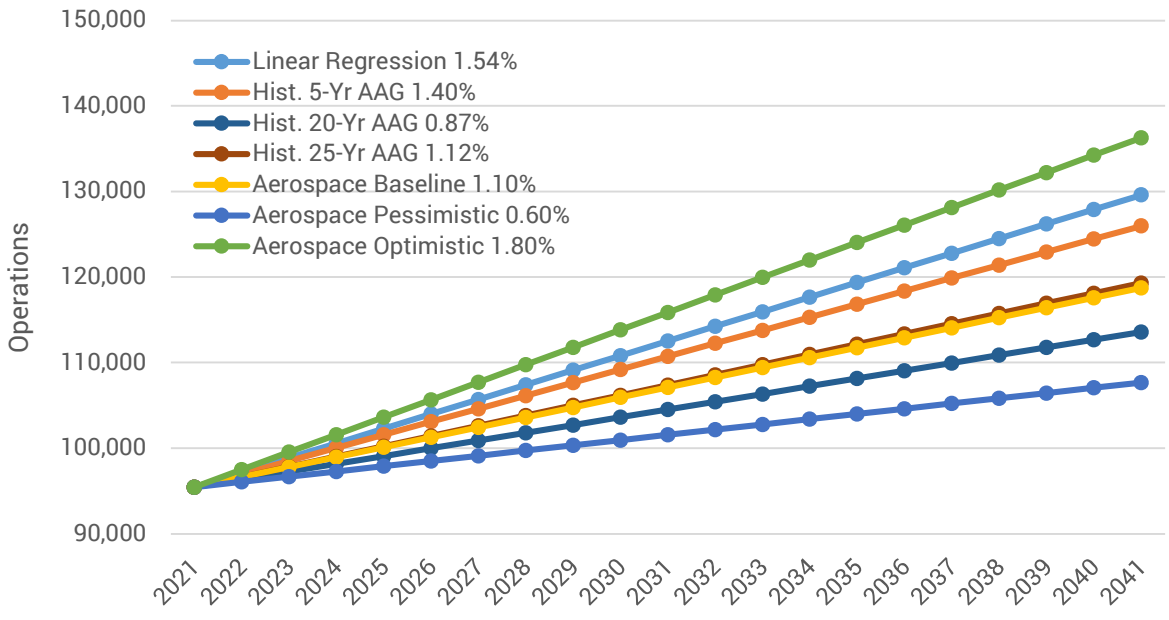
- For 2041, operations forecasts range from 136,291 (Aerospace Optimistic) to 107,659 (Aerospace Pessimistic), a difference of 28,632 operations.
- The compounded annual growth rates range from 1.80% (Aerospace Optimistic) to 0.60% (Aerospace Pessimistic).
- Starting with 2021, RSW has a planning platform level of approximately 95,000 annual operations to a potential of just over 135.000 annual operations.

The Optimistic Aerospace Forecast reflects the strong growth that RSW continues to experience and is in line with the robust operations recovery manifest to date, with 2021 operations standing at 114% of 2019 levels.

Table 3-7 Operations Forecasts by FAA Methodology

FY	Linear Regression	Historical 5-Year AAG	Historical 20-Year AAG	Historical 25-Year AAG	Aerospace Optimistic	Aerospace Pessimistic	Aerospace Baseline
2021 Actual	95,442	95,442	95,442	95,442	**95,442**	95,442	95,442
2026	103,984	103,077	99,975	101,407	**105,654**	98,496	101,264
2031	112,526	110,713	104,509	107,372	**115,867**	101,550	107,086
2036	121,068	118,348	109,042	113,337	**126,079**	104,604	112,908
2041	129,610	125,983	113,576	119,303	**136,291**	107,659	118,730
AAG	1.79%	1.60%	0.95%	1.25%	**2.14%**	0.64%	1.22%
CAGR	1.54%	1.40%	0.87%	1.12%	**1.80%**	0.60%	1.10%

SOURCE: Federal Aviation Administration, Woods & Poole, C&S Engineers Inc.
AAG: Average Annual Growth, CAGR: Compound Annual Growth Rate



SOURCE: Federal Aviation Administration, TransSolutions, C&S Engineers Inc.

Figure 3-8 Annual Operations Forecast Summary, 2021–2041

Based on the analyses conducted under this effort, positive socioeconomic conditions, and the robust on-going recovery, the Aerospace Optimistic forecast methodology is recommended as the preferred operations forecast for RSW. Table 3-8 provides the preferred forecast operations values at five-year intervals over the 2026–2041 timeframe to be utilized during the master planning process.

Table 3-8 Annual Operations, Preferred Forecast

Year	Operations
2026	105,654
2031	115,867
2036	126,079
2041	136,291

SOURCE: C&S Engineers Inc.

Peak Periods

Airline activity is subject to peak-period movements—as described previously, RSW experiences extreme seasonal fluctuations in passenger enplanements and commercial operations between peak and off-peak months. The monthly distribution of enplanements at RSW follows a non-traditional, highly pronounced seasonal pattern with strong peak demand in the late winter through spring months. This unique degree of seasonal fluctuation poses a challenge for facility planning and design, as future facilities must be scaled to accommodate peak demand while balancing the reduced needs during off-peak months.

Design Month Average Day and Peak Month Average Day Peak Day projections were analyzed for RSW at five-year intervals for the 2026–2041 planning timeframe. Historically speaking, April at RSW represents a traditional airport peak month with 11.7% of the annual enplanements is typical. RSW is not typical and has unique peaking characteristics, and March represents the Airport's true Peak Month with 14.3% of annual enplanements. These values are used in planning to estimate the size, configuration, and features of terminal buildings and other airport facilities.

Because of a continuing trend in recent years of March representing an increasingly higher percentage of annual enplanements, a monthly trend analysis was conducted to project monthly shares of annual enplanements for the 2026–2041 timeframe. For the Peak Month of March, the analysis indicates a continuing trend with monthly shares increasing from 14.3% in 2019 to 15.6% in 2041. Table 3-9 provides the results of the monthly trend analysis and the recommended distribution percentages to be used for further peaking analysis.

Table 3-9 Monthly Distribution Trends - % Enplanements

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2026	10.8%	11.3%	15.0%	11.6%	7.2%	5.5%	5.4%	5.0%	3.9%	5.7%	8.5%	10.3%
2031	11.1%	11.5%	15.2%	11.6%	7.0%	5.3%	5.2%	4.9%	3.8%	5.6%	8.5%	10.6%
2036	11.2%	11.7%	15.4%	11.6%	6.9%	5.2%	5.0%	4.8%	3.6%	5.5%	8.5%	10.9%
2041	11.4%	11.9%	15.6%	11.6%	6.8%	5.1%	4.9%	4.7%	3.5%	5.4%	8.5%	11.1%

SOURCE: C&S Engineers Inc.

Typically, Design Day Flight Schedules (DDFS) are determined by identifying an average day in the peak month for the Airport. RSW's peak month is March. To develop the DDFS, the OAG for March 2020 was used as the base schedule. This March 2020 schedule was established prior to any major schedule adjustments by the airlines due to COVID 19. After evaluation, the average day chosen for March was Friday, March 13. Additionally, the non-daily international operations were included in the base schedule. The base monthly OAG schedules were adjusted to match the annual operations and enplanement forecasts for each forecast year. The enplanement forecast was allocated to commercial flight operations, yielding the projected annual, monthly, and design day operational levels.

The peak month (March) average day should be utilized for facility planning. This recommendation is summarized in Table 3-10.

Table 3-10 Recommended Peak Month (March) Average Day

Year	Peak Month Enplanements	Peak Month Average Day Enplanements	Peak Month Average Day Operations	Peak Month Peak Hour Enplanements	Peak Month Peak Hour Departures
2026	898,700	28,990	381	3,131	20
2031	1,026,528	33,114	427	3,576	22
2036	1,175,535	37,920	481	4,095	25
2041	1,329,986	42,903	538	4,633	28

SOURCE: C&S Engineers Inc., TransSolutions

Cargo, International, General Aviation, and Military

Cargo

Freight is carried at RSW by passenger carriers as belly cargo, and by cargo carriers FedEx (FX) and UPS (5X). For a number of years prior to 2018, cargo carriers carried less than 85% of the freight at RSW, while German carrier Air Berlin regularly carried more than 10% of the total freight as belly cargo. After Air Berlin ceased operations during the last quarter of 2017; however, the share of freight carried annually by cargo carriers increased to 95% in 2018 and has remained above 96% since. The total amount of freight carried annually by all carriers at RSW peaked from 2006 to 2008, exceeding 38 million pounds during each of those three years. From 2008 through 2018, freight carried was down from the peak to an average of 33 million pounds per year before rebounding in 2019. From January through June 2021, freight carried was just over 20 million pounds and is projected to exceed 42 million pounds for the full year based on the percentage of annual freight historically carried at RSW during the first six months.

Cargo operations forecasts were developed for the future planning years 2026, 2031, 2036, and 2041. The forecasts were developed by leveraging historical RSW freight data against the Preferred Operation Forecast to initially develop forecasts of freight for years 2021 - 2041. The cargo carrier operations forecast then were developed by determining the number of operations needed to carry the forecasted freight, based on the cargo carriers' average freight carried per operation.

Five methodologies were considered and analyzed to develop freight forecasts. Linear regression was used to develop two forecasts based on historical freight carried annually at RSW over a specific period of years. Two additional forecasts were developed utilizing the FAA's Aerospace forecasts of domestic cargo growth. A fifth freight forecast was developed using Boeing's World Air Cargo forecast of U.S. cargo growth.

- The first linear regression utilized historical annual freight carried at RSW for a 25-year period from 1995 to 2020 to forecast future freight pounds. The years utilized in the regression account for periods of year-over-year growth, stability and decline in freight pounds carried at RSW. This approach results in the most conservative forecast of freight growth, with an average annual growth rate of 0.9% and just under 50 million freight pounds in 2041.
- The second linear regression utilized historical annual freight carried at RSW for a 15-year period from 1990 to 2005, which represents a period of consistently high year-over-year growth in freight pounds carried at the airport. While aggressive, this high growth rate has been experienced during RSW's history. This approach results in the most optimistic forecast of freight growth, with an average annual growth rate of 3.2% and just over 77 million freight pounds in 2041.

- Two forecasts were developed utilizing FAA's Aerospace forecasts for domestic growth in cargo revenue ton miles (RTM). The Aerospace 2020 forecast was developed prior to the impact of COVID and forecasts an average annual growth rate in RTM's of 1.9% through 2041. The Aerospace 2021 forecast, which accounts for the impact of COVID, projects an average annual growth rate in RTM's of 1.6% through 2041. Utilizing the 1.9% and 1.6% annual growth rates results in forecasts of just over 60 million, and just under 57 million freight pounds in 2041, respectively.
- The fifth forecast of freight was developed using Boeing's 2020 World Air Cargo forecast for U.S. growth in cargo revenue ton kilometers (RTK). The forecast accounts for the impact of COVID and projects a 20-year average annual growth rate in RTK's of 2.7%. Utilizing the 2.7% annual growth rate results in a forecast of just over 70 million freight pounds in 2041.

Table 3-11 summarizes the forecast of cargo carrier operations developed using each of the five forecasting approaches for the future planning activity levels. Note that each forecast includes 188 operations by Western Global.

Table 3-11 Cargo Carrier Operations Forecast

Forecasting Approach	Average Annual Growth Rate	2021 Actual	2026	2031	2036	2041
Linear Regression (15 Year)	3.2%	1,726	1,997	2,339	2,682	3,024
Linear Regression (25 Year)	0.9%	1,726	1,785	1,859	1,934	2,008
FAA Aerospace 2021 Forecast	1.6%	1,726	1,833	1,977	2,119	2,269
FAA Aerospace 2020 Forecast	**1.9%**	**1,726**	**1,852**	**2,025**	**2,197**	**2,384**
Boeing 2020 Forecast	2.7%	1,726	1,980	2,349	2,576	2,758

SOURCE: TransSolutions

The forecast of cargo carrier operations developed using the Aerospace 2020 forecast, which projects an average annual growth rate of 1.9% in operations through 2041, is recommended for use by LCPA in airport planning. Strong near-term, pre-COVID growth in freight suggests that RSW is on track to sustain a period of longer-term, consistent freight growth. The Aerospace 2020 forecast projects moderate growth over time, while accounting for possible fluctuations in demand for cargo carrier services during the 20-year forecast period.

International Activity

Commercial carriers at RSW have served markets primarily within the United States, with domestic service in 2019 accounting for 97.2% of operations. In recent years, RSW has supported international service to markets in Canada and to Germany, with increased service during the peak winter travel period. The number of international operations has fluctuated as a result of COVID-19 travel restrictions, but are anticipated to return. LCPA anticipates significant growth in service to international markets in the coming years, with an increase in operations to Canada and new service to markets in Europe, Latin America, and the Caribbean. As a result and depending on timing of service implementation by the airlines, RSW could see international operations range from 4% in 2026 up to 8% by 2041.

General Aviation and Military

The general aviation (GA) and military forecasts, as incidental to the overall aviation activity, is expected to be relatively constant throughout the planning period. GA activity is expected to maintain between approximately 7,000 and 8,000 annual operations through 2041, while military aircraft operations are expected to be maintained between 1,000 and 2,000 annual operations throughout the 20-year planning period.

3.6 Preferred Forecast Comparison to FAA TAF

The COVID-19 pandemic has caused severe disruption to the aviation industry worldwide. While major pandemic-related impacts continue at the time of this master plan update, signs of recovery appear to be taking hold in the United States and rates of air travel are trending upward.

In May 2021, the FAA released the 2020 TAF for RSW, which reflects the impacts of COVID-related air travel disruption and includes a multi-year recovery period before airport traffic again reaches pre-pandemic levels. RSW is one of a few airports leading the recovery with passengers at 90%, and operations at 114% of 2019 fiscal year levels. Since calendar year (CY) 2019 passenger and operations levels have already been surpassed in CY 2021, it can be expected that both passenger and operations will exceed FY 2019 levels in FY 2022.

The FY 2020 FAA TAF is filled with uncertainty due to the COVID pandemic and does not account for the extraordinary recovery experienced at RSW. However, when comparing the Preferred Passenger and Preferred Operations Forecasts to the 2020 FAA TAF, the trend comparison is within several percentage points. It is expected that future annual updates to the FAA TAF will more accurately reflect the unique growth trends and peaking characteristics at RSW. Therefore, it is recommended that the LCPA continue to actively review and provide comments and statistical information regarding annual draft FAA TAF updates, and for the LCPA to use the updated annual FAA TAF as an interim guide for future planning level activities until updated forecasts can be prepared as needed.

Comparison

With signs of strong current and near-term growth suggesting that - assuming no further disruptive events—RSW is already exceeding 2021 TAF enplanement projections. RSW holds a unique and favorable market position and is likely to continue to outperform national trends through the recovery era and potentially beyond. **Table 3-12** and **Table 3-13** provide a comparison of the preferred forecast and the 2021 TAF forecast for enplanements, and operations, respectively.

Table 3-12 Comparison of Forecast Enplanements, Preferred and 2021 TAF

Year	Preferred Forecast	TAF 2021	% Change, TAF 2021 to Preferred
2026	6,131,288	5,812,243	5.4%
2031	6,909,961	6,648,359	3.9%
2036	7,801,346	7,509,553	3.8%
2041	8,714,104	8,328,145	4.6%

SOURCE: C&S Engineers Inc. and FAA, 2021Terminal Area Forecast (TAF), published March 2022

Table 3-13 Comparison of Total Operations, Preferred and 2021 TAF

Year	Preferred Forecast	TAF 2021	% Change, TAF 2021 to Preferred
2026	105,654	111,837	(5.5%)
2031	115,867	122,068	(5.1%)
2036	126,079	132,318	(4.7%)
2041	136,291	147,180	(7.4%)

SOURCE: C&S Engineers Inc., TransSolutions, and FAA, 2021 Terminal Area Forecast (TAF), published March 2022

As a matter of sound planning practice and because the preferred and 2020 TAF forecasts are within FAA guidelines to be within 10% of each other, it is appropriate and recommended for the Airport to continue to develop facility requirements based on the preferred forecasts, peak period forecasts, and design day flight schedules (DDFS) for facility and master planning at RSW.

Chapter 4 Demand Capacity and Facility Requirements

This chapter summarizes the analyses conducted, based on the approved Forecast, on how to meet the anticipated demand for activities at RSW throughout the Master Plan horizon. These include airfield, terminal, cargo, support facility improvements as well as other opportunities for development among others.

4.1 Airfield Demand/Capacity Assessment

The purpose of the airfield demand/capacity analysis is to determine the ability of an airfield to accommodate projected demand. This is measured both in terms of hourly and annual capacity. FAA Advisory Circular 150/5060-5, *Airport Capacity and Delay*, outlines the methodologies for determining both hourly and annual capacity for the purposes of airport planning. Airfield capacity improvements have been the subject of numerous studies at RSW.

Planning for a south Parallel Runway at RSW dates back nearly to the origins of the airport. A widely spaced south runway and Midfield Terminal Complex was the focus of a 1994 Environmental Assessment (EA). The new terminal (Midfield Terminal Complex) opened in 2005 and various actions have been taken to both enable and prepare the Airport for development of the new Parallel Runway. Because the investment is substantial, it is important that the timing of the runway is calibrated with the actual operational need.

There have been numerous evaluations of capacity for RSW over the past decade as part of an effort to refine the implementation timeline for the new runway. In September 2019, a *White Paper on the Timing for a Second Runway at Southwest Florida International Airport (RSW)* was prepared by GRA, Inc. and TransSolutions (Timing White Paper). The Timing White Paper included an analysis of various factors influencing capacity at RSW. The White Paper is located in Appendix G, Airfield Demand/Capacity Assessment.

Hourly Capacity

An airport's hourly capacity is defined as the number of operations an airfield can process during continuous demand. The hourly capacity is dependent on the general configuration of the runway system, the type of aircraft operating at the airport, the percentage of touch-and-go (pattern) activity, the number and placement of taxiway exits, wind direction and the percentage of time the airport operates under poor weather conditions. RSW is currently a single runway system served by a homogeneous mix of Category C commercial aircraft (aircraft in the range of 12,500 to 300,000 pounds) with little touch-and-go activity. As a result, touch-and-go activity has little influence on capacity at RSW. Based on a single runway configuration and fleet profile (and excluding consideration of taxiway exits), the estimated hourly capacity would range between 53 and 55 operations per hour for Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) conditions, respectively. Because the VFR and IFR capacities are very similar, changes in the percentage of time that the airport operates under IFR conditions has very little effect on capacity.

Reviewing the specific airfield layout indicates that there are nine taxiway exits connecting the parallel taxiway to Runway 6-24. Two airfield taxiway exits are located in optimum range for the fleet (5,000–7,000 feet from the landing threshold). This corresponds to an FAA taxiway exit factor of 0.92 under IFR conditions or 0.94 under VFR. Applying these factors would provide an estimated hourly capacity for the actual airfield configuration at RSW of 48.76 operations under IFR conditions or 51.7 operations under VFR conditions. Based on FAA methodology, the weighted hourly capacity when considering the taxiway exit configuration would be 51.4 operations per hour. Since the fleet is very similar and the number of taxiway exits has not been noted as a capacity concern for current operations, the weighted hourly capacity without consideration of taxiway exits was used for the purposes of determining the theoretical capacity for the airfield as outlined in the subsequent sections.

Annual Service Volume

Annual Service Volume (ASV) is an airport's practical operational capacity. As activity at an airport approaches its ASV, delays begin to escalate exponentially and have the potential to inhibit additional demand. FAA Order 5090.5, Formulation of the NPIAS and Airport Capital Improvement Plan (ACIP), indicates that planning for capacity improvements should begin in earnest when an airport reaches between 60% of its ASV and implementation of improvements should begin when it reaches 80% and is within 5 years of reaching its ASV. As a result, the rate of growth is a key consideration in informing how quickly an airport should proceed with capacity improvements. ASV reflects the product of the weighted hourly capacity (Cw), the daily ratio (ratio of annual demand to average daily demand during the peak month or D), and the hourly ratio (ratio of daily demand to average peak hour demand during the peak month or H):

$$ASV = Cw \times D \times H$$

As average daily demand and peak hour demand fluctuate, the ASV will vary accordingly. Review of historic ASV calculation in the Timing White Paper indicates that the actual daily ratio since 2009 has ranged between 231.96 and 254.2 and was estimated at 234.42 for 2018 in the 2019 Timing White Paper calculation. Actual hourly ratio calculations have ranged between 9.8 and 11.36 during the same period, with 11.36 estimated for 2018. Overall, ASV calculations between 2004 and 2019 have ranged between approximately 125,000 and 146,000 operations. In 2019, the ASV was estimated at just over 146,000 operations. **Table 4-1** provides the daily and hourly ratios and resulting ASV for 2019, the most recent year of normal activity. Table 4-1 also indicates that RSW exceeded 60% of its current ASV for a single runway configuration in 2021 and will approach 80% of ASV in the PAL 2 or around 2033. While demand will continue to grow throughout the planning period the airport is not currently expected to reach 100% ASV until 2043.

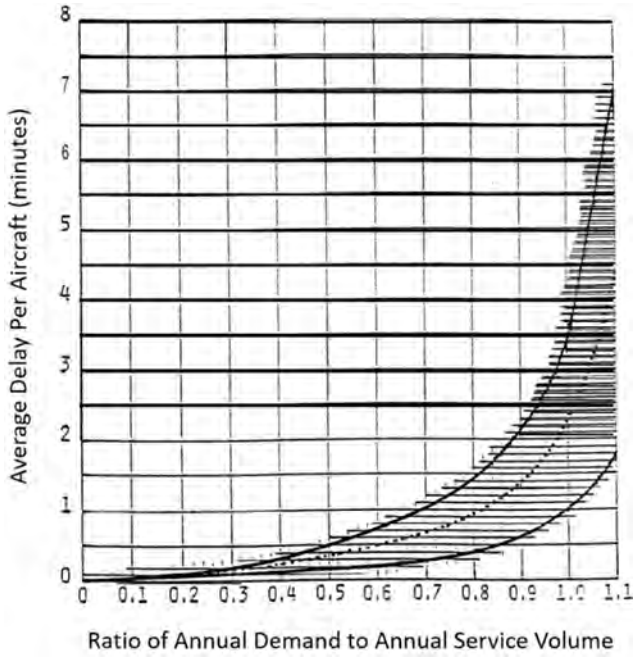
Table 4-1 Estimated Annual Service Volume

Component	2019 (Est.)	2021	PAL 1/2026	PAL 2/2030	2033 (Est.)	PAL 3/2036	PAL 4/2041	2043
Total Operations	85,227	60% of 2019 ASV reached	105,654	115,867	80% of 2019 ASV reached	126,079	136,291	100% of 2019 ASV reached

SOURCES: ESA, C&S Companies, TransSolutions, 2021; FAA Air Traffic Activity System (ATADS), 2019

NOTES: 2019 EST based on 2019 Timing White Paper calculations. Non-commercial peak month average day based on 2019 actuals. Non-commercial peak-hour activity based on commercial aircraft profile. Assumes no military aircraft in peak hour.

As demand exceeds 80% of ASV, airfield delays will escalate rapidly, especially during peak periods. Figure 4-1 (from the FAA *Advisory Circular 150/5060-5, Airport Capacity and Delay*) reflects the estimated delay per aircraft based on the ratio of demand to ASV. With RSW's considerable seasonal activity profile, delays during the peak months/periods will be much higher than those during the balance of the year. Based on current FAA Guidance and RSW activity projections and peaking characteristics, design and development of the new runway should be planned within 5 years of reaching ASV or around the 2038 time period. Activity and peaking characteristics should be monitored periodically to further calibrate the timing of the new facility.



SOURCE: FAA AC 150/5060-5, Figure 2-2

Figure 4-1 Average Aircraft Delay for Long-Range Planning

4.2 Critical Design Aircraft and Airport Reference Code

A critical design aircraft is usually the most demanding type of aircraft that regularly uses or is projected to regularly use an airport. The characteristics of this aircraft will help determine the Airport Reference Code, which is a categorization that summarizes the type of facility the airfield should be designed to handle. While being a simple categorization, there is more nuance behind the critical design aircraft and the Airport Reference Code.

Critical Design Aircraft

The determination of the critical design aircraft (critical aircraft) is an essential component of airport planning. For example, runway, taxiway, apron, and terminal facilities are designed to be able to handle existing and future critical aircraft. Furthermore, FAA AC 150/5000-17 mentions that "The critical aircraft is the most-demanding aircraft type or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is 500 annual operations, including both itinerant and local operations, but excluding touch-and-go operations. An operation is either a takeoff or landing."

> "The critical aircraft is the most demanding aircraft type, or grouping of aircraft with similar characteristics, that make regular use of the airport. Regular use is 500 annual operations, including both itinerant and local operations but excluding touch-and-go operations. An operation is either a takeoff or landing."
>
> —FAA

While many airports have one specific aircraft type designated as the critical aircraft, it is possible to create a composite critical aircraft that combines the most-demanding specifications of different aircraft that regularly use an airport. For example, while aircraft with the largest wingspan would require the largest amount of spacing between taxiways, another smaller aircraft could require a runway designated to handle faster approach speeds if it has a higher approach speed than the larger aircraft. It is also possible to group aircraft with similar dimensions and operational characteristics as one type of aircraft.

It should be noted that there is no requirement to build all airport facilities including runways, taxiways and terminals to meet the needs of the critical aircraft. In many cases, the critical design aircraft is not the majority aircraft type operating at an airport. Often, smaller categories of aircraft constitute the bulk of operations. Airfield and terminal planning should program future facilities to provide flexibility balancing the needs of the future fleet mix with operational and cost concerns.

Characteristics of the Critical Design Aircraft

The FAA has three aircraft categories that are used to classify the characteristics of a critical aircraft. These categories help airport sponsors determine the appropriate facilities that need to be planned and designed to handle the aircraft.

- Aircraft Approach Category (AAC): The aircraft approach category is determined by the aircraft manufacturer approach speed when landing the aircraft at the maximum certificated landing weight (V_{ref}). The AAC categorizations can be seen in **Table 4-2**. The AAC is one of the factors used to determine runway-design characteristics.

Table 4-2 FAA Aircraft Approach Categories (AAC)

AAC	VREF/Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

SOURCE: FAA Advisory Circular 150/5300-13B

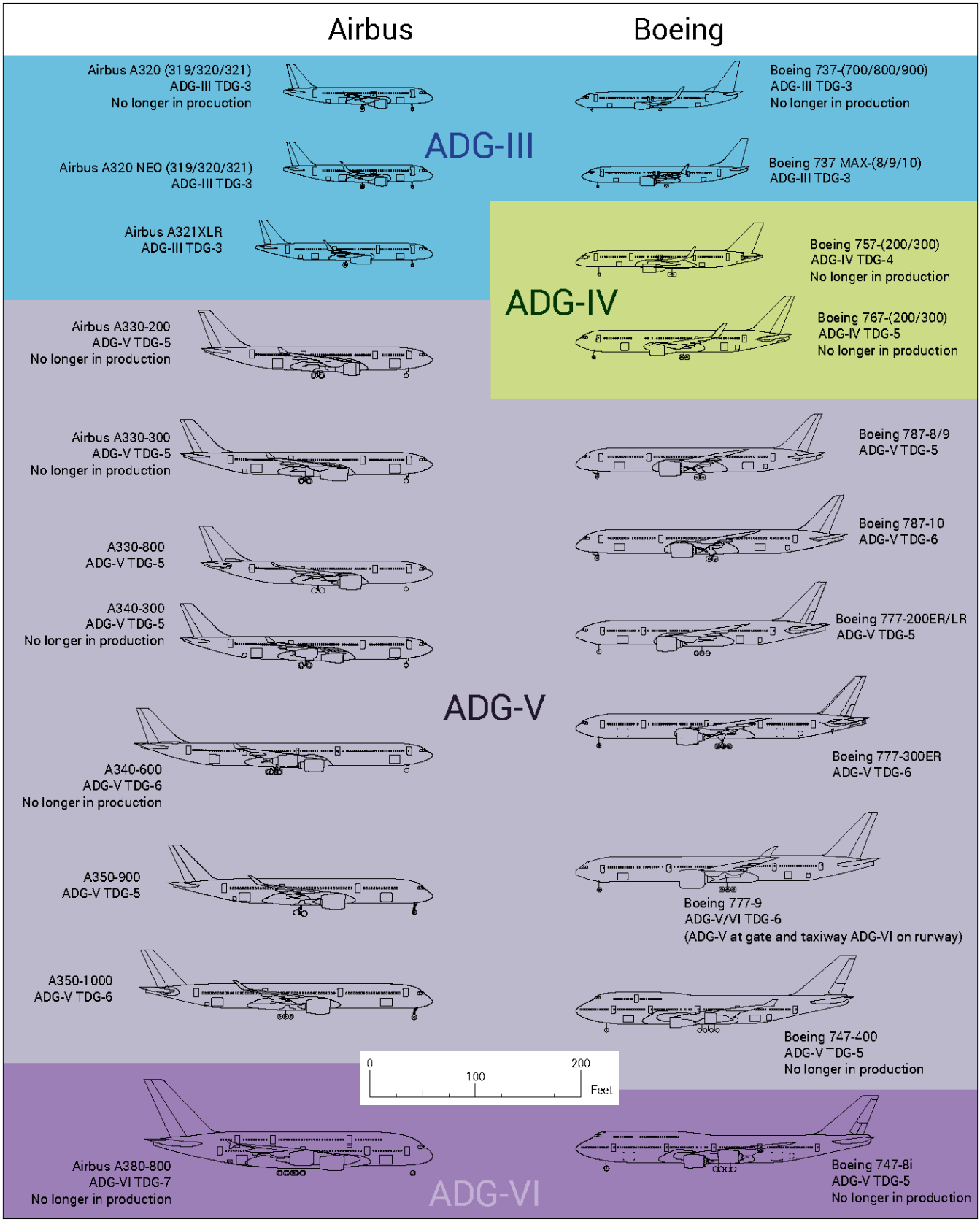
- **Aircraft Design Group (ADG):** The ADG classification is based on two exterior dimensions of an aircraft: the wingspan and the tail height. The ADG is one of the factors used to determine runway-design characteristics; runway, taxiway and taxilane centerline separations; safety area requirements; aircraft parking requirements; and terminal planning requirements. The ADG classification can be seen in **Table 4-3** and examples of different aircraft in different ADG categories can be seen in **Figure 4-2**.

Table 4-3 Aircraft Design Group Categories (ADG)

Group #	Tail Height (ft [m])	Wingspan (ft [m])
I	< 20′ (< 6 m)	< 49′ (< 15 m)
II	20′ to < 30′ (6 m to < 9 m)	49′ to < 79′ (15 m to < 24 m)
III	30′ to < 45′ (9 m to < 13.5 m)	79′ to < 118′ (24 m to < 36 m)
IV	45′ to < 60′ (13.5 m to < 18.5 m)	118′ to < 171′ (36 m to < 52 m)
V	60′ to < 66′ (18.5 m to < 20 m)	171′ to < 214′ (52 m to < 65 m)
VI	66′ to < 80′ (20 m to < 24.5 m)	214′ to < 262′ (65 m to < 80 m)

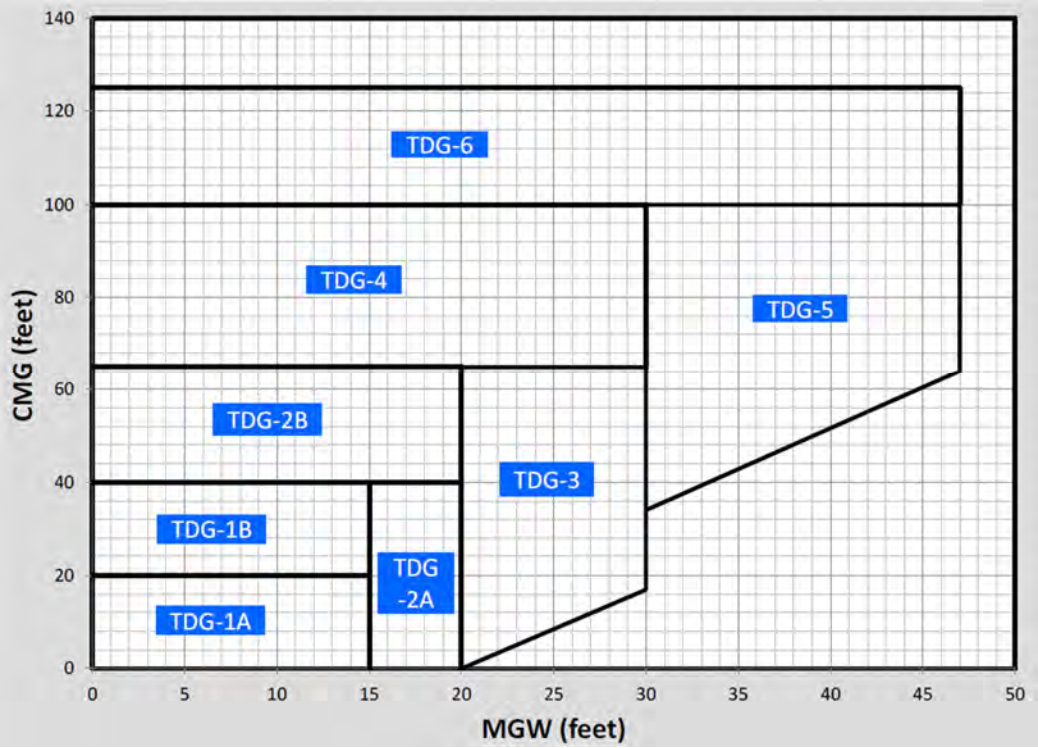
SOURCE: FAA Advisory Circular 150/5300-13B

- **Taxiway Design Group (TDG):** The TDG classification was implemented within the last decade to address new aircraft that entered service, which were primarily longer versions of existing aircraft. Though these aircraft share many of the same characteristics as the original shorter versions, their longer fuselage and wheel-base created ground maneuvering challenges when using airfields with then-existing taxiway design standards. As a result, a new aircraft classification system was implemented in addition to the ADG classification for the purposes of taxiway design. The TDG focuses on the landing gear configuration of aircraft to help determine taxiway pavement fillet requirements. The new TDG classification led to updated pavement filler designs for taxiway turns and intersections by widening them to avoid aircraft movement into non-paved areas. **Figure 4-3** delineates the TDG categorization.



SOURCE: ESA Analysis, October 8, 2021

Figure 4-2 ADG Category Examples



SOURCE: FAA Advisory Circular 150/5300-13B

Figure 4-3 FAA Taxiway Design Group Classification

Existing RSW Critical Design Aircraft

The 1992 and 2004 RSW Master Plan Updates recommended that the critical aircraft be designated as a composite ADG-V aircraft referring to the Boeing 747, Airbus A330 and A340 families. However, based on a pre-COVID traffic count, the existing critical design aircraft for RSW would be a Boeing 757/767 combination with approximately 7,040 operations between October 2018 and September 2019. For the AAC rating, RSW saw 18,206 operations for AAC Category D aircraft during the same time period. A summary of operations by aircraft category can be seen in Table 4-4. The resulting existing critical aircraft categories would be ADG-IV, TDG-5 and AAC-D.

Table 4-4 Pre-COVID One-Year Passenger Aircraft Operations

Aircraft Category		ADG-III	ADG-IV	ADG-V	AAC-D
2018	Oct	3,604	512	32	908
	Nov	5,290	584	24	1,606
	Dec	6,642	642	34	1,900
2019	Jan	7,196	762	22	1,922
	Feb	6,906	750	24	2,702
	Mar	8,794	1,134	26	2,146
	Apr	7,106	766	26	1,788
	May	4,564	482	28	1,482
	Jun	3,710	382	20	982
	Jul	3,512	372	24	818
	Aug	3,370	262	28	1,064
	Sep	3,018	392	20	888
Total		**63,712**	**7,040**	**308**	**18,206**

SOURCE: LCPA, ESA Analysis, October 2021

Future RSW Critical Design Aircraft

International widebody aircraft, traditionally large ADG-IV or V aircraft have been operating at RSW since 1994. For example, Air Berlin (followed by Eurowings) operated up to four weekly flights to Germany in 2018. Flights to Germany

are expected to resume in 2022 with Eurowings Discover (a Deutsche Lufthansa subsidiary) Airbus A330-300. As the Southwest Florida region continues to grow demographically and economically, passenger growth for domestic and Canadian markets is forecasted to be strong, leading airlines to potentially upgauge aircraft in operation at RSW.

The largest domestic aircraft that regularly operates at RSW is the Boeing 757-200 and 757-300. The Boeing 757 and 767 families are the only commercial aircraft still in use by U.S. airlines that are classified as ADG-IV aircraft. However, the 757 and 767 aircraft types have not been produced for U.S. commercial airlines since 2004 and 2003, respectively, and have already been permanently retired by some airlines. It is assumed, based on average fleet age and average aircraft retirement age, that the rest of these aircraft will be retired within a decade. These retirements are included in the forecasting analysis found in Appendix F, Passenger and Operations Forecast, 2020, C&S Companies & TransSolutions. All the 767 and 757 aircraft types were phased out by 2030. In the case of Air Canada, an Airbus 330 with 285 seats, was substituted for their 767 with 282 seats. There are no ADG-IV aircraft currently being designed by any western aircraft manufacturer.

As part of Chapter 3, Forecast of Aviation Demand, a design day schedule was created for the peak months of March and April using existing schedule information for 2020 and then forecasted for 2025, 2030, 2035 and 2040. RSW has different peaking characteristics than most airports in the United States, which results in most passenger activity occurring during peak months. Based on the peak month schedule for those two months, there are 488 operations projected for ADG-V aircraft in 2025. That number increases to 894 in 2040, with a complete phase-out of ADG-IV flights projected between 2025 and 2030. It is anticipated that the majority of ADG-V flights will be operated with the Airbus A330 family of aircraft. Table 4-5 shows the forecasted operations for the peak months of March and April for ADG-IV and V aircraft.

Table 4-5 Forecasted ADG-IV/V Peak Month Operations

Year	2020	2025	2030	2035	2040
ADG-IV (B757, B767)					
March	310	46	0	0	0
April	214	52	0	0	0
ADG-V (B747, B787, B777, A330, A340, A350)					
March	4	298	390	412	554
April	4	190	292	340	340
PEAK MONTHS TOTAL					
ADG-IV	524	98	0	0	0
ADG-V	9	488	682	752	894

SOURCE: TransSolutions and C&S, ESA Analysis, October 2021

The Airbus A330, currently the dominant ADG-V aircraft at RSW, first entered service more than 30 years ago is expected to remain in service until the 2030s. For long-term planning, it can be anticipated that its eventual replacement by more modern aircraft of similar size and capacity will most likely start in the 2030s and into the 2040s. Similar aircraft in size and capacity should be considered when determining the critical aircraft, such as the Airbus A350 or Boeing 787 family or even modernized and larger versions of the A330. Although these aircraft are of a newer design, they are of also ADG-V and are AAC-C aircraft like the A330.

For future critical-aircraft planning purposes, a composite aircraft meeting dimensional requirements of an A330-300, A350-900 or B787-9 should be used. These aircraft are all ADG-V and TDG-5. For the AAC rating, RSW saw 18,206 operations for AAC Category D aircraft between October 2018 and September 2019. Based on this flight history, we assume that the number of operations of Category D aircraft will continue to largely exceed 500 annual operations. The resulting composite critical aircraft should use the characteristics detailed below.

- Aircraft Approach Category: D (B737-800/900)
- Aircraft Design Group: ADG-V (A330, A350, B787)
- Taxiway Design Group: TDG-5 (A330, A350, B787)
- Wingspan: 212.42' (A350-900)

- Length: 219' (A350-900)

Airport Reference Code

The Airport Refence Code (ARC) is composed of the ADG and the AAC of the future critical aircraft combined into one code. Having determined that the critical aircraft for RSW is a composite aircraft being ADG-V and AAC-D, the resulting ARC is D-V (a combination of ADG-V and AAC-D).

Summary of findings for Critical Design Aircraft

- The existing Critical Design Aircraft is considered to be a composite aircraft with the following categorizations: ADG-IV, TDG-5 and AAC-D.
- The future Critical Design Aircraft starting in 2024 will be ADG-V, TDG-5 and AAC-D type aircraft.
- The future ARC is D-V.

4.3 Airfield Requirements

Runways

This section addresses the specific requirements relative to Runway 6-24, as well as a new Parallel Runway. As a primary airfield facility at any airport, a runway must have the proper width, length, and strength to safely accommodate the critical aircraft expected to use the airfield.

Runway width requirements for airport design are included in FAA AC 150/5300-13B. The design standards are based on the critical aircraft's Approach Category, Design Group, and the approach visibility minimums at the airport.

FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design*, provides guidelines to determine the ultimate runway length required at an airport facility. These guidelines consider airfield conditions, such as the elevation, mean daily maximum temperature, and effective runway gradient. Length determinations also consider critical aircraft data, such as takeoff weight, length of haul, and payload, using individual aircraft performance manuals published by the manufacturers.

The runway's pavement strength is also an important factor to consider in future runway requirements. Airport pavement strength is evaluated to establish load-carrying capacity for expected operations, to assess the ability of pavements to support significant changes from expected volumes or types of traffic, and to determine the condition of existing pavements for use in the planning or design of improvements, which may be required to upgrade a facility.

Runway 6-24

Runway Width

The current width of Runway 6-24 is 150 feet. Criteria contained in FAA AC 150/5300-13B, states that for the D-V designation, a runway width of 150 feet is adequate.

Runway Length Analysis

Runway 6-24 is 12,000 feet long and is capable of handling long-range flights by large ADG-V type aircraft, the most common type in the Airbus A330 family. Using Airport Planning and Aircraft Performance manuals from aircraft

manufacturers (Airbus and Boeing), the 12,000-foot runway is capable of handling all the types of aircraft currently and project to use RSW. This includes the newer short-haul jets such as the 737 MAX, A220 and A320NEO families; and larger long-haul aircraft such as the B777, B787, B747-8 and A350 families. As such, no improvements are recommended with regard to the Runway 6-24 length.

Runway Pavement Strength

As indicated in Chapter 2, Existing Conditions, the Runway 6-24 pavement is currently strength rated at 120,000 pounds single wheel loading (SWL); 250,000 pounds double wheel loading (DWL); 538,000 pounds dual-tandem loading and 1,045,000 pounds double-dual-tandem loading (DDTL). The 1,045,000-pound, double-dual tandem strength rating satisfies the demands of the heaviest double dual tandem aircraft that could serve RSW. As such, the pavement strength of Runway 6-24 is considered to be adequate throughout the planning period for all aircraft currently serving or projected to serve RSW.

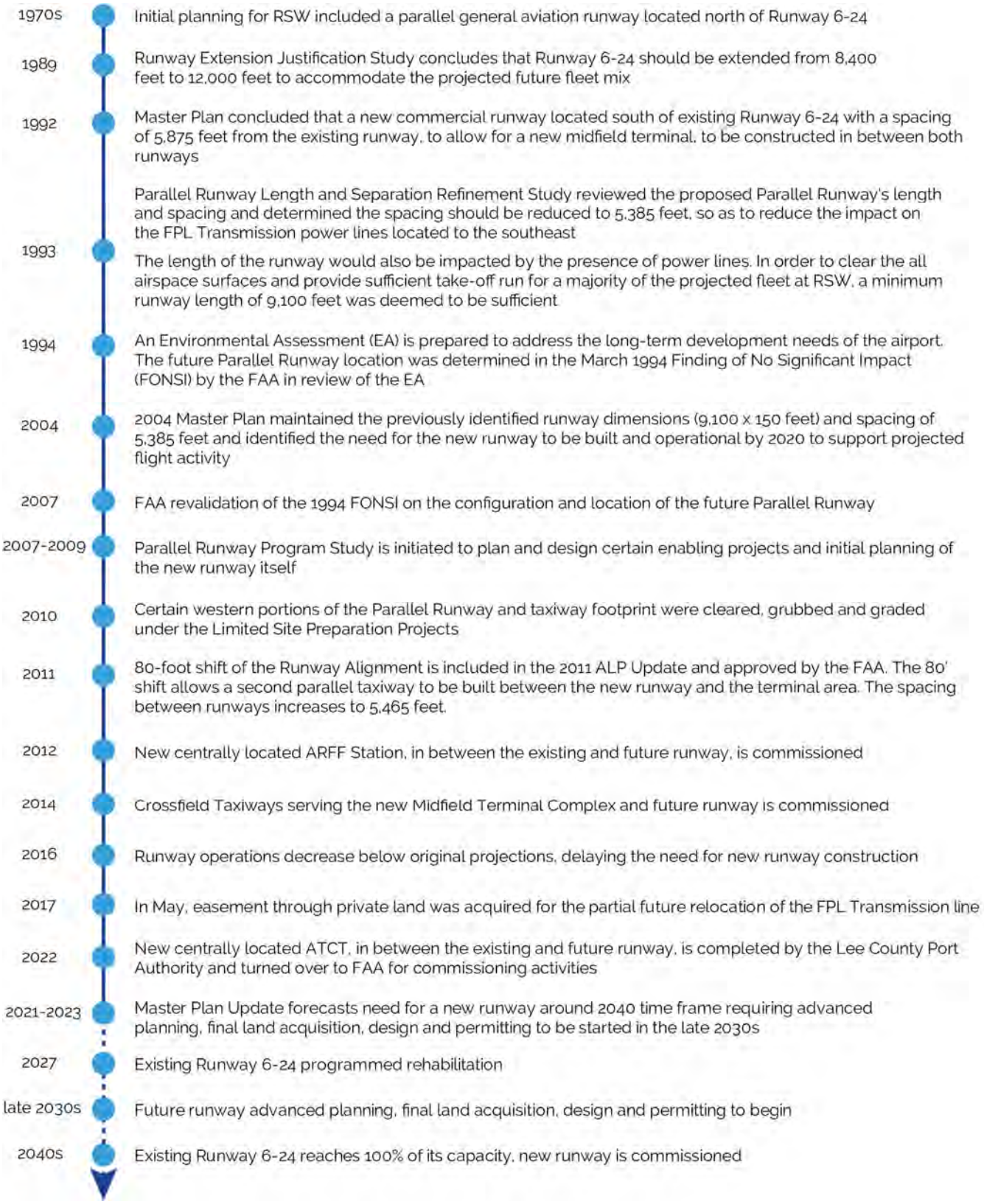
Runway Condition

The existing runway is generally noted in satisfactory or fair condition. The runway was last rehabilitated in 2007, during which Taxiway A was converted into a temporary runway for the duration of the runway rehabilitation (approximately six months). A runway rehabilitation has been programmed within the Airport Capital Improvement Plan to be completed by the end of 2027.

New Runway

Planning for a Parallel Runway at RSW dates back to the original concepts for the airport proposed in the 1970s. The original airport plan provided for a general aviation-only parallel runway located north of Runway 6-24. Updated activity projections, along with a change in aircraft fleet-mix projections outlined in the 1992 Master Plan resulted in a proposed longer widely spaced south Parallel Runway that could accommodate air carrier aircraft and provide for simultaneous instrument approaches. This configuration would allow RSW to maximize its long-range flexibility in serving the growing demand for air service in the Southwest Florida region. The 2004 Master Plan forecasted the need for the new runway to be operational by 2020, the point at which the existing runway was projected to reach capacity. In the following years, several planning studies, preliminary design of site preparation and permitting work was done in order to prepare for full the design and construction.

The Great Recession and resulting airline consolidation resulted in the upgauging of aircraft (larger capacity narrow body aircraft) at RSW. This resulted in more passengers being moved with less aircraft and slower growth in aircraft operations, delaying the operational need for a new Parallel Runway. Based on the updated forecast and capacity analysis, a new runway will be needed by the early 2040s. More information on the new runway can be found in Appendix H, Parallel Runway Close-Out Report, 2017, by AECOM.


1970s
Initial planning for RSW included a parallel general aviation runway located north of Runway 6-24
1989
Runway Extension Justification Study concludes that Runway 6-24 should be extended from 8,400 feet to 12,000 feet to accommodate the projected future fleet mix
1992
Master Plan concluded that a new commercial runway located south of existing Runway 6-24 with a spacing of 5,875 feet from the existing runway, to allow for a new midfield terminal, to be constructed in between both runways
1993
Parallel Runway Length and Separation Refinement Study reviewed the proposed Parallel Runway's length and spacing and determined the spacing should be reduced to 5,385 feet, so as to reduce the impact on the FPL Transmission power lines located to the southeast
The length of the runway would also be impacted by the presence of power lines. In order to clear the all airspace surfaces and provide sufficient take-off run for a majority of the projected fleet at RSW, a minimum runway length of 9,100 feet was deemed to be sufficient
1994
An Environmental Assessment (EA) is prepared to address the long-term development needs of the airport. The future Parallel Runway location was determined in the March 1994 Finding of No Significant Impact (FONSI) by the FAA in review of the EA
2004
2004 Master Plan maintained the previously identified runway dimensions (9,100 x 150 feet) and spacing of 5,385 feet and identified the need for the new runway to be built and operational by 2020 to support projected flight activity
2007
FAA revalidation of the 1994 FONSI on the configuration and location of the future Parallel Runway
2007-2009
Parallel Runway Program Study is initiated to plan and design certain enabling projects and initial planning of the new runway itself
2010
Certain western portions of the Parallel Runway and taxiway footprint were cleared, grubbed and graded under the Limited Site Preparation Projects
2011
80-foot shift of the Runway Alignment is included in the 2011 ALP Update and approved by the FAA. The 80' shift allows a second parallel taxiway to be built between the new runway and the terminal area. The spacing between runways increases to 5,465 feet.
2012
New centrally located ARFF Station, in between the existing and future runway, is commissioned
2014
Crossfield Taxiways serving the new Midfield Terminal Complex and future runway is commissioned
2016
Runway operations decrease below original projections, delaying the need for new runway construction
2017
In May, easement through private land was acquired for the partial future relocation of the FPL Transmission line
2022
New centrally located ATCT, in between the existing and future runway, is completed by the Lee County Port Authority and turned over to FAA for commissioning activities
2021-2023
Master Plan Update forecasts need for a new runway around 2040 time frame requiring advanced planning, final land acquisition, design and permitting to be started in the late 2030s
2027
Existing Runway 6-24 programmed rehabilitation
late 2030s
Future runway advanced planning, final land acquisition, design and permitting to begin
2040s
Existing Runway 6-24 reaches 100% of its capacity, new runway is commissioned

The additional operational capabilities provided by a new runway are not necessarily proportional to the number of runways but is dependent on a number of factors that impact the use of each runway in the system. These include:

- Runway orientation/configuration
- Runway length
- Runway width
- Runway strength

A runway's utilization is determined in part by its length, strength, instrumentation, and separation from and orientation to, the other runways at the airport. For example, adding a shorter, commuter-length runway will limit its utility since larger aircraft will not be able to use it.

Similarly, new runways oriented in a parallel manner to an existing runway system generally provide greater utility since aircraft approaches will not intersect with approaches to other runways. Runway spacing is also a major factor in determining runway system capacity as it affects the dependency of runway operations, meaning that inadequate spacing between two parallel runways dictates that the use of one runway is dependent or constrained by activity on the other.

The following sections outline key factors in developing a new runway to serve RSW.

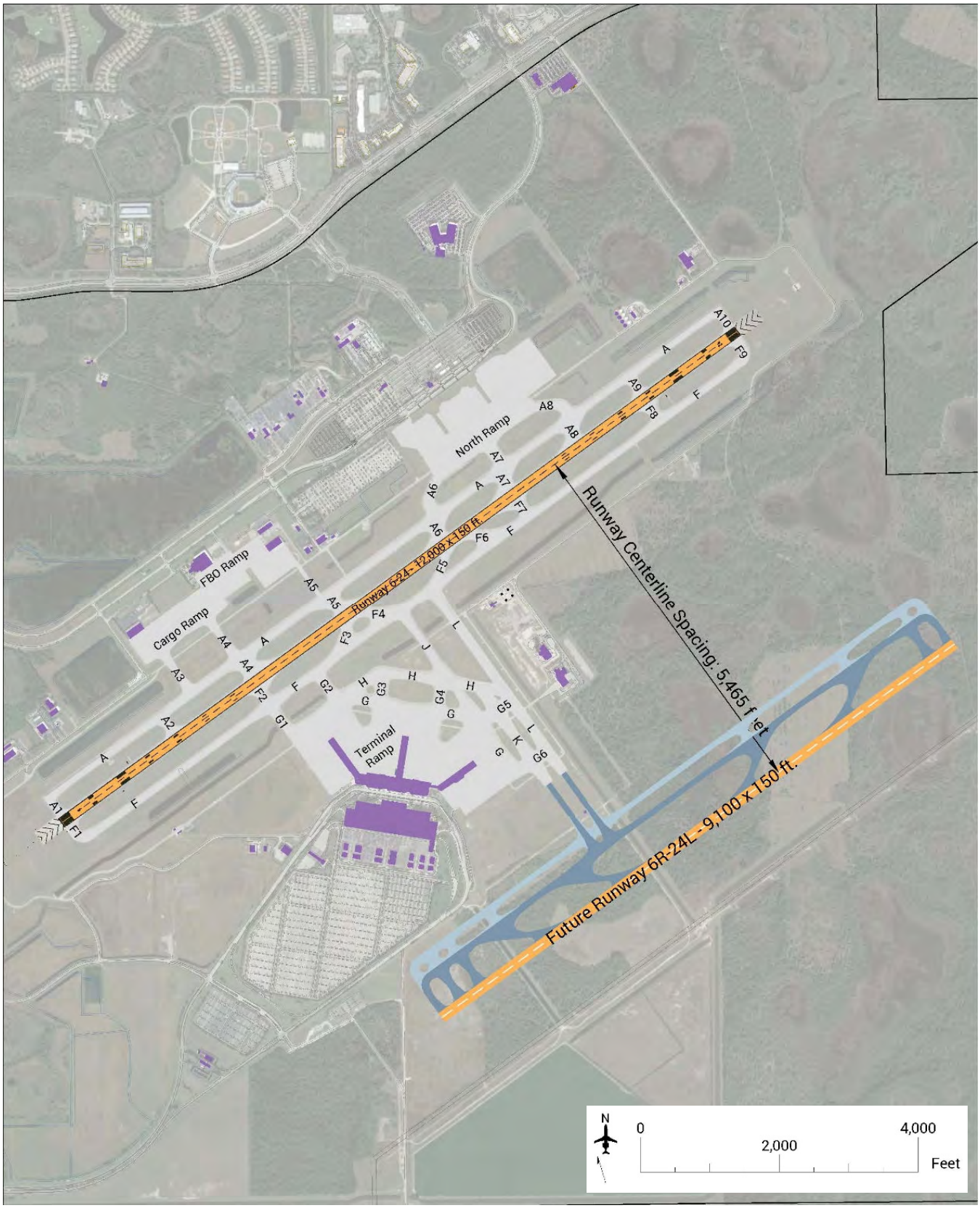
Orientation/Configuration

As mentioned in the existing conditions chapter, wind conditions are ideally suited to provide for such a configuration with 98.13% wind coverage for the 6-24 orientation. Thus, a parallel runway would be the optimal choice for a new runway. The 1992 Master Plan concluded that a parallel runway of the same length as the existing runway should be planned, with a 5,875-foot spacing from the existing runway. This spacing was to allow the maximum possible development area for a midfield terminal without impacting the major inland slough to the south, as well as meet the FAA's minimum recommended separation of 4,300 feet required for simultaneous instrument approaches.

In 1993, the Parallel Runway Length and Separation Refinement Study reviewed the proposed new parallel runway's length and spacing to determine if development costs and impacts could be reduced. Based on this review, the Refinement Study suggested a reduction in spacing to 5,385 feet from the 5,875-foot spacing originally proposed. By doing so, it was determined the Florida Power & Light (FPL) triple row of 230 Kv power lines to the south would not require relocation along the length of the runway, only where they passed beyond the new runway's northern end. The 5,385-foot spacing provided 1,095 feet of horizontal clearance from the 88-foot MSL power line poles, plus an additional 6-foot clearance margin of safety. According to the 1994 Environmental Assessment, the reduced parallel runway spacing would reduce the length of power lines requiring relocation from approximately 19,000 feet to 4,500 feet. The future parallel runway location was initially determined in the March 1994 Finding of No Significant Impact (FONSI), which the FAA later revalidated in 2007. The spacing was later increased by 80 feet to 5,465 feet in order to accommodate a potential second parallel taxiway to the new runway. This shift would have minimal impact to the power line relocation and was included in the 2011 ALP update that was approved by the FAA the same year. The general layout of the new runway can be seen in **Figure 4-4**.

Runway Width

As the new runway will be planned to accommodate simultaneous precision instrument approaches and the same commercial aircraft serving the current runway, the width of the new runway should adhere to Aircraft Design Group D-V as stipulated in FAA AC 150/5300-13B, which states that for D-V designations, a runway width of 150 feet is adequate.



SOURCE: ESA Analysis

Figure 4-4 Future Proposed Runway Configuration

Runway Length

The 1992 Master Plan Update and the 1993 New Runway Length and Separation Refinement Study initially looked at replicating the existing 12,000 by 150-foot runway, so as to have maximum air-traffic control flexibility with runway assignments. As the studies progressed, the presence of the FPL high-voltage transmission lines to the east of the planned runway area presented a constraint that had to be mitigated. A solution was found by reducing the runway length to 9,100', establishing the runway separation at 5,465', as well as relocating a portion of the FPL transmission lines to avoid airspace interference issues.

Existing intercontinental traffic at RSW has historically been to/from Germany. Potential future intercontinental routes to/from RSW are most likely to be less than 5,000 nautical miles (NM) in length (enough for most of Western Europe including all of Germany and South America). Original plans accounted for heavier and less efficient ADG-V aircraft to fly routes between 5,000 and 6,500 NM. The 12,000-foot length of the runway was optimized for this type of traffic. Using data from airport planning manuals provided by Airbus, the A330-300, the aircraft forecasted to be used for most intercontinental flights, could depart to intercontinental destinations of 5,000 NM or less at commercial weight using 9,100 feet of runway. Based on a review of current and projected activity, it is anticipated that a length of 9,100 feet would provide the necessary capacity and capability to accommodate more than 95% of current and projected aircraft departures through the year 2040. Therefore, 9,100 feet is recommended as the minimum runway length to satisfy demand throughout the planning period. In the rare case where more take-off run would be required, the existing runway with 12,000 feet of take-off run could be used. Using **Figure 4-5**, Runway Takeoff performance chart for an Airbus A330-300; and calibrating performance for routes for a maximum of 5,000 NM based on historical international routes (**Figure 4-6**) such as Germany, a takeoff performance analysis supports these findings. This runway would also be to accommodate other widebody aircraft such as the Boeing 787 and Airbus A350.

Runway Strength

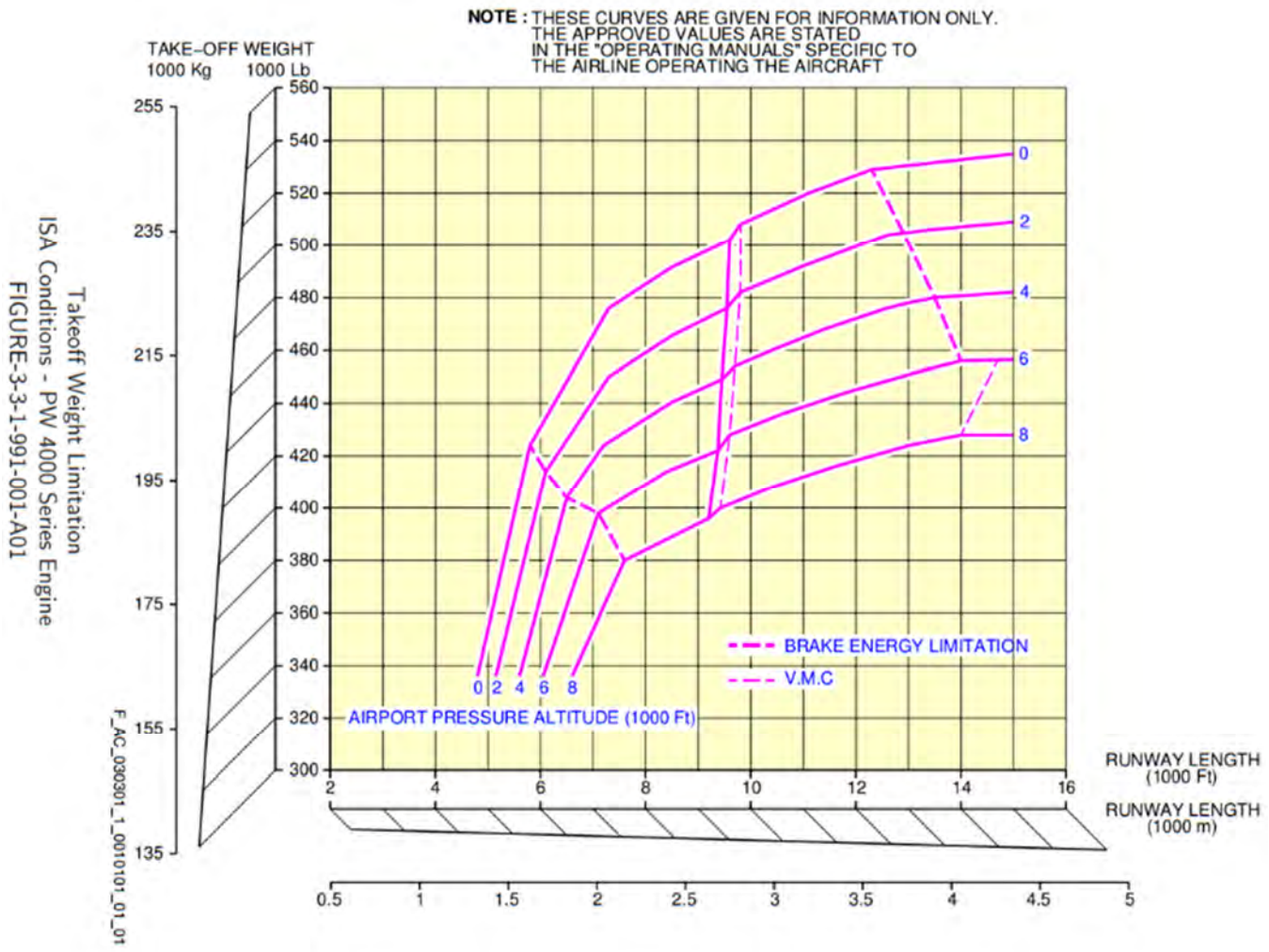
The strength of the existing runway at RSW is designed to accommodate aircraft within the ADG-V category. As this designation represents the critical aircraft expected to use the facilities, it is recommended that the new runway be designed to the same D-V standards similar to that of the existing runway.

FPL Transmission Line Relocation

An existing FPL transmission line corridor is located southeast of and parallel to proposed Runway 6R-24L. This existing facility was analyzed in the Parallel Runway Close-Out Report, 2017,by AECOM (Appendix H) both for potential interference with navigational aids (NAVAIDs) as well as for any penetrations to protected approach and departure surfaces for the proposed runway. The majority of the existing corridor posed neither interference for CAT-I instrument landing systems, nor any airspace impact to the proposed runway; however, a 5,450 linear-foot segment of the corridor that crossed the eastern extended runway centerline would pose an impact to airspace. A variety of routes were evaluated and options were proposed before determining the most cost-effective and least environmentally invasive route. The proposed new alignment was coordinated with FPL transmission line engineering staff (**Figure 4-7**) and a non-binding estimate was received.

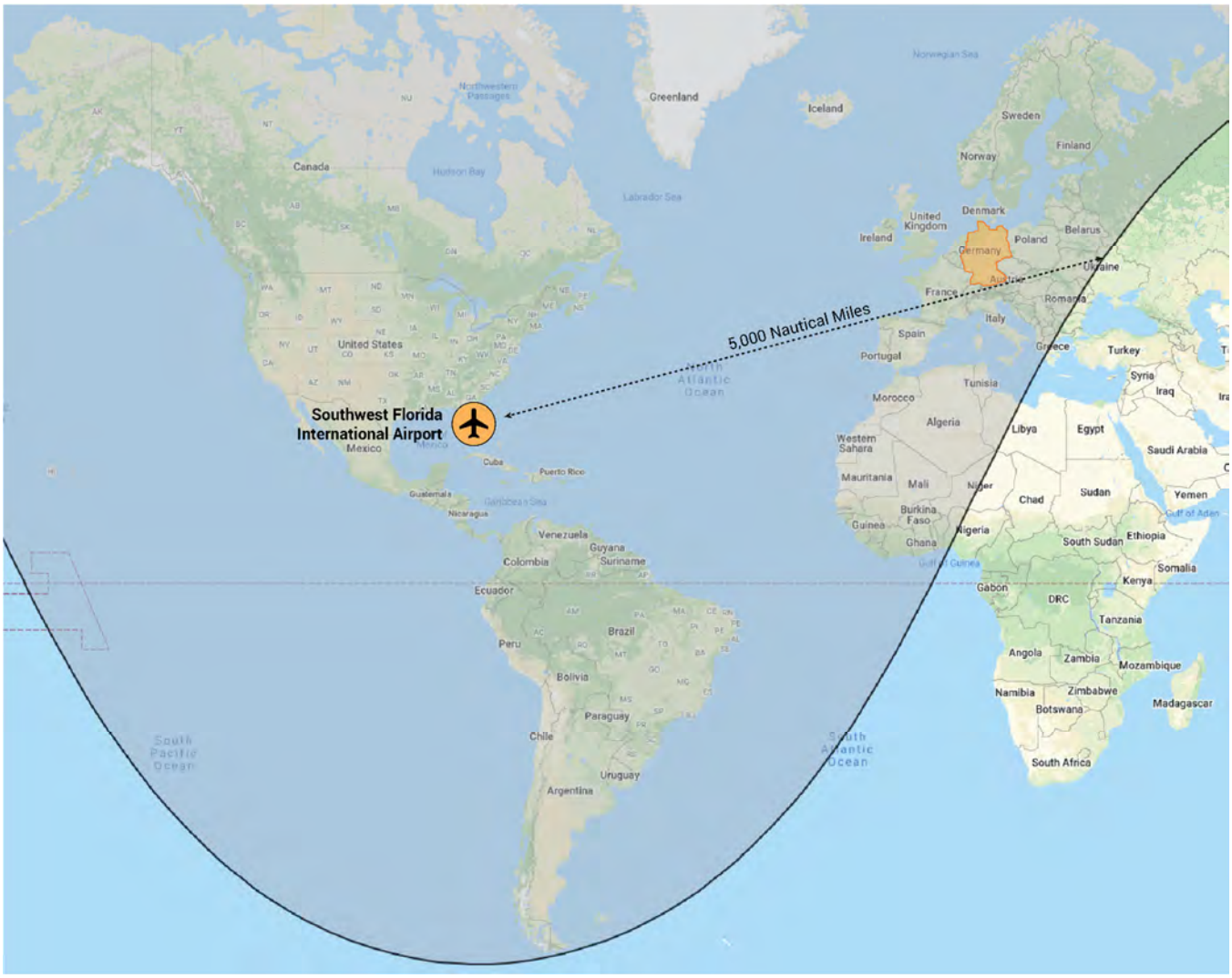
To address the airspace issues, preliminary environmental surveys were performed, and the reviewing agencies were identified. A portion of the required realignment lies within the boundaries of Lee County Conservation 20/20 lands, so a Lee County review process was necessary to secure approval of the alignment, the acquisition of these lands will need to be finalized prior to design and construction. Another portion of the realignment lies on privately owned property. Initial discussions with the private landowner indicated their willingness to discuss granting a right-of-way through their property. The required easement was identified, for which a legal sketch and description was secured. Coordination with

the Lee County Department of Lands led to a fair appraisal value for acquisition. A negotiation to purchase the easement was initiated and an agreement on the purchase was executed in May 2017.



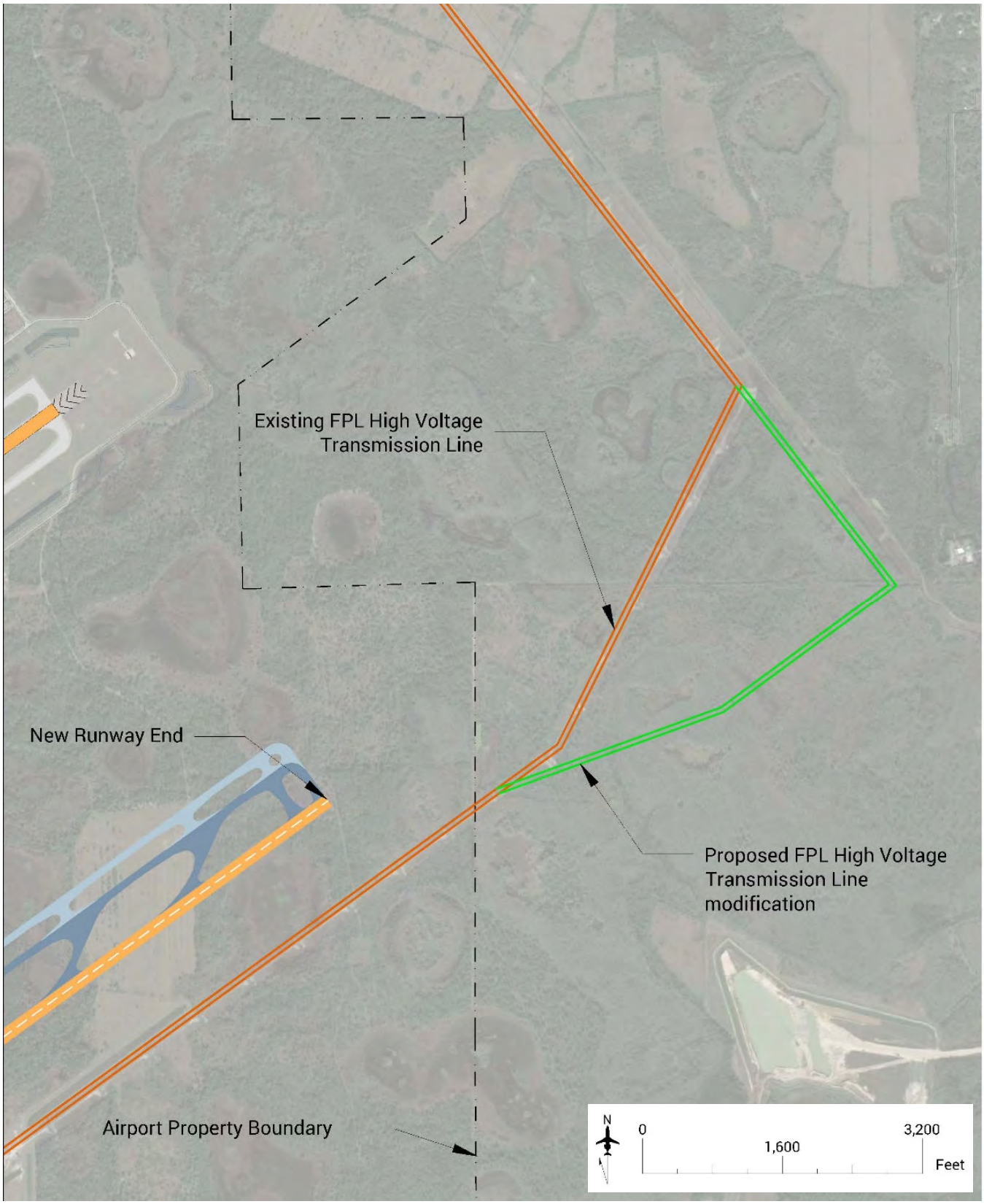
SOURCE: Airbus A330 Aircraft Characteristics Airport and Maintenance Planning, July 2021

Figure 4-5 Airbus A330-300 Runway Takeoff Performance Chart



SOURCE: ESA Analysis

Figure 4-6 5,000-Nautical-Mile Range from RSW



SOURCE: AECOM, Parallel Runway Close-Out Report, 2017

Figure 4-7 Florida Power & Light High-Voltage Transmission Lines

During meetings with FPL representatives, the procedure for design and execution of a relocation of this magnitude was discussed. FPL requires the entity whose activity precipitates the need for relocation, in this case LCPA, to obtain the easement and secure all required local, state and federal agency approvals (permits) by designing a corridor footprint that meets FPL requirements. LCPA would also be responsible for designing and constructing the new corridor embankment and agree to pay FPL's design and construction fees for the actual construction of transmission line towers and lines along with development of all documents necessary to remove the existing lines and towers and vacate the existing easement.

At the time of the coordination in 2016, projected operations did not warrant construction of runway 6R-24L in the near future; therefore, the relocation of FPL facilities would be delayed until a later time in coordination with commissioning of the Parallel Runway.

As part of the facility requirements analysis, a preliminary recommendation is that at least one of the runways, either existing or the future planned runway, should be equipped with equipment to allow a CAT-II approach during strong instrument meteorological conditions (IMC). CAT-II IMC occurs approximately for 100 hours spread out over the course of a year. In 2008, Ohio University studied the compatibility of a new parallel runway with either a CAT-I or CAT-II approach with the FPL transmission line. The study found that a CAT-I approach on the new parallel runway would not be impacted by the existing FPL transmission line. However, the FPL transmission line would interfere with the approach equipment needed to handle a CAT-II approach. Should a CAT-II approach be required on the new parallel runway, the section of FPL line that runs parallel to the new runway would need to be relocated in addition to what would be required to mitigate airspace issues.

Taxiways

A proper taxiway system should provide freedom of movement to and from the runways of an airport under a variety of operating conditions. This includes entrance and exit taxiways, taxiway run-up areas, apron taxiways, and taxilanes. Some of the basic design principles for an efficient taxiway system includes the following:

- Provide each active runway with a full parallel taxiway.
- Construct as many by-pass, multiple access, or connector taxiways as required to ensure efficient access to each runway and runway end.
- Provide taxiway hold areas for each runway end.
- Build all taxiway routes as direct as possible while avoiding direct connections between the runway and the parking aprons.
- Provide adequate curve and fillet radii.
- Avoid developing areas which might create ground traffic congestion.
- Ensure taxiways are adequate to serve projected aircraft ARC.

Improvements to a taxiway system can be warranted for more than just capacity enhancement reasons. A key consideration for taxiway enhancements is the safety of aircraft movements, as well as the efficiency of aircraft movements on the airfield and to access developing portions of the Airport.

The taxiway system at RSW was largely built before new taxiway design standards were codified in FAA AC 150/5300-13B. While taxiway separations and fillets were previously based on the ADG rating of the critical aircraft for that taxiway; the new AC created a new categorization system called Taxiway Design Group (TDG). Under the new system, aircraft are

categorized into different TDG categories based on a combination of wheel-base length and width. The purpose of the new TDG categorization system is to avoid taxiway excursions of newer aircraft being designed with longer or wider wheelbases. The new TDG requirements detail new taxiway fillets that generally provide increased pavement area to allow an aircraft to turn without leaving the pavement area.

The following sections outline requirements needed for the existing and potential future taxiway system at RSW.

Taxiway A

Taxiway A is the full-length parallel taxiway serving Runway 6-24. This taxiway, which is located on the north side of Runway 6-24, has been constructed to a width of 75 feet, and meets the design Group V's minimum taxiway width. Taxiway A's runway centerline to taxiway centerline spacing of 400 feet also meets the separation standards for Design Group V aircraft. The parallel taxiway has a total of nine taxiway connectors, all of which provide access to and from the parallel taxiway and the runway. Five of these taxiways, Taxiways A4 through A8, are high-speed exit taxiways. Only two (A3 and A5 connecting to the Cargo Ramp) of the nine connector taxiways meet TDG-5 fillet requirements. Any future rehabilitations or improvements should be made to TDG-5 standards. As noted in the Existing Conditions chapter, the full-length taxiway is in "fair" condition with the end sections including Taxiways A1 and A10 in "good" condition having completed pavement rehabilitation in 2020-2021.

Further in this chapter, a discussion will focus on potential airside development opportunities on the North side of the airfield. As part of this study, a close parallel taxiway could be needed. The area that would be required for such a parallel taxiway meeting ADG-5 and TDG 5 taxiway design standards should be protected for future study and development.

Taxiway F

Taxiway F is the full-length parallel taxiway serving Runway 6-24. This taxiway, which is located on the south side of Runway 6-24, has been constructed to a width of 75 feet, and meets the design Group V's minimum taxiway width. Taxiway F's runway centerline to taxiway centerline spacing of 400 feet also meets the separation standards for Design Group V aircraft. The parallel taxiway has a total of nine taxiway connectors, all of which provide access to and from the parallel taxiway and the runway. Five of these taxiways, Taxiways F3 through F6, are high-speed exit taxiways. Only Taxiway F1 meets TDG-5 fillet requirements, any future rehabilitations or improvements to the other taxiways should be made to TDG-5 standards. As noted in the Existing Conditions chapter, the full-length taxiway is in "good" overall condition having completed pavement rehabilitation in 2020-2021.

Taxiway F is the primary parallel taxiway to Runway 6-24 for commercial operations. The majority of operations at RSW are commercial aircraft and, all departing and arriving commercial aircraft use Taxiway F. As traffic increases, Taxiway F will reach capacity with the need for a second parallel taxiway to allow for improved aircraft queueing as well as removing aircraft from the queue in case of irregular needs. This taxiway should be designed to meet ADG-V and TDG-5 taxiway design standards.

Cross-Field Connector Taxiways

After the completion of the Midfield Terminal in 2005, a pair of "Cross-Field" taxiways were constructed. In the short to medium-term, these connector taxiways would allow easier access from the existing runway to the terminal area. In the long-term, their configuration was optimized so as to be extended and reach the new parallel runway whenever it would be activated. A potential third parallel crossfield taxiway to the east of the existing crossfield taxiways has been planned

and its location is depicted on the latest approved ALP. As these taxiways were built after the implementation of FAA AC 150/5300-13A Change 1, their configuration meets TDG-5 fillet standards.

New Runway North Parallel Taxiway(s)

In reviewing projected demand and the configuration of the ultimate midfield program, it is recommended that the new runway be configured with at least a single parallel taxiway. A second parallel taxiway could improve aircraft flow and operations at peak times. Provisions should be made that if only one taxiway is initially built, a second parallel should be protected for and included in its design. It is recommended that the taxiways be built on the north side of the new runway to provide easy access to and from the midfield terminal. The new taxiways should be built to meet TDG-5 taxiway design standards.

New Terminal Apron for Concourse E

The proposed Concourse E will require appropriate aircraft apron and taxiway/lane access for aircraft. The description and configuration of this apron will be further discussed in the Terminal Facility requirements section.

Airfield Geometry Study

In January 2018, an "Existing Airfield Geometry Evaluation Study" was commissioned to identify potential issues with the existing taxiway pavement geometry (Appendix I).

The study placed taxiway issues into two groups; taxiways that did not need immediate attention, and taxiways where mitigation was proposed.

While dimensionally the airfield meets the taxiway width and centerline separations for ADG-V aircraft requirements; as noted in the Existing Conditions chapter in Table 2-5, many of the taxiway intersections or turns do not meet TDG-5 pavement fillet requirements. The 2018 study in most cases generally found that taxiways, while not meeting TDG-5 requirements, for the most part did not require immediate modification to meet standards. Through simulation it was found that the identified aircraft used for modeling, an A330-200 did in most cases navigate the taxiways without much issue. However, it should be noted in certain cases that the aircraft taxi track reached the limit of acceptable use of pavement and that the aircraft used for simulation is shorter than the aircraft that will be used by European carrier EuroWings to replace the legacy RSW-Germany route flown previously by Air Berlin. The new aircraft is 16 feet longer and a has more demanding taxi track. In addition, cargo aircraft such as the MD-11 operated by Western Global are TDG-6, (which requires more pavement that TDG-5). While the MD-11 is not the level critical aircraft, the use of RSW by MD-11 type aircraft reinforces the need for improved turning fillets meeting at least TDG-5 requirements.

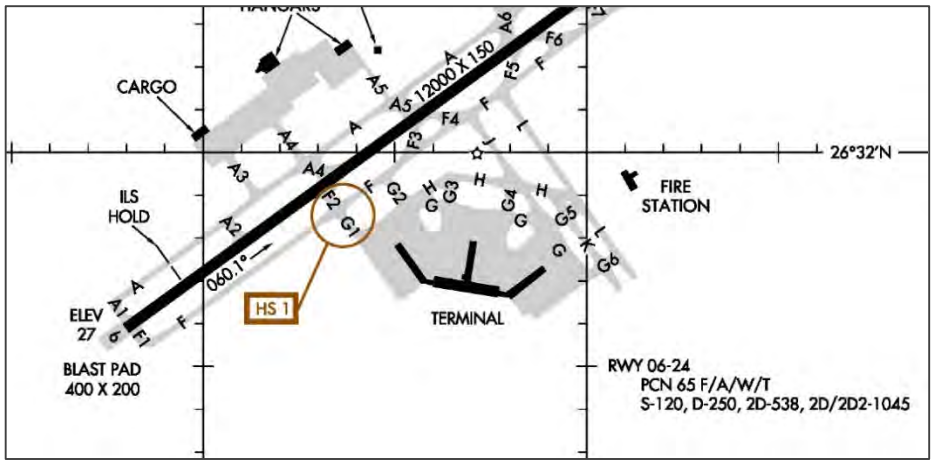
While maintaining the overall recommendation to keep taxiway fillets in their current configuration, it is also recommended for them to be upgraded to TDG-5 standards whenever there is significant pavement or rehabilitation work on these taxiways, or if a pattern of aircraft incidents due to pavement excursions arise.

The 2018 study had more immediate recommendations for the following identified issues.

Location 1: Taxiways G1 and F2

This area has been designated as a hot spot (No. 1 in the current Airport Diagram, **Figure 4-8**) due to the entrance of taxiway leading directly from the apron onto the runway without requiring a turn. This configuration can lead to a confusion when a pilot typically expects to encounter a parallel taxiway but instead accidently enters a runway.

To improve the current situation in this area, the location of Taxiway G1 should be moved.



SOURCE: FAA RSW Airport Diagram (valid December 29, 2022, to January 26, 2023)

Figure 4-8 Hot Spot 1 at RSW, Taxiway G1

Location 2: Runway 6-24 and Taxiways F3 and F4

Taxiways F3 and F4 are closely spaced high-speed exit points from Runway 6-24. F3 is a high-speed exit for Runways 24 and F4 is a high-speed exit for Runway 6. Advisory Circular 150/5300-13A Change 1 recommends the addition of a "no-taxi" island at the intersection of Taxiways F3 and F and at the intersection of Taxiways F4 and F. This island would prevent aircraft from performing judgmental oversteer movements. This addition should be considered as an improvement to this intersection.

Location 3: Runway 6-24 and Taxiways F5 and F6

This area has been designated as a hot spot (No. 2 in the current Airport Diagram) due to the entrance of Taxiway F6 high-speed exit sign being located immediately before the Taxiway F5 reverse high-speed exit. This configuration can lead to a confusion when a pilot typically expects to encounter a taxiway but instead accidently enters another taxiway. To improve the situation, the Taxiway F6 sign should be moved after the reverse Taxiway F5 exit when possible to avoid any confusion with the high-speed exit of Foxtrot 6 for the pilots. This recommendation has been designed and is awaiting construction.

The current Advisory Circular recommends the addition of a "no-taxi" island at the intersection of Taxiways F and F6. This island would prevent aircraft from performing judgmental oversteer movements. The addition of this "no taxi" island should be considered as an improvement to this intersection.

Additional Possible Airfield Enhancements

In addition to the "hot-spot" areas shown in the Airport Diagram, the Airport has identified additional areas that could enhance safety.

LOCATION A: TAXIWAY F1 AND RUNWAY 6

Aircraft traveling on Taxiway F west toward the Runway 6 threshold will stop at the runway hold position marking and turn into Taxiway F1. In order to increase safety, the improvement to this area should include in-pavement runway guard lights. Elevated runway guard lights will be evaluated during the design phase to determine if additional enhancement is required. These additions should be considered as improvements to this intersection.

LOCATION B: TAXIWAY A4 AND RUNWAY 6-24

Taxiway A4 intersection connects to Runway 6-24. This taxiway intersection, or taxiway connector, is a wide throated runway entrance, at a 45-degree angle in reference to the runway. FAA guidance recommends all design turns to be 90 degrees wherever possible. In order to increase safety, the improvement to this area should include in-pavement runway

guard lights. Elevated runway guard lights will be evaluated during the design phase to determine if additional enhancement is required. These additions should be considered as improvements to this intersection.

LOCATION C: TAXIWAY A5 AND RUNWAY 6-24

Similar to Taxiway A4, the Taxiway A5 intersection connects to Runway 6-24. This taxiway intersection, or taxiway connector, is a wide throated runway entrance, at a 45-degree angle in reference to the runway. FAA guidance recommends all design turns to be 90 degrees wherever possible. In order to increase safety, the improvement to this area should include in-pavement runway guard lights. Elevated runway guard lights will be evaluated during the design phase to determine if additional enhancement is required. These additions should be considered as improvements to this intersection.

LOCATION D: TAXIWAY A7 AND RUNWAY 6-24

Similar to Taxiways A4 and A5, the A7 intersection connects to Runway 6-24. This taxiway intersection, or taxiway connector, is a wide throated runway entrance, at a 45-degree angle in reference to the runway. FAA guidance recommends all design turns to be 90 degrees wherever possible. Aircraft traveling on Taxiway A7 onto crossing Runway 6-24, will stop at the runway hold position marking. In order to increase safety, the improvement to this area should include in-pavement runway guard lights. Elevated runway guard lights will be evaluated during the design phase to determine if additional enhancement is required. These additions should be considered as improvements to this intersection.

LOCATION E: TAXIWAY F9 AND RUNWAY 24

Similar to the issues at Taxiways F and F1, this area has been designated as a possible area for runway incursion. Aircraft traveling on Taxiway F in direction to Runway 24 threshold will stop at the runway hold position marking and turn onto F9. In order to increase safety, the improvement to this area should include in-pavement runway guard lights. Elevated runway guard lights will be evaluated during the design phase to determine if additional enhancement is required. These additions should be considered as improvements to this intersection.

Electronic, Visual, and Satellite Aids to Navigation Requirements

Runway Approaches, Lighting, and Instrument Landing Systems

Based on the inventory conducted in the Existing Conditions chapter, Runway 6-24 is equipped with a Category I ILS/GS and medium intensity approach light system with runway alignment indicator lights (MALSR) on the Runway 6 approach end, and has RNAV Category I (CAT I) approaches approved for either Runway 6 or 24. With increased future operations and the likelihood of more extreme weather conditions, the 2019 ALP update recommended that at least one approach on the existing runway be upgraded to Category II to allow landing in more demanding inclement weather conditions.

For consideration of the future parallel runway, based on the Parallel Runway Close-Out Report (Appendix H), both runway ends will be served by at least CAT I precision approach systems using either ILS or GPS technology. The 2019 FAA Approved ALP depicts MALSR approach lights on either end of the new runway as well as an ILS Critical Area and Glide Slope.

There was a concern in the preliminary planning of the new runway in the early 90s that the FPL High Voltage Transmission Lines could create interference with an ILS Navaid system so as to render it unusable. An ILS modeling study, performed by Ohio University Avionics Engineering Center (OUAEC), determined the necessary Category I ILS operational requirements are attainable within the acceptable FAA signal interference tolerances with the power lines. This study evaluated the potential impacts of the lines on the proposed ILS localizer array and the glide slope antenna signals; GPS approaches would not be subject to potential power line interference.

New approach/departure procedures will need to be designed for the new runway to meet similar CAT requirements as the existing runway. In addition, the existing approaches and departures to Runway 6-24 should be reviewed and/or revised in parallel to the design of the new runway procedures so as to ensure simultaneous non-conflicting operation of both runways for an ARC D-V type aircraft (same as existing).

In 2016, RSW commissioned an Airfield Electrical Site Investigation & Associated Recommendations Study by Atkins (Appendix J), which included a comprehensive survey of the electrical system at RSW. The report made several recommendations which have been implemented, including significant upgrades to the airfield electrical and lighting infrastructure, upgrading airfield signage to light-emitting diode (LED) systems as well as several operational improvements to be carried out by the Airport within its organization.

As previously mentioned earlier in this chapter, the installation of runway guard lights is recommended at certain taxiway/runway intersections to reduce the likelihood of a runway incursion.

Airport Beacon

The current airport rotating beacon (or airport beacon) is located in between taxiways northeast of the Terminal area. With potential future development in the Terminal area, a new location for the airport beacon may need to be studied to ensure site compatibility.

Summary of Findings for Airfield Requirements

Existing Runway

A runway rehabilitation is currently planned to occur on or before 2027.

New Runway

- A new parallel 9,100- by 150-foot runway is recommended to be built to the south of the Terminal complex.
- The runway design should commence in the mid-2030s and be operational by the early-2040s.
- A portion of the FPL High Voltage Transmission Lines to the east of the Airport will need to be relocated in order to clear the future runway airspace.

Runway NAVAIDS

Improving the approach to CAT-II on at least one arrival approach is recommended for continuity of operations. Further study is recommended to determine benefit and feasibility.

Taxiways

- Taxiway intersections and turns should be brought up to TDG-5 standards when significant work is required.
- Potential new parallel taxiways to Taxiway A and Taxiway F.
- New elevated and in-pavement runway guard lights are proposed at runway/taxiway intersections.

Apron

A new Concourse E will require, a new aircraft parking apron to accommodate this new facility.

4.4 Airspace Requirements

Instrument Approach Procedures

Instrument approach procedures provide pilots with instructions for transitioning from the beginning of an initial approach to specific runway ends, or in some cases the Airport environment, during periods of poor visibility. Runway 6 has a precision instrument approach, which utilizes ground-based navigation equipment to provide both vertical and horizontal guidance to pilots on approach to the Airport. Runway 24 has a non-precision instrument approach, which uses global positioning system (GPS) technology to provide guidance to pilots approaching the runway end. The instrument approach procedures for RSW are discussed in detail in Section 2.5. **Table 4-6** summarizes the published instrument approach information, along with the lowest vertical and horizontal visibility minimums, available for each runway end. This information is critical to identifying the appropriate approach and departure surface requirements.

Table 4-6 Existing Instrument Approach Procedures

Runway	Approach Type	Approach Classification	Visibility Minimum	Vertical Minimum (Above Ground Level)
6	ILS CAT-I	Precision	RVR of at least 1,800 feet	200 feet
6	RNAV (GPS) LPV	Non-Precision	2400 feet	303 feet
6	Visual	Visual	5 miles	4,000 feet
24	RNAV (GPS) LPV	Non-Precision	0.75 miles	250 feet
24	VOR/DME or TACAN	Non-Precision	1 mile	370 feet

SOURCE: Federal Aviation Administration, https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=RSW#searchResultsTop (accessed November 18, 2021).

NOTES: CAT: Category; DME: Distance Measuring Equipment; GPS: Global Positioning System; ILS: Instrument Landing System; RNAV: Area Navigation; RVR: Runway Visual Range; TACAN: Tactical Air Navigation System; VOR: Very High-Frequency Omi-Directional Range

As mentioned in the previous section, Airfield Requirements: Electronic, Visual and Satellite Aids to Navigation Requirements, when a new runway is built, new approaches that meet existing CAT-I requirements should be designed for the new runway and existing approaches for the existing runway should be revised to ensure compatibility with the new runway approaches. It is also recommended to design at least one CAT-II approach on the existing runway (as it will be the longest) at some point in the future to ensure continuity of operations during IMC conditions. A CAT II approach can provide a decision height as low as 100 feet and visibility minima as low as RVR 1200.

Airspace Surface Analysis

This section identifies the existing and future airport airspace surfaces for Runway 6-24 and the future parallel Runway 6R-24L. The airspace surfaces prescribed in the following documents will be discussed in the sections below:

- Title 14 *Code of Federal Regulations* (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*
- Federal Aviation Administration (FAA) *Engineering Brief 99A, Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, Airport Design*

Title 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace

To enhance the safe operation of aircraft in the airspace around airports, the FAA has adopted Title 14 CFR Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace* (Part 77). Subpart C of Part 77 establishes imaginary surfaces for

determining obstructions to air navigation. Part 77 surfaces are utilized in zoning and land use planning adjacent to the Airport to protect the navigable airspace from encroachment by hazards that would potentially affect the safety of airport operations. The specific imaginary surfaces which should be protected from obstructions include:

- **Primary Surfaces** – Longitudinally centered on each runway, this surface extends 200 feet beyond each end of the runway and has an elevation equal to that of the runway centerline. The width of the primary surface is that prescribed for the most precise instrument approach procedure, existing or planned, for either end of the runway. The primary surfaces for the existing and future runways at RSW are 1,000 feet wide.
- **Approach Surfaces** – These surfaces begin at the end of the Primary Surface (200 feet beyond the runway end) and slope upward at a ratio determined by the runway category and type of approach available to the runway. The width and elevation of the inner ends of the approach surfaces conform to that of the Primary Surface. The length and width of the outer ends are governed by the runway category and approach procedure available. **Table 4-7** summarizes the dimensions of the existing and future approach surfaces at the Airport.

Table 4-7 Approach Surface Characteristics at RSW

Runway	Overall Length (feet)	Outer Width (feet)	Slope
6 – Existing and Future	50,000	16,000	50:1[a]
24 – Existing	10,000	4,000	34:1
24 – Future	50,000	16,000	50:1[a]
6R – Future	50,000	16,000	50:1[a]
24L – Future	50,000	16,000	50:1[a]

SOURCE: Federal Aviation Administration, https://www.faa.gov/air_traffic/flight_info/aeronav/procedures/application/?event=procedure.results&nasrId=RSW#searchResultsTop (accessed November 18, 2021)

[a] The precision instrument approach surface slope is 50:1 for the inner 10,000 feet and 40:1 for an additional 40,000 feet.

- **Transitional Surfaces** – These surfaces extend outward and upward from the lateral edges of all primary and approach surfaces at a slope of 7:1. The transitional surface extends until intersecting the Horizontal and/or Conical Surfaces.
- **Horizontal Surface** – This surface is a horizontal plane located 150 feet above the established Airport elevation of 30 feet. At RSW, the perimeter of the horizontal surface consists of arcs with a radii of 10,000 feet, connected by lines tangential to the arcs. The arcs are centered on the midpoint of the ends of all primary surfaces.
- **Conical Surface** – This surface extends outward and upward from the periphery of the horizontal surface at a slope of 20:1, for a horizontal distance of 4,000 feet.

The Part 77 surfaces, along with other pertinent approach and departure surfaces, were evaluated as a part of the airspace drawings in the February 2011 ALP drawing set. These drawings present plan views and profile views of obstructions to these surfaces by type (e.g., tree, pole, building, etc.), their elevation, surface penetrated, and proposed disposition. In 2011, there were 14 obstructions to the Part 77 surfaces for Runway 6-24. Of these 14 obstructions, four were in the approach surface, three were in the primary surface, six were in the transitional surface, and one was in the horizontal surface. Of the identified obstructions, seven are classified as a tree or vegetation and seven are manmade structures. The drawings also identified potential obstructions to the future parallel Runway 6R-24L. A total of 71 obstructions were identified, including 26 trees and 45 man-made structures. The manmade structures include light poles, power poles, and signs.

The airspace drawings referenced above are a snapshot of obstructions at the time the data was collected for the development of the drawings, in this case prior to 2011. Given trees have the potential to grow, are trimmed, removed, or

subject to damage from high winds or other natural causes, it is important to develop new mapping and surveying to assess airspace impacts. Therefore, as a part of this Master Plan Update, new mapping and surveying is being obtained to assess penetrations to the Part 77 surfaces, as well as other approach and departure surfaces. This information will be detailed on the airspace sheets of the ALP drawing set and submitted to the FAA for inclusion into their databases. The FAA utilizes the information for the development of approach procedures and evaluation of future airspace case studies. This section will be updated when the current ALP update effort will be completed in early 2023.

Threshold Siting Surfaces

The FAA has developed threshold siting surfaces to aid in the identification of obstructions that could impact existing and future approach surfaces. Maintaining clear threshold siting surfaces in accordance with FAA guidance is critical to retaining existing approach capabilities and ensuring approaches are published with the lowest possible minima. Threshold siting surfaces have a trapezoidal shape that extends away from the runway along the extended centerline at a specific slope, with a starting point at the runway threshold elevation. The most recent threshold siting surface guidance is found in *FAA Engineering Brief 99A, Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, Airport Design* (EB 99A).

Table 4-8 lists the threshold siting surface dimensions for the existing (and future) Runway 6-24 and future Runway 6R-24L.

Table 4-8 Threshold Siting Surface Characteristics at RSW

Runway	Distance from Threshold (feet)	Inner Width (feet)	Outer Width (feet)	Overall Length (feet)	Slope
6 – Existing and Future	200	800	3,400	10,000[a]	34:1
24 – Existing	200	400	3,400	10,000[a]	20:1
24 – Future	200	800	3,400	10,000[a]	34:1
6R – Future	200	800	3,400	10,000[a]	34:1
24L – Future	200	800	3,400	10,000[a]	34:1

SOURCE: Federal Aviation Administration, *Engineering Brief 99A, Changes to Tables 3-2 and 3-4 of Advisory Circular 150/5300-13A, Airport Design*, July 24, 2020

[a] According to FAA criteria, 10,000 feet (3,048 meters) represents a nominal value for planning purposes.

All instrument approach types with vertical guidance, including instrument landing system (ILS) and localizer performance with vertical guidance (LPV) require evaluation and clearing of an additional surface, the Glideslope Qualification Surface (GQS). This protected area is intended to provide assurance to the pilot that once the aircraft acquires the runway during a vertically guided approach that no obstacle will interfere with the continuous descent to the runway threshold. At RSW, both existing runway ends require a clear GQS to maintain their existing approach capabilities with vertical guidance. It would also be prudent to protect the airspace at the ends of the future parallel Runway 6R-24L to provide a clear GQS and approaches with vertical guidance. The GQS begins at the runway threshold, has an inner width of 350 feet, an outer width of 1,520 feet, and extends outward for a distance of 10,000 feet at a slope of 30:1.

The threshold siting surfaces and GQSs for the existing and future runway ends will be evaluated as part of this Master Plan Update and detailed on the airspace drawings in the ALP set. As discussed above, new mapping and surveying are being collected to provide the necessary data for analyses.

Instrument Departure Surfaces

The instrument departure surface, when clear, allows pilots to follow standard departure procedures. The departure surfaces start at the elevation of the Departure End of the Runway (DER) and rise at a slope of 40:1. If the departure surface is penetrated, several possibilities exist for mitigation including, but not limited to, decreasing takeoff distance available to preclude object penetration and/or modifying the required departure minimums/climb gradients or departure procedures. The departure surface is applicable to all existing and future runways at RSW. The most recent

FAA guidance regarding instrument departure surfaces is found in EB 99A. Impacts to the departure surfaces will be evaluated as part of the ALP drawing set.

4.5 Terminal Demand/Capacity and Requirements

Terminal Requirements

This section details the demand/capacity analysis and the future facility requirements for each of the individual functions associated with the Southwest Florida International Airport commercial passenger terminal building.

The following sections provide more explanation on the major functional areas including:

- Aircraft Gates
- Ticketing/Check-in Area
- TSA Passenger Screening and Federal Inspection Services (FIS)
- Baggage Handling
- Hold Rooms
- Concessions
- Terminal Services
- Circulation

Methodology and Basis of Planning

Terminal facilities planning involves the application of industry standards and guidelines and reasonable assumptions about current and future trends. The facility program is based on projected growth developed in the forecast, the requirements of local and state building codes and regulations, federal standards and guidelines, and data collected from physical site visits. The program is created within the framework of the following codes and regulations, as well as other industry accepted planning factors:

- FAA Advisory Circular (AC) 150/5070-6B, Airport Master Plans
- FAA AC 150/5360-13A, Airport Terminal Planning
- Airport Cooperative Research Program (ACRP) Report 25 Airport Passenger Terminal Planning and Design, v1: Guidebook
- International Air Transport Association (IATA) Airport Development Reference Manual 11th Edition; in particular, the following sections:
  - Section F1: Capacity and Level of Service
  - Section J1: Outline of Principle Functions
  - Section J2: Categories of Passenger Terminal
  - Section J6: Passenger Processing Facilities Planning
  - Section J7: Concession Planning
  - Section J8: Maintenance
  - Section J9: Check-In

Specific assumptions are made to determine the terminal building's capacity by functional area for each Planning Activity Level (PAL). The PALs are based on the five-year increments in the forecast (PAL 1 – 2026, PAL 2 – 2031, PAL 3 – 2036, and PAL 4 – 2041). Using PALs allows for the requirements to be implemented based on the specific demand levels as activity warrants, and not necessarily the specific year. Assumptions regarding passenger types and origins; future flight schedules, and peaking characteristics; as well as desired levels of service (LOS), were made to derive the recommended terminal and landside requirements.

The planning criteria were based on the Peak Hour of the Average Day of the Peak Month (PHADPM) passenger profiles and operations for each PAL. These were derived from the FAA March 2020 flight schedule (March 13, 2020) and the Forecast of Aviation Activity. The 2020 flight schedule was used to establish the baseline passenger profile and peak hour operation characteristics. The baseline passenger profile ratio of enplaning, deplaning, and total passengers was then applied to the peak hour enplanements to establish the future passenger profiles. Similarly, the baseline arriving to departing peak hour operations ratio was applied to the peak hour operations forecast to derive the future peak hour operations characteristics. The type of aircraft and anticipated load factors also inform the terminal requirements. Table 4-9 presents PAL peak hour passenger profile, peak hour operations characteristics, and the anticipated aircraft and load factor.

Table 4-9 Peak Hour Passenger, Commercial Operations, and Aircraft Assumptions

	Baseline (2020)	PAL 1 (2026)	PAL 2 (2031)	PAL 3 (2036)	PAL 4 (2041)
Annual Enplanements	5,354,436	6,131,288	6,909,961	7,801,346	8,714,104
Departing Peak Hour Passengers	2,472	3,131	3,576	4,095	4,633
Assumed Aircraft Types	ADG-III/IV/V	ADG-III/IV/V	ADG-III/V	ADG-III/V	ADG-III/V
Load factor	85–87%	85–89%	85–91%	85–92%	85–92%
Departing Peak Hour Operations	17	20	22	25	28
Total Peak Hour Operations	**33**	**34**	**39**	**44**	**49**

SOURCE: Atkins, 2022

In addition, numerous changes in terminal planning and design have taken place since the midfield terminal was originally designed. New technologies, expanded security requirements, and increased demand for passenger amenities are just a few of the factors that have influenced the evolution of terminal design. The facility requirements outlined in this chapter consider current and projected trends in terminal design including:

- Improved passenger check-in and processing technologies
- Increased passenger and baggage security requirements
- Increased demand for airside concessions and retail
- Increased amenities including restroom parity
- Modified passenger flows to maximize revenue generation opportunities

Aircraft Gate Requirements

The gating analysis determines the number of gates required to accommodate the existing (2020) and future design day flight schedules (DDFSs). The number of gates required to meet demand is a primary driver for the terminal requirements in the secure airside portions of the facility.

The Airport terminal currently has 28 aircraft gates; however, Gate D9 can only accommodate ground loaded regional jets in its current configuration. There are 27 contact gates, or aircraft parking positions with passenger boarding bridge connections between the aircraft and the concourse. The capabilities of each existing gate to accommodate international flights, widebody aircraft, and current airline assignments are described in **Table 4-10**. All gates accommodate narrow-body (ADG III) aircraft unless otherwise noted.

The methodology used to generate gate and terminal space requirements utilized the forecasts of future aviation activity and DDFSs developed to represent the operational profile of that activity on an average weekday in the peak month. The analysis of gate requirements utilized a proprietary modelling software application that is designed to define requirements based on appropriate gating configurations and operational characteristics.

The model, vGates, utilizes a hierarchical decision tree methodology to assign gates iteratively by (1) gate availability based on defined operational buffer times between flight departures and flight arrivals, (2) airline gate assignments, (3) aircraft size (apron capacity), and (4) flight origin (typically domestic or international). The model analyzes each DDFS and assigns specific flights to specific gates ensuring that the candidate flights/aircraft can be accommodated on the assigned gates. Any flights that cannot be accommodated are identified as unassigned/ungated, reflecting a requirement of additional gate(s) or operational changes to allow the accommodation of the flight(s). Manual iterations and specific assumptions are applied to reassign flights as necessary to increase or decrease gate utilization and to reflect the unique physical and operational environment at the Airport.

The amount of time a gate is unoccupied between operations (buffer time) reflects airline practices/operations

Table 4-10 Existing Commercial Aircraft Gate Capabilities and Airline Assignments

Gate	Airline Assignment
CONCOURSE B	
B1 (Widebody)	Common use and International
B2	Southwest
B3 (Widebody)	Common use and International
B4	Southwest
B5 (Widebody)	Common use
B6	Southwest
B7	Frontier
B8	Southwest
B9	Common use
Subtotal Concourse B	*9 Contact Gates*
CONCOURSE C	
C1	Common use
C2	Delta
C3	United
C4 (767)	Delta
C5	United
C6 (Widebody)	Delta
C7	Common use
C8 (Widebody)	Delta
C9	Common use
Subtotal Concourse C	*9 Contact Gates*
CONCOURSE D	
D1	American
D2	Spirit
D3	American
D4	Spirit
D5	American
D6	JetBlue
D7	Common use
D8	JetBlue
D9A/B	Common use
(Commuter Ramp)	
D10 (767) – D10A	Common use
Subtotal Concourse D	*9 Contact Gates; 1 Commuter Ramp*
Total All Concourses	**27 Contact Gates; 1 Commuter Ramp**

SOURCE: Atkins, 2022

and/or aircraft types. Since airlines use different scheduling parameters and strategies, there can be variations in buffer times among airlines. For this gating analysis, a 30-minute minimum buffer time was assumed.

Depending on utilization requirements defined by the Airport, aircraft with ground times greater than three hours can be towed off the gate to a remote parking position to allow other operations to utilize the gate. In these instances, the aircraft would subsequently be towed from the remote parking position to a vacant gate (typically operated by the same airline) for boarding prior to its subsequent departure. A minimum of 60 minutes is assumed to be required following arrival to tow a domestic aircraft from a gate to a hard stand and the domestic aircraft would be towed back onto one of the airline's gates 60 minutes prior to departure. International flights require 90 minutes for towing operations.

The average daily aircraft turns per gate was calculated to check the reasonableness gate utilization. A "turn" is a metric that defines the number of times that an aircraft arrives and subsequently departs or is towed to or from a gate. As airline schedules grow, future flights are accommodated within the operational gaps (unoccupied periods) on existing gates prior to the development of future gates or remote parking locations.

Manual iterations limit the average turns per gate for each airline on a concourse to approximately 6.2 turns per gate. During the gating analysis, if the average turns per gate on a concourse or by airline on a concourse exceeded the maximum turns per gate, aircraft were removed from gates and assigned to a "virtual" gate. These utilization thresholds are typical of an airport operating in the United States. Exceeding these levels of gate utilization may introduce operational challenges, such as the inability to effectively accommodate delays or irregular operations.

This methodology identified a need for 45 total gates by PAL 4, not including Gate D9, which is only capable of ground loading. The results of this methodology are depicted in **Table 4-11**. Up to five remote overnight stands are required by PAL 4 as shown in **Table 4-12**.

Table 4-11 Aircraft Gate Requirements

2020 Daily Average Turns per Gate	2020 Annual Average Enplanements per Gate	Existing Gates 2021	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
6.2	19,790	27	32	35	41	45	(18)
ADG-III		0	27	30	36	39	(39)
ADG-IV		23	1	0	0	0	23
ADG-V		4	4	5	5	6	(2)

SOURCE: Atkins, 2022

Table 4-12 Aircraft Remote Overnight Stand Requirements

PAL 1	PAL 2	PAL 3	PAL 4
5	5	3	5

SOURCE: Atkins, 2022

Hold Rooms

Within the concourse, hold room area requirements define the amount of space needed to accommodate the waiting area, boarding queue, egress aisles, and agent counter for the largest aircraft occupying each gate throughout the planning horizon. Dimensional criteria based on LOS criteria and spatial guidelines for hold room depth, agent counter areas, boarding and egress aisles, and adjacency are applied to the required waiting area to derive the initial space program. Hold rooms are sized based on the following factors:

- Largest aircraft type operating at the gate and number of aircraft seats
- Average narrow-body aircraft assumed to have 175 seats; average widebody aircraft assumed to have 293 seats

- 90% passenger load factor
- 70% occupancy factor – number of passengers sitting or standing in the hold room waiting area
- 42% of passengers assumed to be seated occupying 21.5 square feet per seat
- 28% of passengers assumed to be standing occupying 14.5 square feet per passenger
- 30% of passengers occupy a pre-boarding queue area during the boarding period, each occupying 11 square feet

In addition to the seating and standing areas, space is provided for two gate podiums for narrow-body aircraft and four gate podiums for widebody aircrafts as well as an egress corridor to/from the passenger boarding bridge door. Based on this methodology, space required per narrow-body gate hold room should be approximately 3,300 square feet and 5,400 square feet for widebody aircraft. A summary of the hold room requirements based on the projected gate requirements is shown in **Table 4-13**. **Figure 4-9** shows the indicative layout and area calculations for narrow-body and widebody hold rooms.

Table 4-13 Holdroom Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
Total Hold Room Area (SF)	70,800	86,400	89,100	99,000	118,800	132,000	(61,200)

SOURCE: Atkins, 2021

Ticketing/Check-in Area

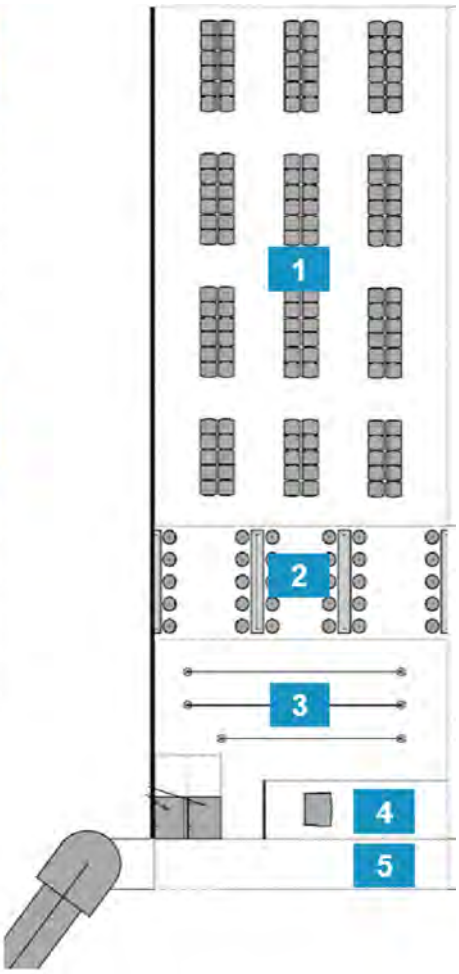
Check-in is the process by which passengers obtain boarding passes and/or bag tags and check bags prior to going through the security screening checkpoint (SSCP). Passengers may check-in via one of four different channels:

- **Bypass (Internet/Mobile Device) Check-In** – Passengers who do not check bags and check in remotely prior to arriving at the terminal and, consequently, do not need to use terminal check-in facilities.
- **Kiosks Only (No Bags)** – Passengers acquiring boarding passes at standalone kiosks located in front of in-line positions or located remotely from the check-in counter.
- **Bag-Drop** – Passengers acquiring boarding passes and/or printing bag tags at standalone kiosks and providing bags to airline staff at baggage acceptance points (BAPs).
- **Full-Service Counter Positions** – Passengers using full-service agent counter positions (economy, premium, curbside, or remote) where airline staff assist passengers with obtaining boarding passes, checking bags, rebooking flights, and other services.

The Check-in processes are transitioning away from passengers using full-service check-in counters. A growing number of passengers use personal mobile devices and self-service kiosks to check-in, obtain boarding passes and check bags. The terminal configuration should accommodate modern technologies such as self-service kiosks and automated bag drop systems (ABDs). Space requirements for check-in facilities are driven by the need to locate processing areas adjacent to bag induction belts. Bag induction belts are flanked by BAPs where agents or passengers introduce checked bags into the bag handling system. Each BAP has spatial requirements for queuing, equipment, circulation, and active processing to accommodate passenger demand at a given LOS.

Narrowbody Holdroom		90% Load Factor
Element		Mid Optimum
1	Seated Pax	1,419 sf
2	Standing Pax	638 sf
3	Boarding Queue*	517 sf
4	Gate Counter**	360 sf
5	Exit Aisle***	360 sf
	Holdroom Area Total	**3,294 sf**

Widebody Holdroom		90% Load Factor
Element		Mid Optimum
1	Seated Pax	2,387 sf
2	Standing Pax	1,037 sf
3	Boarding Queue*	869 sf
4	Gate Counter**	720 sf
5	Exit Aisle***	360 sf
	Holdroom Area Total	**5,373 sf**



SOURCE: International Air Transport Association, *Airport Development Reference Manual*, 11th edition, March 2019

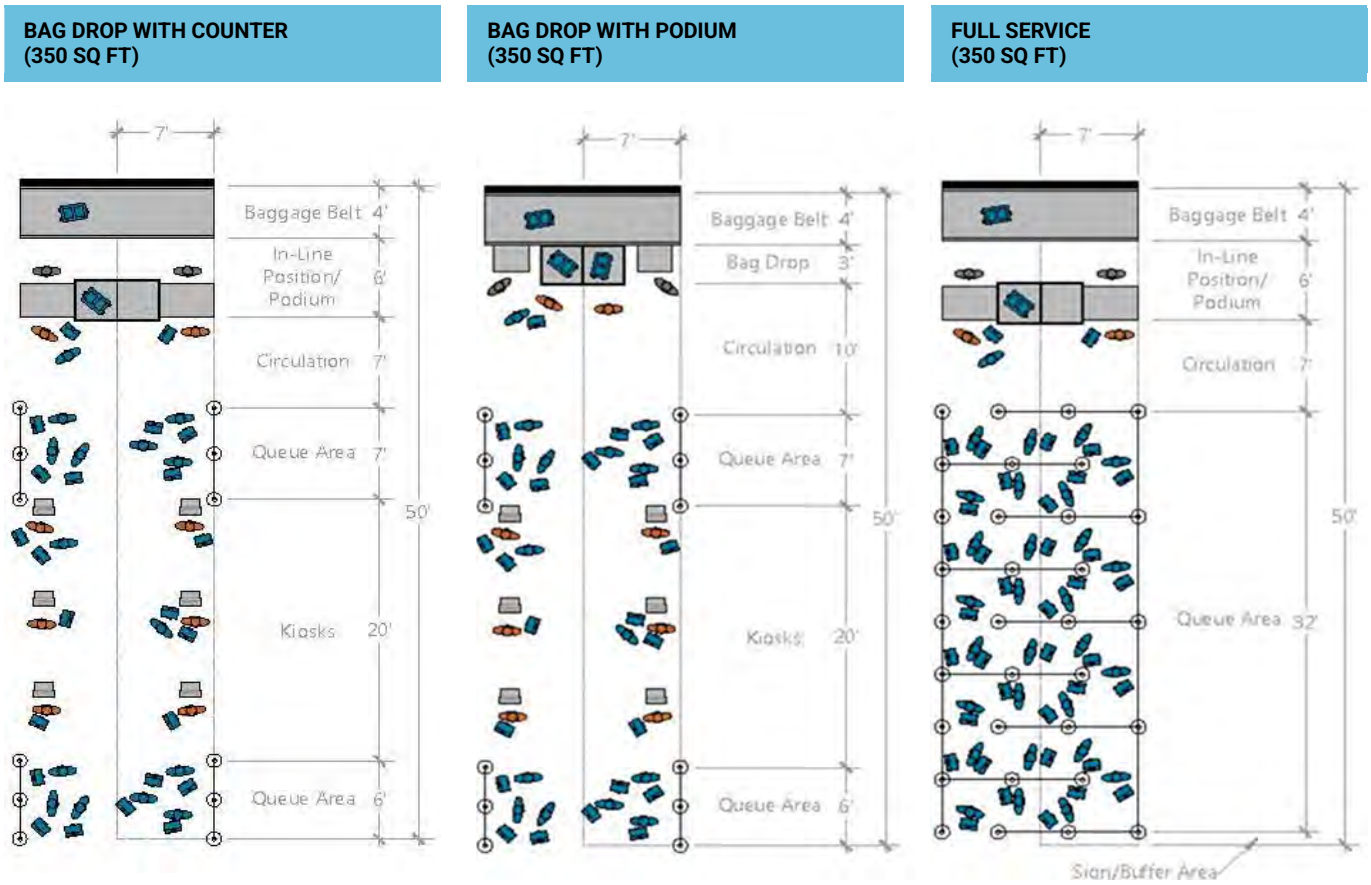
NOTES: * Boarding Queue: 11 sf/pax
** Gate Counter: Gate Counter per Position (30' x 6') | Narrowbody 2 pos. / Widebody 4 pos.
*** Exit Aisle: Assumed 30' x 12' Exit Aisle

Figure 4-9 Hold Room Templates

Figure 4-10 shows typical configurations for different types of check-in processes. The template allows for various arrangements of the check-in including kiosk or bag drop. All typical check-in configurations have a presentation width of 7 feet. These templates were used to estimate check-in spatial requirements.

Check-in facility resources are allotted using a preferential-use model within the Terminal. In this model, each carrier's check-in requirements are assessed separately. The check-in requirements are based on the sum of all carriers' requirements.

Airline Ticket Offices (ATO) directly support the check-in facilities. The ATO spatial requirements for support of the check-in are based on the total presentation length of all the BAPs. Each linear foot of presentation length requires 20 square feet of ATO support space.



SOURCES: International Air Transport Association, *Airport Development Reference Manual*, 10th Edition, 4th Release, October 2016 (LOS); Airport Cooperative Research Program, *Report 25: Air Passenger Terminal Planning and Design*, Volume 1: Guidebook, 2010 (critical dimensions); Benchmarked from comparable airports, Ricondo, January 2018 (space template).

Figure 4-10 Indicative Check-in Configurations

Table 4-14 summarizes the ticketing/check-in requirements. Based on BAP requirements, the current ticketing/check-in area is insufficient to accommodate the demand anticipated for PAL 3 and PAL 4. Additional ticketing space will be required to accommodate demand by 2035. Queuing space for check-in is suboptimal and will likely need to expand or be reconfigured for the anticipated level of activity to maintain an acceptable level of service during peak periods.

Table 4-14 Ticketing/Check-In Area Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
BAPs	113	92	96	105	114	125	(12)
BAP Length (lf)	620	478	528	578	627	687	(67)
BAP Area (sf)	24,340	31,075	26,400	28,875	31,350	34,375	(10,035)
Airline Ticket Office Area (sf)	11,620	12,880	13,440	14,700	15,960	17,500	(5,880)
Total Ticketing Area (sf)	**35,960**	**43,955**	**39,840**	**43,575**	**47,310**	**51,875**	**(15,915)**

SOURCE: Atkins, 2021

Airline or Airport Lounges

The need for lounges is subject to airline and airport initiatives and policies related to level of service, and ultimately the availability of space and interest of airlines in operating their own lounges. Currently, Delta Airlines operates a 10,000 sf lounge in Concourse C. The decision to open a lounge at a non-airline hub destination remains a business decision exclusive to each individual airline. Should an airline request lounge space, an analysis will be conducted based on the airline's requirements and space available or potential new construction. Airline decisions to open a lounge typically are dependent on front of cabin enplanement counts passenger dwell times and passenger profiles and are more commonly located in hub airports where layovers occur. A typical lounge ranges from 8,000 to 12,000 square feet plus depending on the level of service offered. RSW, which is situated in southwest Florida is a destination, "end of route" location, does not experience any scheduled layovers. As a result of its location, passenger demand will likely drive the decision for an airline to add a lounge to the facility. The planned addition of a common use lounge capable of servicing a broad profile of passengers, is an increasingly common approach used at other airports. **Table 4-15** summarizes the airline and airport lounge requirements.

Table 4-15 Airline and Airport Lounge Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
VIP Airline Lounge (sf)	10,000	10,000	10,000	10,000	10,000	10,000	0
VIP Common Use Lounge (sf)	0	4,025	4,370	4,671	5,016	5,369	(5,369)

SOURCE: Atkins, 2022

Baggage Handling Facilities

Baggage handling facilities include outbound baggage makeup areas, TSA checked baggage inspection systems, inbound baggage facilities, and baggage claim. Outbound baggage facility requirements are based on peak hour departing passengers that check-in bags and flights staging for departure. Inbound baggage facilities are based on peak hour deplaning passengers that retrieve baggage at the bag claim after their flight.

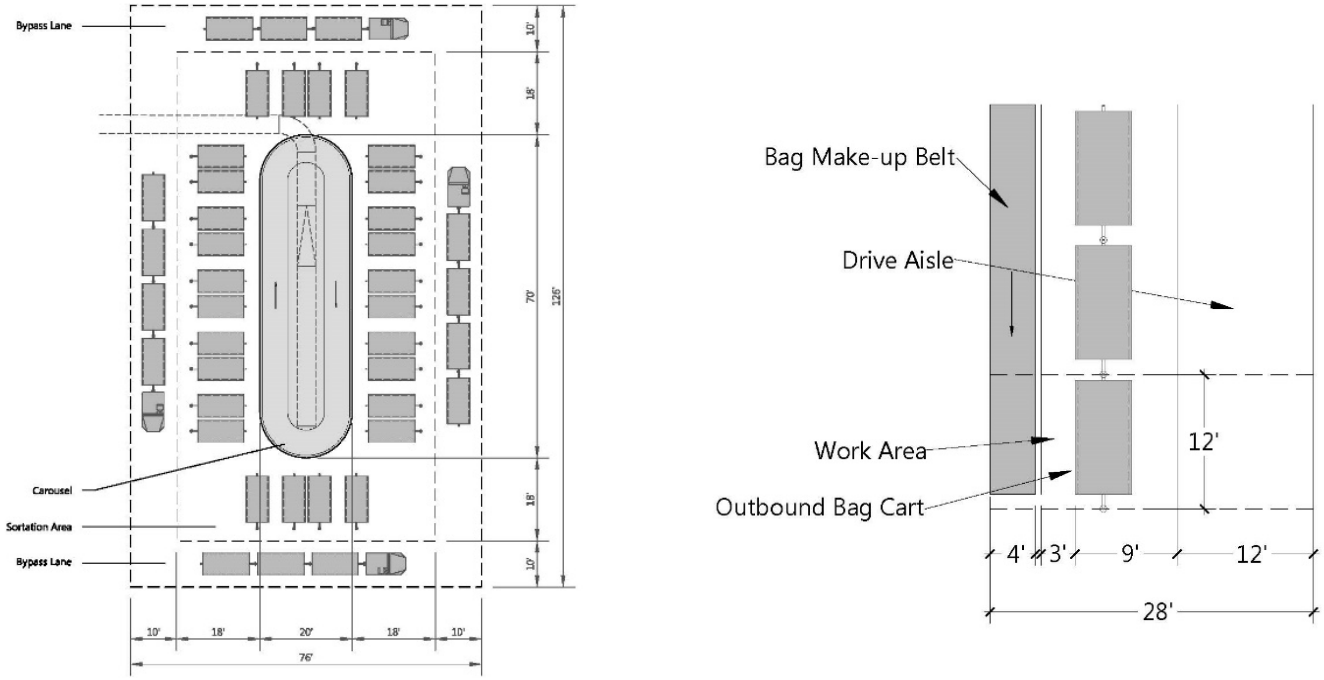
Outbound bag makeup devices can consist of piers or chutes that extend directly from the bag conveyance and sorting system, or they can be carousel units that allow bags to circulate continuously. The latter configuration provides higher bag storage capacity and more staging area for carts than the former. Carousels can be flat-plate or sloped plate units. Sloped plate units provide greater capacity than flat-plate carousels with the same footprint because they have more surface area. However, some airlines prefer flat plate units because they provide better ergonomics for workers.

Bag carts can be staged either parallel or perpendicular to makeup devices if there is sufficient width between devices. An area of 40 feet by 12 feet per cart, or 480 square feet, is suggested for a functional outbound bag makeup area. Critical dimensional clearances for the components of outbound makeup devices include:

- **Bag Carts** – Bag carts have lengths of 11 feet and 15 feet (with tow bar down). The cart width ranges from approximately 5 feet, 7 inches to 5 feet, 9 inches.
- **Bag Containers/Dollies** – Containers/dollies are more commonly used for widebody aircraft. Containers are carried on dollies and are approximately 13 feet, 6 inches long (with tow bar down) and approximately 6 feet wide.

- **Work Area** – The area between the carousel and the staged bag carts used by workers to load bags should provide the following clearances:
  - Work aisle width: 3 feet
  - Clear height: 7 feet

Figure 4-11 depicts typical outbound baggage makeup layouts for both perpendicular and parallel configurations. Bag carts and bag containers cover approximately the same areas, so these typical layouts are applicable for both bag cart and bag container staging.



SOURCES: International Air Transport Association, *Airport Development Reference Manual*, 11th Edition, March 2019 (LOS); Airport Cooperative Research Program, *Report 25: Air Passenger Terminal Planning and Design*, Volume 1: Guidebook, 2010 (critical dimensions).

Figure 4-11 Outbound Bag Makeup – Perpendicular and Parallel Configurations

Bag makeup facility requirements were based on the maximum number of carts staged for all flights during the peak 10-minute period of the DDFS and the minimum area required per cart, including the outbound bag device. **Table 4-16** lists the maximum bag carts recommended for each aircraft type. For each domestic departure, the maximum number of bag carts was assumed to stage in the make-up area between 90 and 30 minutes prior to the flight's scheduled departure. For each international departure, the maximum number of bag carts was assumed to stage in the make-up area between 90 and 40 minutes prior to the flight's scheduled departure. These assumptions are based on benchmarks from comparable airports.

Table 4-16 Outbound Baggage Cart Staging per Aircraft Gauge

Aircraft Design Group	Maximum Cart Positions
II	2
III	3
V	8

SOURCE: Atkins, 2021

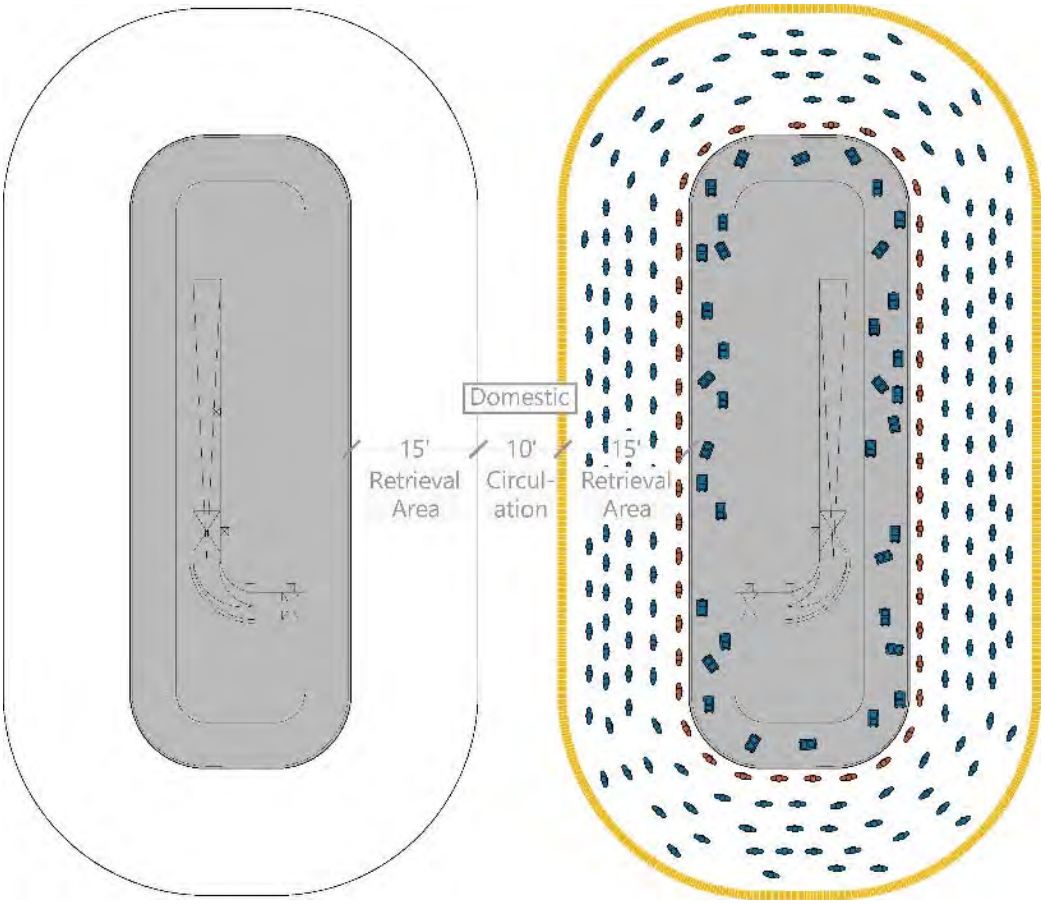
Outbound baggage screening demand is based on these passenger characteristics applied to the DDFS:

- 70% of passengers check bags
- 1.1 bags checked per passenger checking bags
- In accordance with TSA requirements, a CBIS with an Explosive Detection System (EDS) is required for all baggage screened throughout the facility. TSA will have an on-screen resolution (OSR) room contained within its support areas where all suspicious baggage images are reviewed. Bags that cannot be cleared via this process are sent to the Checked Baggage Reconciliation Area (CBRA). The CBIS and CBRA must have the following:
  - Dedicated room or locations for TSA's EDS servers and active network components (typically two or three racks),
  - TSA-provided workstations and other peripherals to receive EDS images,
  - Video Surveillance System (VSS) cameras installed on either side of each EDS screening machine and at fail safe locations connected to the existing VSS,
  - Workstation and associated monitors in OSR room for TSA to monitor the CBIS related cameras, and
  - Airport phones installed at each EDS machine and in the OSR and CBRA rooms.
- All necessary CBIS and CBRA equipment, staging, conveyor, and workspace is included in the area required by each EDS machine, totaling 6,500 square feet per device.
- The EDS requirements are based on the peak hour check-in baggage demand, EDS screening rates at 600 bags per hour processing rate per inline screening device. Requirements include a redundant EDS device, known as (n+1).

Inbound baggage:

- 48-foot input area length
- 18-foot input area width
- 1,760 square feet per baggage claim carousel
- Bag claim requirements include the number of claim units, linear feet (LF) of presentation frontage, retrieval areas, and circulation. Bag claim requirements are based on the peak accumulation of passengers in the active area during a 20-minute period. **Figure 4-12** depicts a typical bag claim device, including the following elements:
  - **Bag Claim Device and Retrieval Area** – Spatial area allocated for a single claim device including: the equipment area; the clearance between the equipment; and the adjoining devices, walls, or circulation corridors. Device size and equipment type is based on the configuration of the bag claim area and predominant aircraft size. A minimum of 15 feet of clearance from the face of the device for passengers to retrieve their bag is recommended for domestic units to maintain appropriate processing areas and meet LOS requirements.
  - **Circulation** – A circulation corridor of 10 feet for passengers and non-passengers moving between bag claim devices. The corridor must be free of any obstructions and active retrieval areas to accommodate cross-circulation for passengers and non-passengers.

  The existing claim area uses flat-plate claim units with an average of 200 LF of claim frontage per unit. Each baggage claim device and adjacent retrieval area occupy approximately 3,600 square feet.



SOURCES: International Air Transport Association, *Airport Development Reference Manual*, 11th Edition, March 2019 (LOS); Airport Cooperative Research Program, *Report 25: Air Passenger Terminal Planning and Design*, Volume 1: Guidebook, 2010 (critical dimensions).

Figure 4-12 Baggage Claim Space Template

Table 4-17 summarizes the bag claim operating assumptions for domestic flights. Facility requirements were based on a range of 70 to 90% accumulation of passengers with bags during the peak 20-minute period to reflect fluctuations in bag delivery times relative to the passenger arrival rate to the claim area. Baggage Service Offices are usually directly adjacent to the Baggage Claim Hall with a requirement of 150 square feet per claim unit.

Table 4-17 Domestic Baggage Claim Operating Assumptions

Operating Assumptions	Maximum Cart Positions
Passengers with baggage	0.70
Passengers retrieving baggage	0.95
Area per passenger at the baggage claim	17.25 sf
Linear baggage claim frontage per passenger	1.38 lf
Circulation area per device	1,500 sf
Baggage office area per device	150 sf

SOURCE: Atkins, 2022
NOTES: lf: linear feet; sf: square feet

Table 4-18 provides a summary of the baggage handling facility requirements. Based on the assumptions above and the current and forecast traffic demand, both the inbound and outbound baggage handling facilities are insufficient to handle the future PAL 1 to PAL 4 demand.

Table 4-18 Baggage Facilities

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
Baggage Makeup Units (#)	11	11	12	12	15	16	(5)
Outbound Baggage Area (sf)	60,100	51,840	51,840	57,600	67,200	71,040	(10,940)
EDS Machine (#)	4	4	5	5	5	6	(2)
BHS (lf)	TBD	TBD	TBD	TBD	TBD	TBD	TBD
TSA CBRA # Positions/sf	13	13	15 / 6,500 sf	15 / 6,500 sf	15 / 6,500 sf	15 / 6,500 sf	(2)
Baggage Claim Units (#)*	10	8	9	11	12	14	(4)
Inbound Baggage (sf)	26,790	14,080	15,840	19,360	21,120	24,640	2,150
Baggage Claim Public Circulation (sf)	36,030	28,880	32,490	39,470	43,320	50,540	(14,510)

SOURCE: Atkins, 2022

* Baggage claim carousel requirements for PAL 1 through PAL 4 were determined based on a planning factor determined using the Baseline requirements.

Airline Support Space

Airline operations and support facilities include spaces within the terminal building leased to airlines for various functions, including employee break and locker rooms, staff offices, and maintenance. Airline support area requirements were calculated based on industry benchmarks for planning purposes. In design and construction phases of the project, these areas will be refined based on the needs of the tenant airlines. The operating parameters used to size airline operations and support facilities were based on a factor of 1,000 square feet per gate. Table 4-19 summarizes the airline operations and support operating requirements.

Table 4-19 Airline Support Services

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
Airline BSO (sf)	2,600	2,600	2,860	3,120	3,640	3,900	(1,300)
Airline Airside Ops (sf)	9,321	9,320	11,046	12,081	14,151	15,531	(6,210)

SOURCE: Atkins, 2022

TSA Passenger Screening

The Transportation Security Administration (TSA) is responsible for screening all ticketed passengers and their carry-on baggage at security screening checkpoints prior to passengers entering secure gate boarding areas. While the TSA has direct responsibility for determining the size and configuration of the passenger security screening checkpoints at the Airport, TSA typically collaborates with Airport management to plan checkpoint locations and programs. Checkpoint Requirements and Planning Guide (CRPG), September 30, 2021, provides guidelines for developing the requirements for checkpoints in the terminal.

Unit requirements for SSCPs were based on TSA targets for passenger processing rates. Although none are currently in use at the Airport, checkpoint property screening system (CPSS) lanes, which combine computed tomography (CT) scanner technology with automated screening lanes (automated bin return, remote screening, alternate viewing stations at secondary screening, and automatic divert for alarm bags), provide increased passenger throughput, improved screening capabilities, and greater system efficiency. CPSS lanes are included in the requirements analysis to reflect future adoption of this emerging technology.

Screening technology and passenger eligibility for Trusted Traveler programs continue to evolve, and future processing rates and program participation are unknown. To simplify processing variables and to provide a realistic assessment of lane and area requirements over time, an average throughput rate was adopted to represent a blended rate for ASLs, TSA Pre-Check, families, passengers with oversized carry-on, and passengers requiring special assistance. This methodology allowed for the randomization of processing times for individual passengers that result in a blended average throughput rate of a collective checkpoint based on TSA goals and observed performance of each lane type. The assumptions used to generate SSCP requirements are shown below:

- Screening Channel
  - 67% passengers will be screened at standard lanes
  - 33% passengers will be screened at Pre-Check lanes
- Throughput
  - 185 passengers per hour per standard lanes
  - 210 passengers per hour per Pre-Check lanes
- Wait Time Goals
  - 10-minute wait time goal at standard lanes
  - 5-minute wait time goal at Pre-Check lanes

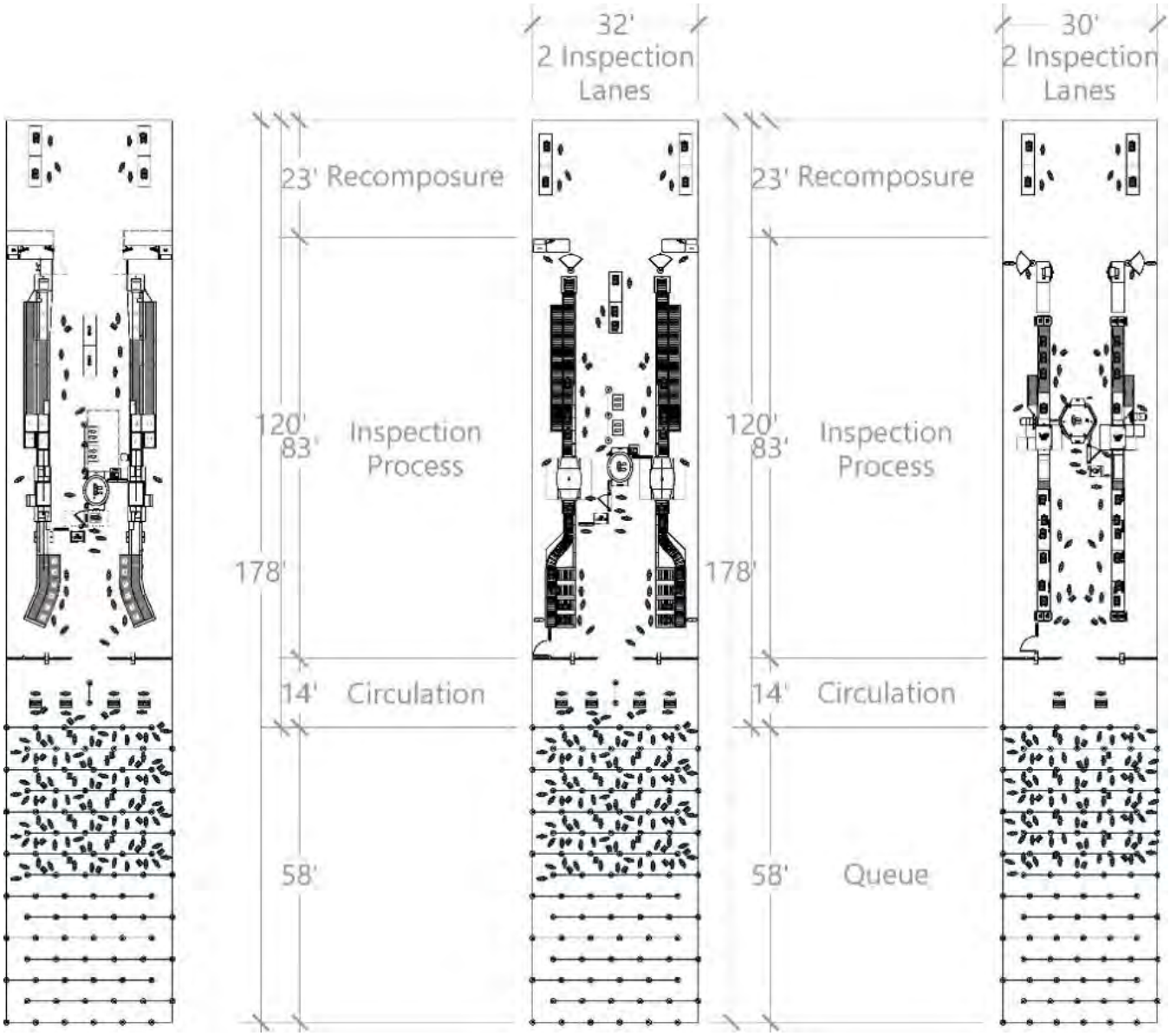
Figure 4-13 depicts a typical layout for a two lane SSCP. Overall dimensions of the area as shown are approximately 178 feet by 32 feet.

Based on the stated assumptions, eleven (11) CPSS lanes are adequate for the baseline forecast; however, the lane requirement will need to increase to 18 lanes by PAL 4.

TSA guidelines recommend a minimum of 600 square feet of passenger queue per lane. However, many airports find an increase up to approximately 900 square feet per lane better absorbs passenger surges and irregular operations should lanes not open in a timely manner.

Over the past twenty years or so there has been a trend to consolidate TSA security checkpoints, at the same time, there has also been a focus by the TSA to increase the throughput of passengers at checkpoints to create greater ease in the process and eliminate long queue lines. This has led to the need for more IT infrastructure and an increase in space required at checkpoints for the new advanced equipment. It is expected this trend will continue with the goal of a very rapid and less onerous security screening process. Another added benefit to checkpoint consolidation has been TSA staffing. By staffing one checkpoint, instead of several, it allows for the highest utilization of TSA staff and avoids imbalance in staffing between understaffed and overstaffed checkpoints.

RECOMMENDED CHECKPOINT LAYOUTS
2,850 sf total per lane (includes 930 sf of queue)



SOURCES: International Air Transport Association, *Airport Development Reference Manual*, 11th Edition, March 2019 (LOS); Airport Cooperative Research Program, *Report 25: Air Passenger Terminal Planning and Design*, Volume 1: Guidebook, 2010 (critical dimensions)

Figure 4-13 Typical Two-Lane SSCP with AIT

It should be noted that as airports grow with increased passenger demand, the distance between the consolidated security checkpoint and any new gates may increase. With the increased focus at US airports on customer service and higher levels of service, the passenger experience is very important to airport operators. If the distance between the consolidated security checkpoint and the passenger's aircraft boarding gate becomes too great, the use of satellite consolidated checkpoints could become essential to maintaining a positive passenger experience. The same can be noted for the location of baggage claims, ticketing check-in and from an airport operations perspective, the location of baggage make-up devices. Even as these trends continue to evolve, all the airport planning principles outlined here would still be employed.

Federal Inspection Services Facility

The existing FIS facility is 35,660 square feet, including one international baggage carousel. The Primary immigration and international baggage claim are sized to accommodate 400 peak hour international arriving passengers. However, the overall facility area exceeds Custom and Border Protection program requirements for a 400 passenger per hour facility.

The DDFS indicate a maximum of one peak-hour international flight throughout the planning horizon with a 283 seat A330-300 flight carrying approximately 255 peak hour international arriving passengers. The FIS facility is adequately sized to accommodate peak hour passengers through PAL 4.

Table 4-20 presents the recommended security checkpoint requirements and FIS for the future PALs.

Table 4-20 Security Screening Checkpoint

	Existing[a]	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
Standard Lanes[a] (#)	11	7	8	9	11	11	-
PreCheck Lanes[a] (#)	5	3	4	5	5	6	(1)
Total Lanes[a] (#)	16	10	12	14	16	17	(1)
Queue Area[b] (SF)	14,800	6,000	7,200	8,400	9,600	10,200	4,600
Total SSCP[c] (SF)	47,500	28,500	34,200	39,900	45,600	48,450	(950)
Office/Admin Support (SF)	15,350	15,350	17,835	19,850	23,480	25,900	(10,550)
FIS[d]	35,660	21,150	21,150	21,150	21,150	21,150	14,510

SOURCE: Atkins, 2022

NOTES:

a Existing SSCP lane count based on 2019 Terminal Expansion Consolidated Checkpoint Project with 16 lanes and expansion capability to 18 lanes.
b Existing queue area based on 2019 Terminal Expansion Consolidated Checkpoint Project.
c Existing total SSCP area based on 2019 Terminal Expansion Consolidated Checkpoint Project.
d Includes international baggage claim hall.

Concessions

Concessions are a critical component of any airport terminal as they provide revenue and necessary services to the travelling public. In terms of sales potential at U.S. domestic airports, airside locations are the strongest, followed by pre-departures landside locations, and finally, arrivals locations.

The RSW Terminal was planned and designed pre-9/11. At that time, the flow of passengers from a secure to non-secure side of the facility was less restrictive. There was no boarding-pass check or requirement that only ticketed passengers could go through security to the airside. As a result, most concession offerings in the original design were located landside as passengers and meeter/greeters could quickly flow between landside and airside with little difficulty. After 9/11, only passengers were permitted through security screening checkpoints, which eliminated the unobstructed flow between landside and airside. Psychologically, the addition of TSA Security Checkpoints created what is known as a 'pain point' introducing an unknown delay on the passenger's journey through an airport. Passengers typically want to transition through all pain points as quickly as possible and remain within easy access to their departure gate. Consequently, concession operators located pre-security on the landside experienced a significant decrease in revenue while demand for concessions post security surged.

Concessions are an important component for an airports' fiscal health and a passenger's satisfaction with the airport experience. As a result, airports across the US have trended toward consolidated security checkpoints and placing most concession offerings on the post-checkpoint (secure) airside of the airport where passengers can once again easily flow from concessions to the gates with no concern of a security delay in between. At airports which have made this shift, there has been a significant and notable increase in concession revenue. RSW's planned consolidation of the security checkpoints and significant increase in post security concessions will not only greatly improve concession revenue but contribute to a higher level of customer satisfaction and level of service. Post security concessions have also brought about further advantages in level of service at airports in that they tend to spread passengers waiting to board aircraft out inside the terminal and concourses eliminating overcrowding of hold rooms and crowding of circulation routes.

Since the move to place most concessions post security, airports have developed even more advanced concepts in concession layouts. The recent trend is moving concessions to the center of the main circulation path in a concourse as well as dispersing them more throughout the concourses. This has allowed passengers to enjoy concession offerings for longer dwell times closer to their gates. When a passenger can enjoy a concession venue with their 'eyes and ears' in the line of sight of their hold room, hold room crowding is reduced and secondary and tertiary spending at concessions by passengers is increased. In airports that have employed these more advanced planning opportunities, there has been a significant increase in concessions revenue and a higher level of service, thus increased passenger satisfaction.

The concessions analysis includes the space required to accommodate the three concession types: food and beverage concessions, retail, and specialty retail. These three concessions space areas and concession storage comprise the commercial requirements. Commercial space requirements are typically generated by assuming an area per million annual enplaned passengers (MAEP). The analysis assumes that arriving passengers do not patronize food and beverage concessions upon arrival. Concession requirements were delineated by concession type and pre- and post-secure area location. Unit requirements for each concession type are based on the 2019 RSW Concessions Master Plan assumptions. Table 4-21 shows the breakdown of requirement factors by type and location.

Table 4-21 Concessions Operating Assumptions

	Unit	Airside	Landside
Food and Beverage	SF/MAEP	7.90	0.50
Retail	SF/MAEP	1.60	0.10
Specialty Retail	SF/MAEP	1.00	0.10
Total	**SF/MAEP**	**10.60**	**0.70**

SOURCE: Atkins, 2022

Concession area requirements are based on the activity level that can support them. An assumption of 11.2 square feet per 1,000 MAEP is used to identify the total concession requirements. The results of this methodology are detailed in Table 4-22.

Table 4-22 Concessions Requirement

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Landside (sf)	**3,000**	**2,700**	**3,000**	**3,400**	**3,800**	**4,300**	**(1,300)**
Food and Beverage (sf)	—	2,700	3,000	3,400	3,800	4,300	—
Airside (sf)	**63,424**	**56,700**	**65,057**	**73,301**	**82,795**	**91,100**	**(27,676)**
Food and Beverage (sf)	—	42,525	48,793	54,976	62,096	68,325	
Retail (sf)	—	11,340	13,011	14,660	16,559	18,220	
Specialty Retail (sf)	—	2,835	3,253	3,665	4,140	4,555	
Total Concessions (sf)	**66,424**	**59,400**	**68,057**	**76,701**	**86,595**	**95,400**	**(28,976)**
Storage and Support (sf)	**16,606**	**12,700**	**17,014**	**19,175**	**21,649**	**24,182**	**(7,576)**

SOURCE: Atkins, 2022

Terminal Services

Terminal services include public restrooms, offices, meeter/greeter areas, rental car counters, and areas for public information and storage of carts and wheelchairs.

Restrooms

The restroom requirements include restrooms for both the airside and landside portion of the terminal. The area provided for restrooms is calculated based on the guidelines described in ACRP Report 226, Planning and Design of Airport Terminal Restrooms and Ancillary Spaces. The airside restrooms requirements are based on the quantity of narrow-body and widebody gates. Support, mothers' nursing rooms, companion/gender-neutral rooms, and family rooms are included, and are usually adjacent to each restroom module. Restrooms should be sized to avoid excessive queuing for use. The landside restroom requirements are based on passenger demand, both inbound and outbound. These assumptions for airside and landside include:

- Airside
  - 90% load factor
  - 50% passenger utilization rate
  - 20% peak 20-minute demand
  - 3:4 male/female fixture ratio
  - 95 square feet per fixture to account for ambulatory stalls, Americans with Disabilities Acts stalls, maintenance plumbing chases, etc.
  - 1 lactation room per concourse with an area of 100 square feet
  - 1 janitorial closet per restroom with an area of 100 square feet
- Landside
  - 1.1 visitors per each peak-hour deplaning passenger
  - 1.1 visitors per each peak-hour enplaning passenger
  - 1 male fixture per 70 peak hour deplaning passengers for first 400 passengers, and 1 male fixture per 200 peak hour deplaning passengers in excess of 400 passengers
  - 1.5 female fixtures per male fixture
  - 95 square feet per fixture to account for ambulatory stalls, Americans with Disabilities Acts stalls, maintenance plumbing chases, etc.
  - 1 lactation in the landside area with an area of 100 square feet
  - 1 janitorial closet in the landside area with an area of 100 square feet

Table 4-23 provides the recommended requirements for airside and landside restrooms based on these assumptions.

Table 4-23 Restroom Requirements						
Fixture	**Existing**	**PAL 1**	**PAL 2**	**PAL 3**	**PAL 4**	**PAL 4 Surplus/(Deficiency)**
AIRSIDE						
Male Fixtures	116	52	57	66	72	44
Female Fixtures	92	70	75	87	95	(3)
Family Fixtures	12	11	14	14	14	(2)
Total Fixtures	**220**	**133**	**146**	**167**	**181**	**39**
Total Area SF	**14,585**	**13,735**	**14,970**	**17,195**	**18,525**	**3,705**
LANDSIDE						
Male Fixtures	46	25	27	32	34	12
Female Fixtures	41	34	37	43	46	(5)
Family Fixtures	5	5	7	7	7	(2)
Total Fixtures	**92**	**64**	**71**	**82**	**87**	**5**
Total Area SF	**8,420**	**12,360**	**13,690**	**15,780**	**16,730**	**950**

SOURCE: Atkins, 2021

Meeter/Greeter Area

The meeter/greeter area requirements are based on arriving passengers and assumes 15% of arriving passengers have a meeter/greeter occupying 25 square feet per occupant in the waiting area in the two central atriums near to the airside passenger exit for domestic arrivals, and near the FIS exit for international arrivals. The results of this methodology are shown in **Table 4-24** and **Table 4-25**.

Table 4-24 Domestic Meet and Greet Area Requirements							
	Existing	**Baseline**	**PAL 1**	**PAL 2**	**PAL 3**	**PAL 4**	**PAL 4 Surplus/(Deficiency)**
Peak Hour Domestic Arrivals	2,610	2,610	3,046	3,442	3,818	4,596	
Meeters/ Greeters	392	392	457	516	588	690	
SF Required	12,400	9,800	14,720	16,100	18,860	20,700	(8,300)

Table 4-25 International Meet and Greet Area Requirements							
	Existing	**Baseline**	**PAL 1**	**PAL 2**	**PAL 3**	**PAL 4**	**PAL 4 Surplus/(Deficiency)**
Peak Hour International Arrivals	255	255	255	255	255	255	
Meeters/ Greeters	38	38	38	38	38	38	
SF Required	4,450	1,170	1,170	1,170	1,170	1,170	3,280

SOURCE: Atkins, 2022

Airport Offices and Support Space

The office space includes space for the Airport operations and administration as well as tenant offices, such as TSA administrative offices and the LCPA Police Department. Airport offices include supporting space, such as non-public restrooms, locker and dressing rooms, maintenance rooms as well as storage space. Current office and support space accounts for about 12.7% of occupiable terminal areas, or 17 square feet per 1,000 annual enplaned passengers. Based on discussions with the Airport staff, the current office space is inadequate. Office space requirements are determined by a factor of 18 square feet per 1,000 annual enplanements, which allows for growth as the passenger demand increases over time. Table 4-26 shows the requirements for airport office and support space throughout the planning period.

Table 4-26 Office and Support Space Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Airport Admin	90,125	91,800	102,000	113,900	129,200	144,500	(54,375)
Ops	6,000	6,000	7,110	7,776	9,108	9,996	(3,996)
Maintenance	7,555	7,555	8,955	9,795	11,475	12,595	(5,040)
APD	13,551	13,551	16,051	17,551	20,551	22,551	(9,000)
AirCom	1,860	1,860	2,220	2,420	2,840	3,120	(1,260)
ID Office	1,941	1,941	2,301	2,571	2,949	3,237	(1,296)
Terminal Services Total (sf)	**121,032**	**128,285**	**133,427**	**140,903**	**155,708**	**165,624**	**(44,592)**

SOURCE: Atkins, 2022

Airport Amenities Space

Airport amenities include services that provide attractions and services for passengers. These may include companion waiting areas, children's play areas, sensory rooms, art exhibition spaces, or meditation/worship areas, Service Animal Relief Areas, and information desks. The selection of such attractions is at the Airport's discretion; the spatial requirements do not indicate whether any of these attractions is preferable. The total area required for airport amenities was assumed to be 2% of the total space accessible by the public, based on guidelines in ACRP Report 25: Airport Passenger Terminal Planning and Design, Volume 1.

Service Animal Relief Areas (SARAs) are also FAA mandated essential facilities. SARAs are designed for service animals, primarily service canines. An area of 15 feet by 15 feet, or 225 square feet, is suggested for each SARA. SARAs should have an accessible, artificial turf area with an automatic flushing system and floor drain below. A sink node should be provided with a mop sink, and a fold-down seat to rinse soiled paws is recommended. Table 4-27 provides a summary of the terminal requirements for each PAL.

Table 4-27 Airport Amenities Space Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Amenities (sf)	3,680	5,760	6,600	7,370	8,440	9,310	(5,630)
SARA (sf)	—	225	225	225	225	225	(225)

SOURCE: Atkins, 2022

Circulation Space

Circulation includes area in the terminal that is provided to allow for the safe, comfortable, and efficient movement of passengers, staff, or vehicles. Area requirements were calculated for general circulation (public and non-public), a secure bus platform, and tug drive circulation.

Circulation interconnects the different terminal functions via pedestrian access, allowing passengers and non-passengers to move about the terminal. Minimum dimensions for main circulation corridors should conform to local building codes. Public circulation requirements are based on the total space accessible by all passengers, well-wishers, and meeter/greeters. The operating requirements for public space is 30% of all publicly accessible space.

Non-public circulation requirements are based on the total space only accessible by employees, crew, and airport support staff. The operating requirements for public space is 20% of all non-publicly accessible space. Table 4-28 provides the requirements for public and non-public circulation.

Table 4-28 Circulation Space Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Public Circulation (sf)	204,100	83,680	95,320	106,480	121,240	134,170	69,930
Non-Public Circulation (sf)	24,310	28,271	36,070	40,830	45,920	51,120	(26,810)

SOURCE: Atkins, 2022

Summary of Terminal Building Requirements

Table 4-29 provides a summary of the terminal requirements for each PAL. The table includes area for mechanical elements of the building and circulation areas. These are based on the total building size. A factor of 15% was used to calculate the mechanical requirements and 20% was used to calculate the circulation area requirements.

Table 4-29 Terminal Requirements Summary

	Existing**	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Number of Gates (#)	27	N/A	32	35	41	45	(18)
Ticketing/Check-In (BAP and ATO) (sf)	35,960	43,955	39,840	43,575	47,310	51,875	(15,915)
Airline Lounge (sf)	10,000	10,000	10,000	10,000	10,000	10,000	0
Common Use Lounge (sf)	0	4,025	4,370	4,671	5,016	5,369	(5,369)
TSA Passenger Screening (sf)	47,500	28,500	34,200	39,900	45,600	48,450	(950)
FIS*	35,660	21,150	21,150	21,150	21,150	21,150	14,510
Hold Rooms (sf)	70,800	86,400	89,100	99,000	118800	132,000	(61,200)
Concessions	66,424	59,400	68,057	76,701	86,595	95,400	(28,776)
Outbound Baggage Facilities	60,100	51,840	51,840	57,600	67,200	71,040	(10,940)
Inbound Baggage Facilities	62,820	42,960	48,330	58,830	64,440	75,180	(12,360)
Terminal Services	121,032	128,285	133,427	140,903	155,708	165,624	(44,592)
Circulation	228,410	112,131	131,390	147,310	167,160	167,160	(61,250)

SOURCE: Atkins, 2022

* Includes international baggage claim hall.

As shown in Table 4-29, the existing terminal building will not be adequate to accommodate the future PAL 4 demand. The development alternatives will evaluate opportunities to expand the terminal to meet the recommended space requirements. In addition, some of the functional spaces in the terminal exceed the requirements and may be reused for other functional needs.

4.6 Support Facilities Demand/Capacity and Requirements

General Aviation and Fixed Base Operator Facility

The existing general aviation (GA) area at Southwest Florida International Airport is located north of Runway 6-24 and is approximately 34 acres. This area accommodates one FBO and includes a terminal building, aircraft parking apron, ground support activities, and vehicular parking. Between fiscal years (FYs) 2017 and 2021, RSW averaged approximately 9,000 annual GA operations[1]. According to the FAA Airport Master Record, as of December 2021, RSW was home to three based aircraft.

One of the components of this Master Plan Update (MPU) is to evaluate the developable space north of Runway 6-24 and create a future land-use plan that identifies areas suitable for a variety of demand-driven development, such as GA. In addition to developable space, RSW has several facilities, navigational aids (NAVAIDs), and physical characteristics, such as a runway with a length of 12,000 feet, that could be attractive to future corporate GA tenants.

In order to estimate and quantify areas needed to accommodate future GA activity, it is helpful to understand RSW's proximity to nearby airports and their physical and operational characteristics. **Table 4-30** provides a summary of airports within 40 NM of RSW, as well as their service level, runway length, NAVAIDs, and other key comparators. The location of the surrounding airports is illustrated on **Figure 4-14**.

There are seven public-use airports with at least one runway longer than 5,000 feet within 40 NM of RSW. Page Field (FMY) and Punta Gorda Airport (PGD), however, are the only two airports with an air traffic control tower (ATCT) and precision instrument approach capabilities. An ATCT and a precision instrument approach are two key items that would be considered by GA operators, corporate tenants, and/or FBOs when evaluating the merits of an airport for the development of a new hangar or facility. FMY, which is also owned and operated by the Lee County Port Authority (LCPA) is a designated reliever to RSW. FMY is approximately 588 acres and is constrained by nearby commercial development and residential development, as well as major roadways. As of December 2021, FMY has over 200 based aircraft and limited opportunities to construct additional GA facilities, including hangars and FBO facilities.

According to the 2035 Florida Aviation System Plan, based aircraft in the southwest region are projected to increase at an annual growth rate of 1.56% through 2035. This growth rate exceeds the projected statewide annual growth rate of 1.49% over this same time. Applying the average annual growth rate to FMY, based aircraft are projected to increase to 252 aircraft by 2035. Given FMY's existing constraints, a portion of that demand is likely to be accommodated at RSW if suitable facilities are available. There are limited GA airports/facilities in the region and RSW, with a 12,000-foot runway, offers prime facilities and developable space for the accommodation of additional GA activity. Therefore, for planning purposes, an additional 35 acres of property, north of Runway 6-24 will be reserved to meet future GA demand throughout the planning horizon.

[1] Federal Aviation Administration, *2021 Terminal Area Forecast*, https://taf.faa.gov/ (accessed December 16, 2021).

Table 4-30 Nearby Airport Physical and Operational Characteristics (2021)

	Southwest Florida International (RSW)	Page Field Airport (FMY)	Punta Gorda Airport (PGD)	Immokalee Regional Airport (IMM)	La Belle Municipal Airport (X14)	Naples Municipal Airport (APF)	Marco Island Executive (MKY)	Airglades Airport (2IS)
Distance to/from RSW		6.5 NM	26.2 NM	20.0 NM	21.4 NM	23.0 NM	32.8 NM	39.6 NM
Service Level	Primary	Reliever	Primary	General Aviation	General Aviation	General Aviation	General Aviation	General Aviation
Total Airport Acreage	6,431	588	1,934	1,330	160	732	140	2,560
Number of Paved Runways	1	2	3	2	1	2	1	1
Runway Length (feet)	12,000	6,406	7,193	5,000	5,254	6,600	5,000	5,902
		4,910	6,286	4,550		5,001		
			2,636					
Air Traffic Control Tower on Site	Yes	Yes	Yes	No	No	Yes	No	No
Approach Type	Precision	Precision	Precision	Non-Precision	Non-Precision	Non-Precision	Non-Precision	Non-Precision
Based Aircraft in 2021	3	203	384	56	71	368	33	33
Single Engine	0	152	312	46	59	215	29	27
Multi Engine	0	34	43	6	11	40	1	4
Business Jet	2	14	20	3	0	93	1	0
Helicopters	1	3	9	1	1	20	2	2
Total Operations	71,693	114,863	79,405	37,850	22,000	112,262	58,430	11,527

SOURCE: Federal Aviation Administration, AIRPORTIQ 5010, accessed December 1, 2021, https://www.airportiq5010.com/5010Web/

NOTE: This table includes public-use airports within 40 NM of RSW with at least one 5,000-foot paved runway.

To estimate land area requirements to accommodate future GA tenants and operators, a review of GA/FBO facilities at six commercial airports in the U.S. was conducted. The analysis focused on airports that experience or will experience enplaned passengers with activity levels of 8.5 million or more (consistent with RSW 2041 projected enplanement levels). Figure 4-15 provides a summary of the airports that were benchmarked, and their activity levels expressed in Million Enplaned Passengers (MEP), annual general aviation operations, and based aircraft. Figure 4-15 also includes CY 2018 population data associated with the Metropolitan Statistical Area (MSA) surrounding each airport.

The benchmarking analysis indicates that the GA/FBO areas at these airports range between 32 and 79 acres. For planning purposes, 50 acres north of Runway 6-24 should be reserved to meet future GA demand throughout the planning horizon, consistent with the six benchmarked airports average GA/FBO area. The analysis also indicates that the size of the hangars at these airports varies between 12,000 to 64,000 square feet.

SOURCE: FAA AIRPORTIQ 5010, December 2021

Figure 4-14 Surrounding Airports

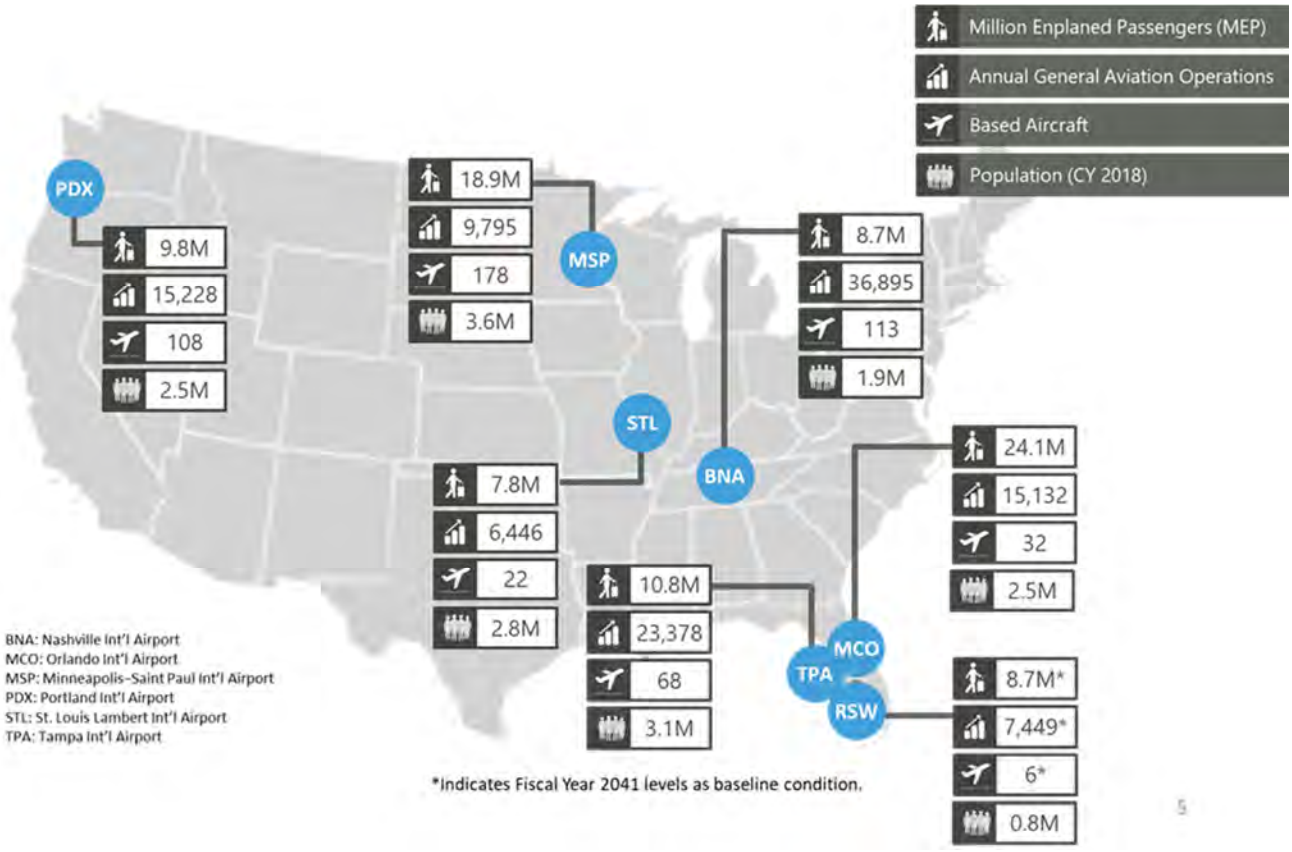


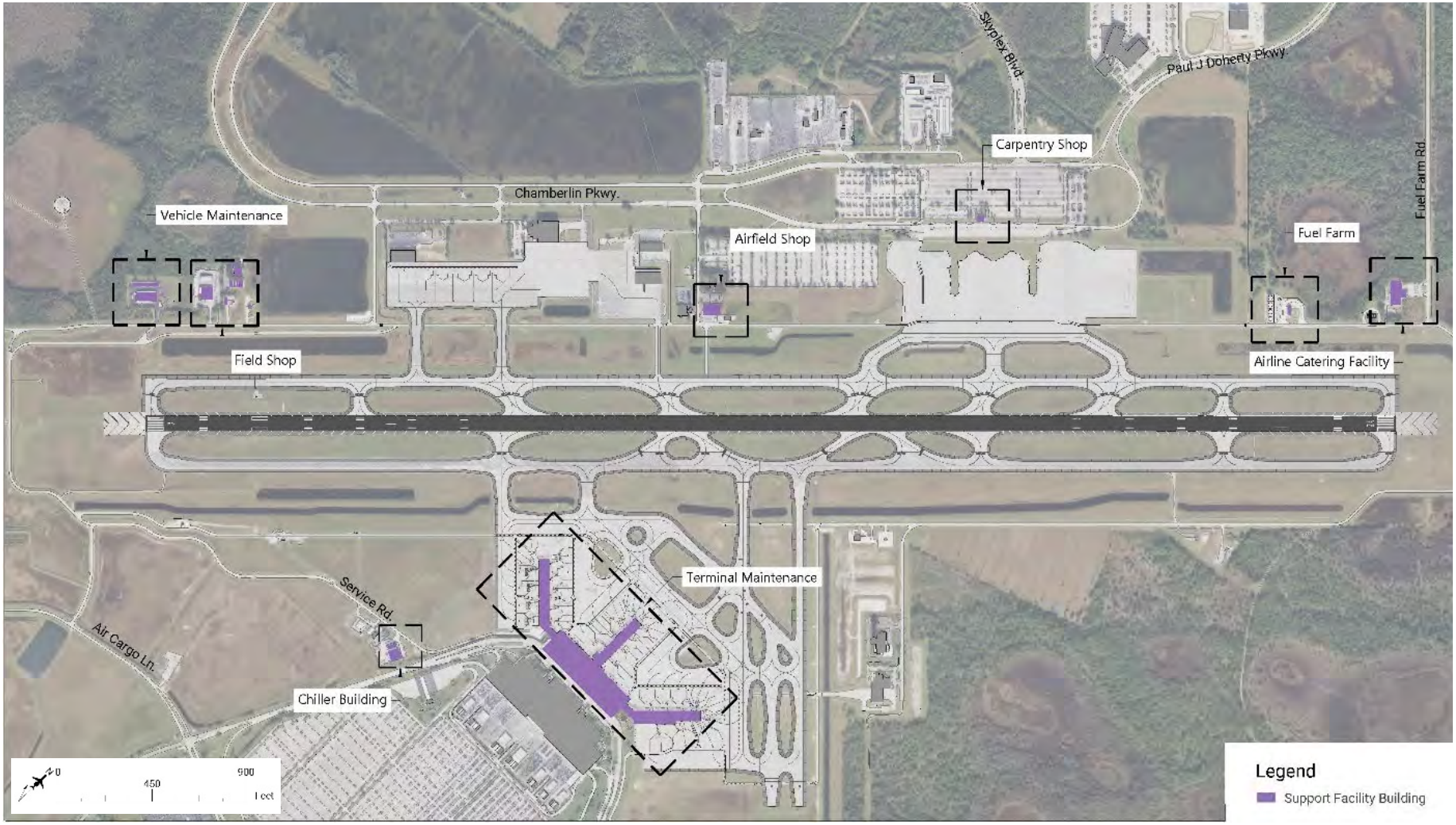
Figure 4-15 Benchmarked Airports

Airline Catering Facility

The reduction in food service beyond snacks and beverages on most domestic flights has resulted in less demand for catering/flight kitchen facilities at airports. The catering facility operated by LSG/Sky Chefs is considered adequate through the planning horizon and no additional space requirements were identified as part of this Master Plan Update.

Aircraft Maintenance, Repair, and Overhaul Facility

To estimate land area requirements to accommodate future aircraft maintenance tenants and operators, a review of MRO facilities at six commercial airports in the U.S. was conducted. These airports are the same as the ones that were benchmarked for the GA/FBO facilities and are noted in **Figure 4-16**. The benchmarking analysis indicates that the MRO areas at these airports range between 31 and 53 acres. For planning purposes, 40 acres north of Runway 6-24 should be reserved to meet future MRO demand throughout the planning horizon, consistent with the six benchmarked airports average MRO area. The analysis also indicates that the aircraft maintenance hangars at these airports vary in size from 24,000 to 110,000 square feet.



SOURCE: Martinez Geospatial Inc., Base Mapping and Aerial Photography, April 2021; Ricondo & Associates, June 2022

Figure 4-16 Maintenance Facilities

The new commercial service MRO facility that is planned for development on the eastern portion of the north ramp area encompasses approximately 40 acres. The proposed facility would be equipped with the necessary infrastructure to provide services such as heavy aircraft maintenance, airframe modifications, avionics repairs, testing, and painting. The 340,000-square-foot proposed facility would include the following:

- 175,000-square-foot heavy maintenance MRO aircraft hangar
- 72,000-square-foot paint booth hangar
- 27,000-square-foot materials receiving and storage space
- Three-story 66,000-square-foot main operation building (22,000 square feet per floor)

The facility and associated apron is proposed to accommodate up to 11 narrowbody aircraft or four to six widebody aircraft at a given time. The paint booth hangar is planned to accommodate up to one widebody aircraft at a time. The proposed facility is anticipated to meet the long-term demand for MRO services. No additional facilities are recommended throughout the planning period.

Fuel Storage Facilities

As noted in the Inventory Chapter, there are three fuel storage facilities at the Airport. The commercial service and GA fuel storage facilities are located east of the north ramp area and north of the Runway 24 end. The GSE fuel storage facility is located south of the Runway 6 end.

Commercial Aviation Fuel Storage Facility

With a forecasted strong increase in commercial flight activity through the planning horizon, the need for additional fuel farm facilities was analyzed to determine the need (if any) for expansion.

Every fuel farm requires a minimum number of days of storage capacity each location strives to have and maintain. Most often this is driven by a number of variables which are site specific. Examples of these variables can include the method of fuel delivery, how reliable the fuel supply chain is, weather conditions, historical data, etc.

For RSW's peak month, the usage by day was reviewed to determine the peak average use observed in that month over several days. That usage was then spread over the number of current gates to find the average usage at each gate. This gate usage average combined with the projected aircraft mix is applied to the highest potential number of new gates (19), in order to best project what the future fuel usage may look like.

Other factors that went into the projections include operational limitations of the tanks such as safe fill levels, tank bottoms, out of service inspections that are required, current peak demand (how much fuel the ramp requires at one time), maximum fuel offloading capability, lag time when placing fuel orders vs when they arrive, and more.

Based on the assumptions and calculations in **Table 4-31**, it is recommended to build a total of three 25,000 Barrel of crude oil (BBL) tanks (1,050 gallons per tank) based on the schedule in **Table 4-32**.

Table 4-31 Fuel Farm Requirements Assumptions		
Facility Name	**Requirement**	**Units**
Peak Monthly Usage	11,760,000	gallons (per Historical Data)
Calculated Daily Usage	379,355	gallons (per Historical Data)
Peak Daily Usage	450,000	gallons (per Historical Data)
Peak Daily Usage per Gate	10,714	gallons (Estimated Average)
Peak Daily Usage plus (19) Gates (2027)	653,571	gallons
Total Recommended Usable Storage (2027)	—	gallons
Peak Daily Usage plus (19) Gates (2042)	857,143	gallons
Total Recommended Usable Storage (2042)	—	gallons

SOURCE: FSM Group Analysis,2022

Table 4-32 Fuel Farm Concept			
Tank	**Nominal (BBL)**	**Usable (gal.)**	**Percentage (%) Usable)**
Tank 1 (existing)	10000	355,110	85%
Tank 2 (existing)	10000	354,522	84%
Tank 3 (existing)	10000	355,236	85%
Tank 4 (existing)	10000	356,790	85%
Tank 5 (2027)	25000	881,143	84%
Tank 6 (2027)	25000	881,143	84%
Tank 7 (2042)	25000	881,143	84%
Recommended Volumes		**Usable (gal.)**	**Percentage (%) of Forecasted Use**
2027 Usable Volume		2,565,818	98%
2042 Usable Volume		3,446,961	101%

SOURCE: FSM Group Analysis, 2022

General Aviation Fuel Storage Facility

In addition to the existing GA fuel farm with storage for 60,000 gallons of Jet A fuel and 12,000 gallons of aviation gas (AvGas), an area should be preserved for a secondary fuel farm to be located close to the existing and future general aviation facilities to reduce the number of fuel truck operations. The reduction in fuel truck movements on the airfield would increase safety, reduce air emissions, and reduce environmental risks, including surface fuel spills.

Air Cargo Facilities

As noted in Existing Conditions Chapter, the air cargo facilities at the Airport include two primary buildings. The main cargo building consists of approximately 24,000 square feet of floor space and is occupied by Federal Express (FedEx) and United Postal Service (UPS). The airline freight forwarding facility, which encompasses 13,600 square feet, is used primarily for the airlines' belly-haul cargo processing. These buildings will continue to serve the short and midterm demand for air cargo. As such, future development plans for the north ramp area should assume these buildings will remain in place in the future.

To estimate land area requirements to accommodate future air cargo tenants and operators, a review of cargo facilities at six commercial airports in the U.S. was conducted. These airports are the same as the ones that were benchmarked for the GA/FBO facilities. The benchmarking analysis indicates that the cargo areas at these airports range between 37 and 116 acres. On average, the cargo areas at these airports encompass 70 acres. Therefore, for planning purposes, approximately 70 acres north of Runway 6-24 should be reserved to meet future cargo demand throughout the planning horizon.

Future cargo facilities are likely to include:

- Cargo buildings
- Truck loading docks and apron
- Truck staging/storage area
- Automobile parking
- Aircraft apron
- Ground support equipment (GSE) storage areas

Electronic Commerce Logistics Facilities

The anticipated growth of electronic commerce (e-commerce), driven by increasing concentration of population in urban areas and technological advancements to enable globalized commerce, presents significant opportunities for airport owners to contribute to regional economic development. The U.S. is the second largest online market in the world (following China)[2] and many U.S. retailers are investing in e-commerce. According to the US Department of Commerce Retail Indicator Division, e-commerce represented 14.3% of all retail sales in the first quarter of 2022 (compared to 5.2% in the first quarter of 2012).

To estimate land area requirements to accommodate future e-commerce tenants and operators for their logistics facilities, a review of existing e-commerce logistics facilities at Lakeland Linder International Airport (LAL) and Chicago Rockford International Airport (RFD) was conducted. The e-commerce/sort logistics facilities at LAL encompass approximately 40 acres and include a 223,000-square-foot distribution/sort and office building, aircraft parking areas, truck loading docks and apron, GSE support buildings, and parking and operational support areas. A plan to expand Amazon Air's e-commerce hub at LAL was approved in 2021 and will include a 464,600-square-foot expansion of the existing distribution/sort and office building, approximately 69,000 square yards of paved truck court to accommodate 370 additional truck bays, additional automobile parking spaces, and a concrete apron capable of accommodating three additional Boeing 767-300 aircraft parking positions. The e-commerce logistics facilities at RFD encompass approximately 33 acres and include a 200,000-square-foot distribution/sort and office building, aircraft parking areas, truck loading docks and apron, GSE support buildings, and parking and operational support areas. Based the layout of the logistics facilities at both LAL and RFD and for planning purposes, it is recommended that approximately 40 acres be reserved for future e-commerce logistics facilities at RSW.

Airfield Electrical Vault

As documented in the Existing Conditions Chapter, a new airfield electrical vault was constructed in June 2021. The new vault was designed to accommodate the airfield long-term needs including the new runway and no changes to this equipment are anticipated throughout the Master Plan horizon.

2 E-commerce Market Analysis, https://ecommercedb.com/en/markets/us/all, accessed June 20, 2022

Air Traffic Control Tower

As discussed in Section 2, a new ATCT and terminal radar approach control (TRACON) are being constructed between Runway 6-24 and future Runway 6R-24L, north of the aircraft rescue and firefighting (ARFF) facility. The tower is anticipated to become operational in September 2022. The location of the ATCT was sited in accordance with FAA guidance and considered line-of-sight and other criteria necessary to accommodate the future airfield geometry, including the Runway 6R-24L. Given the facility will be in excellent condition, there are no additional ATCT improvements recommended throughout the planning period.

Aircraft Rescue and Firefighting Facility

The existing ARFF station was constructed in 2012 and is approximately 31,000 square feet. The facility is located between Runway 6-24 and future Runway 6R-24L, east of the existing passenger terminal building. This location is consistent with the FAA ARFF siting criteria that include providing immediate access to the airfield, ensuring non-interference with the ATCT's line of sight, adhering to the building restriction line (BRL), and meeting requirements for emergency response time. As detailed in Title 14 CFR Part 139 (Part 139), the first ARFF response vehicle must be able to maneuver to the midpoint of any runway within 3 minutes. The location of the ARFF facility provides optimal access to the existing runway and future parallel runway.

The ARFF facility provides five drive-through apparatus bays capable of housing ten ARFF vehicles. The facility and equipment meet the requirements of Part 139 for Index D operations. Index D represents an aircraft length of 159 feet or greater but less than 200 feet. The index determination is based on the length of the longest air carrier aircraft performing five average daily departures at the Airport. In March 2020, there was an average of four daily departures of aircraft classified as Index D. These aircraft included the Boeing 757-300 and Boeing 767-300. According to a design day flight schedule developed in support of the May 2020 *Passenger and Operations Forecast*, the number of average Index D departures is forecast to increase to 23 by 2040. The increase in departures of Index D aircraft is due to evolving airline business models, such as upgauging and phasing out of older aircraft, as well as an overall increase in operations.

The basic equipment and extinguishing agent requirements of an Index D ARFF facility are three crash response trucks with:

- One vehicle carrying extinguishing agents of either 500 pounds of sodium-based dry chemical, halon 1211, or cleaning agent or 450 pounds of potassium-based dry chemical and water with a commensurate quantity of aqueous film forming foam (AFFF) to total 100 gallons for simultaneous dry chemical and AFFF application
- Two vehicles carrying an amount of water and the commensurate quantity of AFFF so that the total quantity of water for foam production carried by all three vehicles is at least 4,000 gallons.

The ARFF facility at RSW is adequately sized to accommodate to the equipment, agents, and personnel to meet Index D requirements. RSW's Part 139 classification of Index D is expected to remain constant throughout the planning horizon. Aircraft more than 200 feet long are not anticipated to account for the minimum of five daily departures within the MPU 20-year horizon; therefore, according to current regulations, ARFF Index D is adequate.

Secondary Fire Station

Fire and rescue operations currently originate from the ARFF station, which is located between (existing) Runway 6-24 and future Runway 6R-24L, east of the existing passenger terminal building. While this location provides efficient access to airside emergencies, access to terminal facilities and other landside areas on the airport campus including 1 million

square feet of industrial, office, commercial, and hotel development potential in Skyplex is limited by security egress/ingress checkpoints and runway crossings. The constraints of the existing location and the projected growth of vehicle trips on primary and secondary access routes in the Skyplex development area is likely to result in unacceptable emergency response times for service delivery objectives based on the National Fire Protection Association (NFPA) time standards for the deployment of fire suppression, and rescue and emergency medical resources/services.

Specifically, NFPA Standard 1710 titled Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments, 2020 Edition includes the following fire department time objectives:

- Turnout time (The time that begins when units acknowledge notification of the emergency to the beginning point of response time): 80 seconds turnout time for fire and special operations response and 60 seconds turnout time for EMS response
- Fire response time (The time that begins when units are en-route to the emergency incident and ends when units arrive at the scene):
  - 240 seconds (4 minutes) or less for the arrival of the first engine company at a fire suppression incident
  - 360 seconds (6 minutes) or less for the arrival of the second engine company at a fire suppression incident
  - 480 seconds (8 minutes) or less for the deployment of an initial full alarm assignment at a fire suppression incident for facilities other than high-rise
  - 610 seconds (10+ minutes) or less for the deployment of an initial full alarm assignment at a fire suppression incident for high-rise

First responder or higher emergency medical response time: 240 seconds (4 minutes) or less for the arrival of an advanced life support (ALS) unit at an emergency medical incident, where this service is provided by the fire department provided a first responder with an AED or basic life support (BLS) unit arrived in 240 seconds or less travel time.

The standard states that the fire department shall establish a performance objective of not less than 90% for the achievement of each response time objective.

Preliminary analyses by LCPA fire station staff indicate that response times from the ARFF station to facilities along Daniels Parkway will not meet NFPA standards. Thus, to improve response times on the airport campus and the Skyplex development area, LCPA should protect for the construction of a secondary fire station on the north side of the Airport.

Public Safety Building

The Terminal complex is the facility that experiences by far the most public use of any facility at the Airport. Accordingly, if a security or safety incident were to occur, there is higher probability that it would occur in this facility. Based on discussions with law-enforcement personnel, co-locating police headquarters in the terminal facility presents potential response challenges should a situation emerge requiring law-enforcement personnel. A situation severe enough could render onsite personnel incapable or incapacitated to respond to a situation, similarly police resources could be unavailable if police headquarters are impacted by an incident. Locating the bulk of law-enforcement resources nearby, while retaining a smaller terminal police office allows the police to have a hardened and timely response to most security or safety scenarios.

In addition, with continuing rapid passenger growth at RSW, the already limited terminal space commands a high premium. Coupled with increased security requirements and police staffing to match passenger growth, the need for more Lee County Port Authority Police Department (APD) space competes with the need for more terminal space to accommodate the growing passenger demand.

In order to leverage terminal resources to the best and highest use for airline and airport operations; and to allow for the APD to continue to grow, a new Public Safety Building hosting the APD, a multi-use Airport Emergency Operations Center, and redundancy locations for limited Airport Badging and Communications functions is planned independent of the terminal.

LCPA Police training gun ranges

The LCPA has an indoor (enclosed but open roof) and outdoor gun range. These gun ranges are a benefit to APD training as they do not have to book time and travel to other shared facilities. These facilities are recommended to be maintained in their current locations with periodic upgrades.

Lee County Port Authority Airport Maintenance Department Facility

The existing airport maintenance facilities supporting RSW are spread throughout the Airport campus, with facilities located north and south of Runway 6-24, as well as within the Terminal Building. Figure 4-16 illustrates the location of the maintenance facilities. The primary use associated with each facility, the year constructed, and the approximate size is listed in Table 4-33.

Table 4-33 Maintenance Facilities

Facility Name	Year Constructed/ Renovated	Approximate Size of Facility[a]	Primary Use
Vehicle Maintenance Facility	1998/2020	30,100 sf	Vehicle Maintenance, Administrative Space, Sign Shop, Welding and Fabrication Shop, and Storage
Airfield Shop	1981	13,100 sf	Airfield Equipment Storage, Photometric Testing Lab, Exercise Facilities, and Auditorium
Field Shop	1981	16,800 sf	Warehouse Space, Large Equipment Storage, Fuel Facilities, and Chemical Storage
Carpentry Shop	1981	3,400 sf	Carpentry Related Functions and Storage Space
Chiller Building	2005	10,359 sf	Powder Coating Operations, Parts Cleaning and Preparation, and Bulk Storage
Terminal Building	2005	9,632 sf	Locksmith Shop, Carpentry Shop, Paint Storage, Terminal Maintenance Storage, Administrative Office Space, Locker Rooms, Breakrooms

SOURCES: Lee County Port Authority, December 2021; Ricondo & Associates, Inc., December 2021
[a] Approximate facility size includes covered storage for vehicles, equipment, and materials.

As of December 2021, the Maintenance Department has 105 approved positions. From a historical staffing perspective, the number of employees in the Maintenance Department has doubled since moving to the Midfield Terminal Complex in 2005 and is projected to grow by approximately 10 staff by PAL 1, 2026.

The size of the maintenance facility space within the Terminal Building has decreased since 2005 to accommodate the needs of airlines, concessionaires, and other tenants. According to Airport staff, there is an immediate need for additional

breakroom, locker room, storage, and administrative office space in the terminal. The Airport has a short-term plan to utilize additional space within the Terminal Building at the ends of Concourses B and D.

To accommodate maintenance needs in the mid-and long-term planning horizons, as well as future staffing projections, additional space is needed for a variety of maintenance functions. Due to the age and condition of the existing facilities, particularly the Airfield Shop, Field Shop, and Carpentry Shop, opportunities for the expansion of these facilities are limited.

Representatives from the Maintenance Department have indicated a preference to develop a consolidated maintenance facility to accommodate the majority of the maintenance staff and functions of the department. In addition to increasing the overall efficiency of the department, the construction of a consolidated maintenance facility would allow several existing functions and staff currently located within the terminal building to be relocated. The maintenance facilities within the terminal building would be limited to staff, equipment, and functions specifically related to the terminal core.

The proposed consolidated maintenance facility would include the following:

- Administrative office space and conference/training rooms
- Kitchen, breakrooms, locker rooms, showers, and exercise facilities
- Warehouse, paint and chemical storage, equipment storage, bulk storage
- Tool room, sign shop, lock shop, systems shop, system testing lab, carpentry shop, powder coat shop, photometric testing lab
- Employee parking
- Electric charging stations for airport maintenance, employee, and visitor vehicles

Maintenance personnel have also indicated the need for two additional fuel storage tanks (one 6,000-gallon unleaded gasoline tank, one 1,000-gallon ethanol-free gasoline tank) to support the small equipment, mowers, and carts used throughout the campus.

The existing maintenance facilities, including employee parking, currently occupy approximately 5.8 acres. The estimated future space requirements for all maintenance functions at RSW, including a consolidated maintenance facility, are approximately 6.6 acres.

Remote Loading Dock

Currently the Terminal building receives commercial goods through a loading dock accessible to unsecured delivery vehicles. The location of the loading dock within the Terminal presents a security issue as it allows a large-size commercial vehicle to approach and dock within the Terminal with no safety area in between the building and the vehicle. A new facility is being designed and will be located away from the Terminal area to allow for commercial deliveries to occur without contact with the Terminal. Goods will be off-loaded at the new facility, inspected for safety and then transferred to secure airside vehicles that will deliver the goods to the Terminal via the secure airside. This will allow for the removal of the landside loading dock and improve the hardening of the Terminal. This facility will be sized to match the current and future needs of the Terminal facility. A similar facility was built at San Diego International Airport with the addition of belly cargo facilities for airlines. **Table 4-34** shows the remote loading dock requirements over the planning horizon.

Table 4-34 Remote Loading Dock Space Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/ (Deficiency)
SF	15,185	13,010	14,887	16,771	18,934	21,149	(5,964)

SOURCE: Atkins, 2022

4.7 Landside: Roadways, Curbside, Parking, and Rental Cars

The following section summarizes the forecasted demand and capacity for the internal RSW roadway network and commercial areas that serve the Airport, such as on-airport access roads, parking, and curbsides. Data from previously completed forecasts of RSW aviation activity were reviewed as part of this Master Plan Update. The May 2020 *Passenger and Operations Forecast Study* by C&S Companies and TransSolutions was compared against activity growth projections used in previous studies, which showed that previous projections are still valid with the 2020 forecast update. Findings from the previous studies were referenced to determine the extent to which each facility type (roadways, curbsides, parking, etc.) is expected to meet the projected demand. If future non-aeronautical development is expected in any of the internal RSW and commercial areas that serve the airport, then a future traffic impact study would be necessary to determine the level of service of the roadways affected by the developments.

Landside Roadways

Based on available past studies there are no requirements identified to address capacity deficiencies through the planning horizon. The following subsections summarize the findings from these studies.

Chamberlin Parkway and Paul J. Doherty Parkway (North Access)

The development of non-aviation uses on airport property is subject to local government review of traffic impacts. The trip generation associated with roughly 1 million square feet of industrial, office, commercial and hotel development potential in Skyplex (non-aviation support lands north of Runway 6-24) and in the midfield area along Terminal Access Road have been preliminarily assessed. Through the Lee County review process, approval has been issued and the landside roadways are expected to have capacity to accommodate an anticipated 1,741 new PM peak hour trips in Skyplex area and 392 new PM peak hour trips in the midfield area, subject to final review on a site-by-site basis at time of development. If future additional non-aviation development is proposed, then a future traffic impact study would be necessary to assess impact to the levels of service of the roadways affected by the developments.

The 2017 Chamberlin Parkway Alignment Study (Appendix M) developed by Johnson Engineering, Inc. summarized the existing vehicular demand of Chamberlin Parkway and Paul J. Doherty Parkway based on data collected at three roadway segments in November-December 2016. The traffic counts indicated average daily traffic was 578 vehicles for Chamberlin Parkway and 2,115 vehicles for Paul J. Doherty Parkway.

The Chamberlin Parkway Alignment Study did not quantitatively determine deficiencies in terms of roadway capacity. If updated existing and future LOS is desired, then a new demand/capacity analysis would be required for these roadways. However, the study does outline improvements to be made in terms of safety and other benefits to the overall area in concern. Based on this study, the proposed alignment changes were identified to address safety and operational efficiency for the corridor. A total of three roadway realignments were proposed as part of the study and will be discussed in Chapter 5, Alternatives Development and Evaluation.

The 2019 Daniels Parkway and Paul J. Doherty Parkway Assessment (Appendix N) developed by Kimley-Horn summarized an intersection capacity analysis at four intersections based on data collected during the AM and PM peak periods on Thursday, February 21, 2019.

The four study intersections are identified in Error! Reference source not found.**4-17**. The study determined that Daniels Parkway/CR 876 at Paul J. Doherty Parkway required intersection improvements to accommodate then-current existing traffic conditions. The recommended improvements, from the Option 1 scenario, have since been implemented. No future LOS or queue conditions were determined as part of the study; therefore, additional demand/capacity analysis would be needed to determine future LOS conditions for these roadways and intersections. The LOS results for the study intersections with Option 1 Improvements existing are included in Appendix N.

SOURCE: Kimley-Horn, *Daniels Parkway and Paul J. Doherty Parkway Assessment*, 2019 (Appendix N)

Figure 4-17 Location Map

While no capacity deficiencies were identified for Fuel Farm Road, pavement conditions and geometrics for maneuverability should be assessed and accounted for to support any future expansions to the fuel farm or non-aviation development along this corridor.

Terminal Access Road

The RSW Terminal Access Road Traffic Study developed by Johnson Engineering Inc. in August 2011 summarized the traffic analysis for Terminal Access Road and its intersections. Florida Department of Transportation (FDOT) historical data for Terminal Access Road shows an Annual Average Daily Traffic (AADT) of 27,500 vehicles during the year of 2019, which is approximately 23% lower than the 35,580 vehicles that were projected in the referenced study for 2019. This may indicate that, based on the average annual growth rate obtained from the RSW Passenger and Operations Forecast dated May 2020, conditions for this roadway may take longer to reach the operational level of service deterioration projected by the 2011 study since activity is growing slower than previously projected. As a result, the Terminal Access

Road and its intersections are experiencing conditions that are better than originally anticipated in the 2011 RSW Terminal Access Road Traffic Study from Johnson Engineering, Inc. As of the 2011 study, no recommended or required improvements were identified. Therefore, no geometric/capacity changes appear to be required based on the 2011 study or current conditions.

Terminal Access Road at Treeline Avenue

As a result of the of the I-75 interchange constructed after the August 2011 study was performed, the analysis included in the referenced study is no longer applicable to current conditions. Therefore, it is recommended that a new demand/capacity analysis be performed for the Terminal Access Road and Treeline Avenue intersection.

Terminal Access Road at Air Cargo Lane (Inbound)

No geometric or lane configuration changes appear to be required based on the August 2011 study or current conditions.

Terminal Access Road at Air Cargo Lane (Inbound) Demand/Capacity Validation

When then-proposed development traffic is accounted for, this intersection is projected to experience degradation only for the north-eastbound left turn movement. This movement would exceed the projected demands shown in the 2011 RSW Terminal Access Road Traffic Study prepared by Johnson Engineering. All other movements would remain similar or less than the traffic volumes projected during the 2011 study. For more details, see Appendix O.

Terminal Access Road at Air Cargo Lane (Outbound)

No geometric or lane configuration changes appear to be required based on both the August 2011 study and current conditions.

Terminal Access Road at Air Cargo Lane (Outbound) Demand/Capacity Validation

When then-proposed development traffic is accounted for, this intersection is projected to experience degradation only for the eastbound right turn and westbound through movements. These movements would exceed the projected demands shown in the 2011 RSW Terminal Access Road Traffic Study. All other movements would remain similar or less than the traffic volumes projected during the 2011 study. For more details, please see Appendix O.

Multi Modal Considerations

Any future new roadways or updates to existing roadway configurations should consider a wide variety of travel modes such as walking, bicycling and public transit. The prior RSW master plan update identified an Ultimate Passenger Multi-Modal area along Treeline Avenue. It was uncertain at that time what, if any, multi-modal facility should be planned at the airport, so a place was merely reserved on the Airport Layout Plan for ultimate (beyond 2025) development. RSW itself is a multimodal facility serving to transition people and goods from air to land transportation. Passengers land via aircraft, walk to the front terminal curb, and board a surface vehicle to reach their final destination, whether personal vehicle, hired vehicle or public bus transportation. The entire RSW terminal is a multi-modal facility. This is also the case for the RSW Airline Freight and Air Cargo facilities, transitioning goods from air to land transportation. Sea and rail access is currently limited due to geographic constraints.

The Lee County Port Authority engages in ongoing coordination with the Lee County Metropolitan Planning Organization (MPO) and with the local public transit agency, LeeTran, to identify and address public transportation demands. The terminal is served by a LeeTran bus stop (Route 50 of the Lee Tran connects RSW to Lee County). Pedestrian paths and future potential bus stops are identified on the Airport Operations Planned Development (AOPD) master concept plan to

serve the northern non-aviation development area (Skyplex) along Daniels Parkway. The emerging technology of electric vertical take-off and landing (eVTOL) is considered with potential eVTOL development siting incorporated in the North Area Vision Plan (see Figure 5-11). Even though further multi-modal opportunities may exist in the future for RSW, and the airport should continue to be open to their investigation, this Master Plan Update does not recommend identifying a specific location on the Airport Layout Plan for additional multimodal facilities at this time.

Terminal Curbside Requirements

Methodology

The curbside portion of the terminal roadways, where the primary pickup and drop-off functions are accommodated, is often a constraining component of a terminal access road system. For this analysis, the curbside roadways are divided into separate facilities according to:

- Whether users are predominantly dropping off, picking up, or a mix of both operations.
- Whether users are private vehicles, commercial vehicles, airport shuttles, or a mix of multiple user types.

To accommodate these operations and mix of vehicles, RSW has three curbside locations: the upper level (departures), the lower level (arrivals), and the Ground Transportation Area (GTA) that is located adjacent to the arrivals curbside on the lower level.

Future peak-hour vehicle volumes were estimated based on the forecast of total annual enplaning and deplaning passenger activity and based on airport ground access market shares observed from the base year curbside traffic counts.

Curbside length requirements are generally determined based on the peak hour volumes of vehicles, the dwell time or amount of time the vehicle occupies the curb, and the length of curb the vehicle occupies. The Quick Analysis Tool for Airport Roadways (QATAR), as outlined in Airport Cooperative Research Program's (ACRP) *Report 40: Airport Curbside and Terminal Area Roadway Operations*, was used to assess the curbside LOS for the base year and for future scenarios. The curbside inventory and data collection information compiled for RSW was used as inputs to calibrate the QATAR spreadsheet analysis tool. Using this tool, a capacity, demand, and LOS assessment was completed for the base year and future scenarios to determine terminal curbside requirements.

Base Year Traffic Conditions

Curbside operational observations were completed on Thursday, March 17, 2016, as part of the *RSW Terminal Curb Front Roadway Assessment* (Appendix P) completed by Kimley-Horn in December 2016. Based on historical RSW passenger data, March was determined to be the peak month of the year and Thursday was determined to be the peak day of the week. The landside data is summarized under two categories: roadway traffic counts and terminal curbside observations. Twenty-four-hour vehicle classification counts were collected and are summarized below. Curbside operational observations were completed during a two-hour period (11 a.m. to 1 p.m.) associated with peak arrival and peak departure times. All curbside observations were conducted on both the upper and lower levels. The terminal curbside observations included:

- Vehicle classification counts
- Loading/Unloading dwell times for a variety of vehicle types, including but not limited to, private autos, taxis, service vehicles, shuttles, and buses

- General observations included observed congestion/conflict areas and amount of enforcement
- The traffic data collected, such as traffic counts, vehicle occupancy, and dwell times, were used as model inputs for the QATAR tool.

Curbside roadways provide access for a variety of travel modes that include both commercial and private vehicles. This section summarizes the travel modes that currently utilize the curbside and the characteristics of the curbside roadways. In an airport environment, vehicle mix (or vehicle classification) refers to the breakdown of the traffic volume by individual travel modes, as defined by both the type of service each mode provides (e.g., taxicab, courtesy vehicle, charter bus) and the type of vehicle used (e.g., sedan, passenger van, minibus, full-size bus). A number of different types of vehicles were identified as utilizing the curbside roadways at RSW. The vehicle classification and dwell times take into consideration various vehicle types that frequented the Airport during the peak period. Table 4-35 summarizes the documented vehicle types at RSW. It should be noted that due to the difficulty of identifying TNC vehicles apart from private vehicles, TNC vehicles were included in the private vehicle count.

Table 4-35 Base Year Vehicle Classification

Vehicle Type	Vehicle Examples	Airport Utilization
Private Vehicles	Automobile, pick-up truck, SUV	Upper level and lower level
Taxis	Taxi	GTA and upper level
Luxury Limo	Lincoln town cars and Expeditions	Upper level and lower level
Buses	Public bus, charter and tour busses	Public transit, Route 50 of the Lee Tran service from RSW GTA to Lee County
Shuttles	Hotel and motel shuttles, super shuttles, surface parking lot shuttle, employee shuttle	On-airport shuttles circulate between the GTA or Upper level and either the long-term (surface) parking or the employee lot. Hotel/Motel shuttles have pick up stations at the GTA
Private Transportation Vehicles	Apple Airport Transportation, Superior Airport Shuttle	Upper level and lower level
LCPA Vehicles	Lee County trucks and cars	Upper level and lower level
Law Enforcement	Police ambulance, airport security	Recirculating (orbiting) trips on upper level, lower level and GTA

SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Vehicle classification counts were collected at three locations during the identified two-hour period (11 a.m. to 1 p.m.) for the traffic data collection effort on March 17, 2016. The vehicle counts were collected at the following key airport entries:

- Upper level (departures) curbside entry
- Lower level (arrivals) curbside entry
- GTA curbside entry

Table 4-36 summarizes the total vehicle count (characterized by vehicle type) at each of the three locations listed above. "Percent Total Traffic" summarizes the traffic composition (in percent) by vehicle type during the two-hour period. The specific peak hour traffic within the two-hour period for the upper level and for the lower level was identified and used for the QATAR LOS analysis.

Table 4-36 Base Year Curbside Two-Hour Peak Period Vehicle Classification Counts

Type of Vehicle	Upper Level		Lower Level		GTA		All	
	Total	Percent Total Traffic	Total	Percent Total Traffic	Total	Percent Total Traffic	Total	Percent Total Traffic
Automobile, Pick-up, SUV	1,038	90.1%	1,059	97.5%	3	1.8%	2,100	87.2%
Taxi	30	2.6%	9	0.8%	96	56.1%	135	5.6%
Luxury Limousine	0	0.0%	3	0.3%	0	0.0%	3	0.1%
Public Bus	0	0.0%	0	0.0%	1	0.6%	1	0.0%
Hotel/Motel Shuttle	9	0.8%	0	0.0%	13	7.6%	22	0.9%
Supershuttle	3	0.3%	0	0.0%	0	0.0%	3	0.1%
Surface Parking Lot Shuttle	29	2.5%	1	0.1%	28	16.4%	58	2.4%
Employee Shuttle	0	0.0%	1	0.1%	24	14.0%	25	1.0%
Private Transportation Vans	35	3.0%	2	0.2%	0	0.0%	37	1.5%
Delivery Trucks	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Law Enforcement Vehicle	7	0.6%	4	0.4%	0	0.0%	11	0.5%
LCPA Trucks/Cars	0	0.0%	3	0.3%	2	1.2%	5	0.2%
Charter & Tour Busses	0	0.0%	2	0.2%	0	0.0%	2	0.1%
Other	1	0.1%	2	0.2%	4	2.3%	7	0.3%
Total	**1,152**	**100.0%**	**1,086**	**100.0%**	**171**	**100.0%**	**2,409**	**100.0%**

SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)
NOTE: Totals may not add up to 100% due to rounding.

Dwell time is the amount of time a vehicle spends parked at a curbside lane (or other passenger loading or unloading area). Typically, the dwell time is the length of time between when the driver parks (i.e., the vehicle comes to a complete stop) and when the driver first attempts to re-join the traffic stream (it does not include any time during which the driver may be ready to depart but is prevented from doing so by other vehicles). "Active" dwell times, the length of time a vehicle remains at a curbside while actively loading/unloading passengers and their baggage were also collected. The "total" dwell time reflects the time difference between when a vehicle first stops at a curbside until it leaves the curbside. Dwell time data is required to analyze curbside roadway operations. The dwell times were collected at two locations at each of the three curbside roadways. The first location collected data for the first half of the terminal curbside (Zones 1 to 3) and the second location collected data at the second half of the terminal curbside (Zones 4 to 6). The average dwell times by vehicle type, per location (Zones 1 to 3 and Zones 4 to 6), as well as the total average dwell time per curbside, are summarized in Appendix P (Table 4-32).

The capacity of the three curbsides at RSW were evaluated using the ACRP methodology and applying the corresponding QATAR spreadsheet modeling tool. This tool calculated the LOS for each curbside, per zone, taking into account the various curbside characteristics and factors discussed previously in this section. The QATAR analysis provides both quantitative and qualitative results and displays the results as a curbing LOS output and as a roadway (travel lanes) LOS output. The curbing LOS considers factors such as peak hour volume, vehicle length, dwell time, number of curbing lanes, and curbside length. The roadway LOS considers number of through lanes and the friction between the curbing vehicles and the vehicles on the travel lanes. The resulting curbside LOS is reported as the lesser (worse) LOS between the curbing and roadway LOS outputs. For this RSW curbside analysis, the curbing LOS is worse than the roadway LOS for each given zone in all scenarios; thus, curbing operations is generally a greater constraint than roadway through capacity at the existing RSW curbsides. A LOS of C or better (i.e., yellow or green in the appendix

figures) is used as the benchmark for acceptable LOS for the planning of proposed improvement for the RSW curbside. Appendix P (Figure 4-20) shows the graphical LOS results of the QATAR analysis for the upper level (departures) curbside for the peak hour in the base year 2016. The QATAR analysis shows that over half of the departure's curbside operates at LOS D during the peak hour in the year 2016.

Appendix P (Figure 4-21) shows the graphical LOS results of the QATAR analysis for the lower level (arrivals) curbside for the peak hour in the base year 2016. The QATAR analysis shows that a portion of the arrival's curbside operates at LOS D during the peak hour in the year 2016.

Appendix P (Figure 4-22) shows the graphical LOS results of the QATAR analysis for the GTA curbside for the peak hour in the base year 2016. The QATAR analysis shows that all areas of the GTA curbside will operate at LOS A in the year 2016 except for one area which is used for the taxi staging curbside. Taxis are called to arrive to the curbside on demand resulting in no observed congestion at the time data was collected. Because the QATAR model does not allow an option for documenting staging areas for vehicles, the resulting LOS is F when the model is run.

Curbside Requirements

In an effort to determine the planning of improvements, QATAR was also utilized in the *RSW Terminal Curb Front Roadway Assessment* completed by Kimley-Horn in December 2016, with the same input factors and assumptions used for the base year 2016 curbside analysis (except for the traffic volumes). This was performed to determine the operations of the curbside roadways in the future if no improvements were implemented. Based on historical RSW passenger trends, a 4% growth rate in total passengers was applied to the ten-year forecast period. In order to relate the number of passengers with the total traffic volume entering the curbside roadways, the same methodology used to grow the passenger counts was used to grow the vehicle counts. Projected vehicle counts through year 2025 were obtained by multiplying the existing vehicle count by the same growth factor (i.e., based on 4% growth per year) corresponding to the forecasted year. This process provided the growth number of vehicles using each curbside for the forecasted years.

Appendix P (Figure 4-23) shows the graphical LOS results of the QATAR analysis for the upper level (departures) curbside for the peak hour for the years 2017 through 2025 without any improvements. The QATAR analysis shows that by 2019 a portion of the departure's curbside operates at LOS E during the peak hour if no improvements are implemented, and by 2025 all of the departure's curbside will operate at LOS D, E, or F during the peak hour, if no improvements are implemented.

Appendix P (Figure 4-24) shows the graphical LOS results of the QATAR analysis for the lower level (arrivals) curbside for the peak hour for the years 2017 through 2025 without any improvements. The QATAR analysis shows that by 2020 over half of the arrival's curbside operates at LOS D during the peak hour if no improvements are implemented, and by 2025, all of the departure's curbside will operate at LOS D or E during the peak hour if no improvements are implemented.

The GTA displays LOS A throughout the entire curbside during the base year in 2016. The number of buses and shuttles at the GTA curbside are not forecasted to grow in the foreseeable future since the average occupancy for each of these vehicle modes did not go above half of the capacity according to the data collection performed. The taxi demand will increase, but congestion will be mitigated by operations of calling taxis to enter the GTA based on demand allows for sufficient vehicles to be staged at the taxi curbside. Therefore, the GTA curbside is expected to remain at acceptable levels of service (i.e., LOS C or better) during the forecasted 2016-2025 period and as well as through PAL 4.

Next, the peak hour traffic counts were forecasted out to PAL 3 and PAL 4 based on the same growth rates forecasted for annual passengers at RSW for PAL 3 and PAL 4. The QATAR analysis tool was used to determine the LOS with the PAL 3 and PAL 4 peak hour traffic if no improvements were implemented.

Appendix P (Figure 4-25) shows the graphical LOS results of the QATAR analysis for the upper level (departures) curbside for the peak hour for PAL 3 and PAL 4 without any improvements. The QATAR analysis shows that in PAL 3 approximately half of the departure's curbside will operate at LOS F during the peak hour if no improvements are implemented, and by PAL 4 almost all of the departure's curbside will operate at LOS E or F during the peak hour if no improvements are implemented.

Appendix P (Figure 4-26) shows the graphical LOS results of the QATAR analysis for the lower level (arrivals) curbside for the peak hour for PAL 3 and PAL 4 without any improvements. The QATAR analysis shows that in PAL 3 over half of the arrival's curbside will operate at LOS E during the peak hour if no improvements are implemented, and by PAL 4 all of the departure's curbside will operate at LOS E or F during the peak hour if no improvements are implemented.

Based on QATAR analysis for PAL 3 and PAL 4 without improvements, the QATAR analysis tool was then used to determine the length of curbside required for the departures and arrivals curbsides to operate at LOS C for PAL 3 and PAL 4. For the departures curbside, a total of 1,566 feet is required to operate at LOS C for PAL 3 and a total of 1,810 feet is required to operate at LOS C for PAL 4. For the arrivals curbside, a total of 1,244 feet is required to operate at LOS C for PAL 3 and a total of 1,505 feet is required to operate at LOS C for PAL 4. All of these curbside requirements are given as end-to-end lengths and assume a minimum of two curbing lanes and two through lanes. Table 4-33 shows the scenarios that were evaluated to achieve the required length for the departure's curbside. It should be noted that all the total lengths presented in the table for each scenario are also curbside end-to-end lengths, not total linear feet of curbing space; therefore, the number of curbing lanes is accounted for accordingly in the analysis.

As seen in **Table 4-37**, the existing curbside plus the new Concourse E departure's curbside will not provide the required curbside length for either PAL 3 or PAL 4 during the peak hour. However, adding an additional two-lane or three-lane outer curbside to the existing Concourse B/C/D curbside will provide the required curbside length for both PAL 3 and PAL 4. It should be noted that the proposed outer curbside capacity is discounted by 25% because it is assumed that it will not be used as much as the inner curbside. Also, the two-lane and three-lane outer curbside capacities are discounted by another 25% to account for having only one curbing lane instead of two (half the space) while also considering differences in utilization/efficiency between a single-lane and dual-lane curbing environment. Also, it should be noted that the QATAR analysis shows that the LOS for the inner curbside for the existing Concourse B/C/D is the same whether it is four lanes or five lanes. However, it is recommended that if the inner curbside is reduced from five lanes to four lanes, the proposed outer curbside should be implemented as a three-lane outer curbside to accommodate through traffic that may choose to pass through the outer curbside rather than the inner curbside. In summary, both the two-lane and three-lane outer curbsides will have the same effective curbing capacity since they both assume only one curbing lane. Therefore, the only difference between the two-lane and three-lane outer curbsides is that the three-lane outer curbside proposes a designated through-lane in order to accommodate through traffic if the inner curbside is reduced from five lanes to four lanes. The scenario with a modified four-lane inner curbside and new three-lane curbside is recommended because it provides greater flexibility for through traffic. Note: this geometric recommendation is preliminary and schematic in nature for the purposes of clarifying curbside requirements; roadway/curbside recommendations will be further assessed in the alternatives analysis.

Table 4-33 shows the scenarios that were evaluated in order to achieve the required length for the arrival's curbside. As seen in **Table 4-38**, the existing curbside plus the new Concourse E curbside will provide the required curbside length for PAL 3 but not for PAL 4 during the peak hour. However, adding an additional two-lane outer curbside to the existing Concourse B/C/D curbside will provide the required curbside length for both PAL 3 and PAL 4.

Table 4-39 shows the terminal curbside lane requirements for both the upper-level departures and the lower-level arrivals through PAL 4.

Table 4-37 Departures Curbside Requirements for PAL 3 and PAL 4

Geometric Scenario	Existing or Assumed Active Curbside End-to-End Length, Assuming Dual-Lane Curbing, for Each Concourse (feet)					PAL 3, 15.2 M PAX		PAL 4, 17 M PAX	
	Existing Concourses B/C/D	New Concourse E	New Outer Curbside Available	50% Discount of Outer Curbside[a]	Total	Needed for LOS C or Better Active Curbside End-to-End Length Assuming Dual-Lane Curbing (feet)[b]	Deficit or Surplus (feet)	Needed for LOS C or Better Active Curbside End-to-End Length Assuming Dual-Lane Curbing (feet)[b]	Deficit or Surplus (feet)
Existing	910	—	—	—	910	1,566	(656)	1,810	(900)
With New Concourse E	910	515	—	—	1,425	1,566	(141)	1,810	(385)
With New Concourse E and with New 2-Lane Outer Curbside (1 Curbing Lane + 1 Maneuver Lane) Assuming Existing Lane Inner Curbside	910	515	1,225	613	2,038	1,566	472	1,810	228
With New Concourse E and with New 3-Lane Outer Curbside (1 Curbing Lane + 1 Maneuver Lane + 1 Through Lane) Assuming Reduced 4-Lane Inner Curbside	910	515	1,225	613	2,038	1,566	472	1,810	228

SOURCE: Atkins, 2021

a The proposed outer curbside capacity is discounted by 25% because it is assumed that it will not be used as much as the inner curbside. Also, the two-lane and three-lane outer curbside capacities are discounted by another 25%, for a total discount of 50%, to account for having only one curbing lane instead of two (half the space) while also considering differences in utilization/efficiency between a single-lane and dual-lane curbing environment.

b The curbside requirement for all geometric scenarios is based on future passenger demand and is independent of the concourses that are provided.

Table 4-38 Arrivals Curbside Requirements for PAL 3 and PAL 4

Geometric Scenario	Existing or Assumed Active Curbside End-to-End Length (feet)					PAL 3, 15.2 M PAX		PAL 4, 17 M PAX	
	Existing Concourses B/C/D	New Concourse E	New Outer Curbside Available	50% Discount of Outer Curbside[a]	Total	Needed for LOS C or Better Active Curbside End-to-End Length Assuming Dual-Lane Curbing (feet)[b]	Deficit or Surplus (feet)	Needed for LOS C or Better Active Curbside End-to-End Length Assuming Dual-Lane Curbing (feet)[b]	Deficit or Surplus (feet)
Existing	835	—	—	—	835	1,244	(409)	1,505	(670)
With New Concourse E	835	515	—	—	1,350	1,244	106	1,505	(155)
With New Concourse E and with New 2-Lane Outer Curbside (1 Curbing Lane + 1 Maneuver Lane)	835	515	1,065	533	1,883	1,244	639	1,505	378

SOURCE: Atkins, 2021

a The proposed outer curbside capacity is discounted by 25% because it is assumed that it will not be used as much as the inner curbside. Also, the two-lane and three-lane outer curbside capacities are discounted by another 25%, for a total discount of 50%, to account for having only one curbing lane instead of two (half the space) while also considering differences in utilization/efficiency between a single-lane and dual-lane curbing environment.

b The curbside requirement for all geometric scenarios is based on future passenger demand and is independent of the concourses that are provided.

Table 4-39 Terminal Curbside Lane Requirements

	Existing	Baseline	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Departures Upper-Level	5	5	5	5	7	7	(2)
Arrivals Lower-Level	7/8[a]	7/8[a]	7/8[a]	7/8[a]	7/8[a]	8	(1)

SOURCE: Atkins, 2022

[a] Lane count varies depending on location relative to terminal curbside.

Parking and Rental Cars

Cell Phone Lot

Like many other RSW facilities, the Cell Phone Lot exceeds its capacity during (84 spaces) the peak season and has excess capacity in the 0ff-season. In the peak season, the commercial vehicle lot (81 spaces) is also used as an overflow cell phone lot as a contingency to handle the peak season demands. In comparison to other US airports, the RSW Cell Phone Lot is much closer to the terminal building and offers great convenience for RSW patrons. The 2011 *RSW Cell Phone Lot Activity Analysis* conducted by Johnson Engineering determined that if all Cell Phone Lot parkers were to park in the Short-Term garage, the airport would gain approximately $396,000 in airport revenue. Even though this would be an extreme case as many Cell Phone Lot parkers would never use the Short-Term garage even if the Cell Phone Lot parking was not available at the airport, it demonstrates that there is a loss of airport revenue by providing airport cell phone lot parking. However, the offsetting benefit of the Cell Phone Lot is observed by a reduction in recirculating vehicle traffic and reduces the numbers of illegally parked vehicles along this side of active roadways. So, while the Cell Phone Lot impacts parking revenues, it provides a beneficial amenity to the airport and the public.

The 2011 *RSW Cell Phone Lot Activity Analysis* summarizes the recorded occupancy of the lot and the vehicle activity on the nearby roadways. Since the study was conducted in 2011, the lot has since been moved from the southeast quadrant of the Terminal Access Road and Air Cargo Lane intersection to the area adjacent to the 7-Eleven/Mobil gas station, southwest of the employee lot.

Due to certain aspects of the study, such as the age of the data, the relocation of the cell phone lot, the occupancy data being restricted to just the marked spaces, and the rise in TNC usage in the past ten (10) years, it was determined that the study reference data has too many limitations to use for the sizing of the cell phone lot. Therefore, the best approach to sizing the cell phone lot was to leverage the *ACRP Synthesis 62, Cell Phone Lots at Airports* in combination with a benchmark comparison of various airports in Florida.

The ACRP 62 looked at various airports across America to determine if there was any correlation between the size of a cell phone lot and other variables such as the number of arriving passengers. The only relationship found was that the ratio of cell phone lot spaces to total airport spaces across the various airports ranged from just under 0.5% to 2.5% which is shown in **Table 4-40**. This relationship indicates that airports generally increase their cell phone lot size as they increase total parking capacity to accommodate growing passenger demand.

Table 4-40 Ratio of Cell Phone Lot Spaces to Total Airport Parking Spaces

Airport	Cell Phone Lot Spaces	Estimated Total Airport Controlled Parking Spaces	Percent of Cell Phone Lot Spaces
Austin-Bergstrom International	65	11,500	0.57%
Boston Logan International	61	16,072	0.38%
Denver International	203	41,683	0.49%
Indianapolis International	231	23,000	1.00%
John F. Kennedy International	373	15,000	2.49%
Lambert-St. Louis International	180	8,800	2.05%
Louis Armstrong New Orleans Int'l	25	6,325	0.40%
Metropolitan Oakland International	30	6,563	0.46%
Newark Liberty International	150	18,400	0.82%
Phoenix Sky Harbor International	262	22,168	1.18%
Pittsburg International	150	13,200	1.14%
Portland International	30	14,230	0.21%
Ronald Reagan Washington National	35	9,180	0.38%
Salt Lake City International	82	11,824	0.69%
San Antonio International	83	8,582	0.97%
San Francisco International	70	8,648	0.81%
Seattle-Tacoma International	330	13,330	2.48%
Tampa International	350	23,300	1.50%
Toronto Pearson International	115	23,000	0.50%

SOURCE: ACRP, *Synthesis 62 Cell Phone Lots at Airports*, 2015

a Denver and Indianapolis cell phone spaces include spaces associated with third party concessions associated with cell phone lots.
b Total airport-controlled parking spaces obtained from individual airport websites.
c Cell phone lot spaces obtained from Online Survey by KRAMER aerotek inc. (2014).

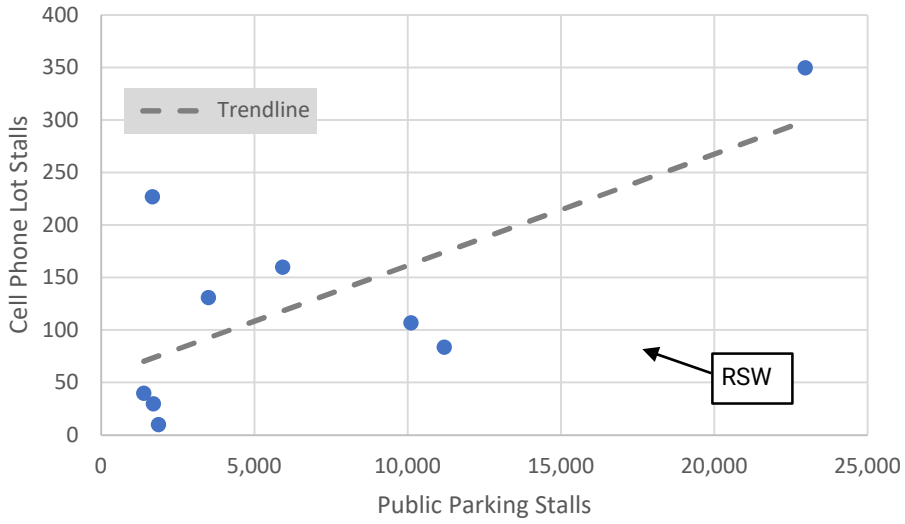
A similar approach was taken when looking at RSW and other airports within Florida. The findings are presented in **Table 4-41**. The findings are also shown graphically in **Figure 4-18**. These results indicate a finding similar to that of the analysis in the ACRP 62 insofar as the ratio of cell phone lot spaces to total airport spaces is generally in a range between 0.5% to just over 2.5%. RSW has a ratio of 0.8%. Of the airports in Florida that were reviewed, only Northwest Florida Beaches International Airport (ECP) had a lower ratio of cell phone lot spaces to public parking spaces. Based on this and operational observations, it has been determined that the cell phone lot's current size is not sufficient to handle the current demand and the amount of space should be increased from 84 cell lot spaces plus 81 overflow spaces to 140-200. This brings the ratio of cell phone lot spaces to total spaces to 1.1%–1.6%. This increase will not only bring the airport more in line with other Florida airports but accommodate anticipated growth in public parking demand and the associated development of facilities to handle that demand.

Table 4-41 Cell Phone Lot Size at Other Florida Airports

Airport	Approx. No. of Cell Phone Lot Stalls	Estimated Total Airport-Controlled Parking Spaces[a]	Percent of Cell Phone Lot Spaces	2019 Enplanements	Cell Phone Lot Stalls per 1,000 Enplanements
Daytona Beach International (DAB)	40	1,390	2.9%	340,815	0.18
Tallahassee International (TLH)	30	1,710	1.8%	415,272	0.07
Northwest Florida Beaches International (ECP)	10	1,870	0.5%	621,406	0.02
Sarasota Bradenton International (SRQ)	230	1,680	13.5%	979,810	0.23
St. Pete-Clearwater International (PIE)	130	3,500	3.7%	1,143,483	0.12
Palm Beach International (PBI)	110	10,110	1.1%	3,449,515	0.03
Jacksonville International (JAX)	130	5,920	2.7%	3,479,923	0.05
Southwest Florida International (RSW)	**84**	**11,914**	**0.8%**	**5,144,467**	**0.02**
Tampa International (TPA)	350	22,970	1.5%	10,978,756	0.03

SOURCES ACAIS, *Commercial Service Airports (Rank Order) based on Calendar Year 2019*, September 25, 2020, https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/passenger_allcargo_stats/passenger/cy19-commercial-service-enplanements.pdf; ACAIS, *Final Calendar Year 2020 Enplanements at Commercial Service Airports, Rank Order*, November 8, 2021, https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/passenger_allcargo_stats/passenger/cy20-commercial-service-enplanements.pdf

[a] Total airport-controlled parking spaces obtained from aerials



SOURCE: Kimley-Horn

NOTE: Total airport-controlled public parking stalls and cell phone lot stalls obtained from aerials.

Figure 4-18 Cell Phone Lot Stalls vs. Public Parking Stalls at Other Florida Airports

In order to project the required cell phone lot stalls for future PALs, the relationship between enplanements and cell phone lot stalls was analyzed for RSW and other airports within Florida. This information is presented in Table 4-35 and shown graphically in Figure 4-18. The results indicate that as enplanements increase, airports generally provide additional cell phone lot stalls. The trendline used for this data set was used to project the required cell phone lot stalls at the projected PALs and shown in **Table 4-42**.

Table 4-42 Cell Phone Lot Size Requirements at RSW

	Existing	PAL 1	PAL 2	PAL 3	PAL 4	PAL 4 Surplus/(Deficiency)
Required Cell Phone Lot Stalls	84	200	220	250	280	(196)

SOURCE: Kimley Horn Analysis

The ACRP 62 describes issues with cell phone lots that various airports experience. These issues include congestion at the entrance and exit of the cell phone lot if striping is not clearly marked, the potential for a loss of revenue due to would be hourly parking users using the free cell phone lot instead, inadequate signing to the cell phone lot resulting in driver confusion, and commercial vehicles using the cell phone lot. The benefits include improving customer experience for greeters who would not likely wait in a parking lot or garage, reducing curb congestion and parking on access roads, improving safety, lessening vehicle emissions, addressing parking space shortages by directing ultra-short-term customers to the cell phone lots, and meeting TSA and FAA security requirements. Effective locations for cell phone lots are next to a road with direct access to arrivals drive lanes, located before the main terminal, located so as not to take away from the generation of revenue, and are within a 2-minute driving time of the terminal.

Employee Lot

The 2017 RSW Employee Parking Facility Capacity Assessment (Appendix Q) evaluated the parking demand and capacity of the employee parking lot. This study evaluated the employee entry and exit data from August 23, 2016, to March 8, 2017, to determine the parking facility's existing usage. During the peak months, January 2017 to March 2017, there were an average of 3,767 registered employees at the Airport. During non-peak months, the total number of registered employees averaged 3,400, 10% less than during the peak. Figure 2 in Appendix Q summarizes the total number of known registered employees per month between April 2016 and March 2017. January 2017 had the highest number of registered badged employees totaling 3,798, this total includes temporary employees.

January 2017 entry and exit data for the employee parking was evaluated as it correlated with the highest number of registered employees for the month. It was observed that weekday employee occupancy percentages within the employee parking lot were higher than weekend activity. Thursday, January 12, 2017, had the highest peak demand for the month at 11 a.m., with 1,034 total vehicles parked, representing 79.7% of total supply (263 spaces available). Figure 4 from Appendix Q provides the estimated number of vehicles parked, by hour in the employee parking lot for the peak day in January, Thursday, January 12, 2017.

Table 1 in Appendix Q provides the projected increase in total number of employees during the peak season over a 10-year planning horizon starting in 2017, applying a compounded 2.0% annual growth rate. An average peak season total of 3,767 registered employees was used as the base year estimate for 2017.

The employee parking facility is estimated to be operating at approximately 79.7% capacity with current staffing levels during the highest employment month (January) at the peak midday period. If staff levels increase annually by 2%, the employee parking lot is projected to be operating below 86% capacity in the short term and below 90% capacity within a five-year (2027) planning horizon. Expansion of the existing employee parking lot was not proposed within the planning horizon of the study in Appendix Q. With increased growth in operations and expansion of terminal facilities, it is anticipated that the current employee lot will exceed its capacity by PAL 2.

Table 4-43 shows the existing employee lot supply and peak occupancies for the projected PALs.

Table 4-43 Existing Employee Parking Lot Supply & Peak Occupancies

	2018	PAL 1	PAL 2	PAL 3	PAL 4
Peak Season Estimated Employees	3,767	4,414	4,873	5,380	5,940
Peak Occupancy	1,034	1,275	1,408	1,555	1,717
Total Parking Supply	1,297	1,297	1,297	1,297	1,297
Effective Parking Supply (95%)	1,232	1,232	1,232	1,232	1,232

SOURCE: Kimley Horn Analysis

Public Parking, Short-Term (Garage) and Long-Term (Surface Lot)

Overnight Vehicle Occupancy

Figure 2 of the 2018 RSW Existing Parking Facility Capacity Evaluation from Kimley-Horn (Appendix R) summarizes the total overnight vehicle occupancy totals for the short-term parking garage from October 2016 to July 2017. Figure 3 in Appendix R summarizes the total overnight vehicle occupancy totals for the long-term parking garage from October 2016 to July 2017.

Design Day Parking Demand

March 7, 2017, had the highest non holiday midday accumulation total and was used to calculate the parking facilities design day parking demand. The design day represents a typical day of the year the full range of parking options should be available to parking patrons. Design days are used to size parking structures to satisfy paring demand 90% of the days of the year and provide less expensive surface parking for the remaining 10% of the days.

In March, the parking occupancy increased between 2 a.m. (overnight inventory) and 1 p.m. (midday peak) by 43% in the short-term parking garage and by 15% in the long-term surface parking lot. Figure 4 in Appendix R illustrates the parking accumulation on March 7, 2017, by hour, generated by evaluating the processed short and long-term occupancies during that day.

Short-Term Design Day Peak

The calculated design day parking demand for the short-term parking garage is 1,592 vehicles, 65% parking occupancy at midday peak. From onsite observations and discussions with staff the second level of the garage is the preferred parking level by customers and stays full throughout the day. The second level is mostly covered and is the first level customers typically enter of the garage. The third level/roof top is uncovered and is underutilized by customers as most of the unoccupied spaces are located on the third level of the garage.

The parking supply within the garage (2,432 spaces) meets the current design day parking demands but may not meet the needs of the customers wanting to park in a covered parking space. Due to high volumes of daily/overnight parkers occupying the high demand parking spaces on the second level, hourly parkers may find it difficult to locate a covered space close to the elevators.

Long-Term Design Day Peak

The calculated design day parking demand for the long-term surface parking lot is 2,792 vehicles, 32% parking occupancy at midday peak. Customers entering the long-term parking lot are directed to park by the parking

management company, SP+. The management of customer parking within the long-term lot enhances efficiency of customer parking shuttling operations between the parking lot and the terminal.

Parking supply for the long-term surface parking lot (8,762 spaces) meets the current design day parking demands during peak season and off-peak season, at the time of the study.

Absolute Peak Day Assessment

On December 25, 2016, the short-term parking garage midday peak was 58% occupancy (1,024 available parking spaces in the garage) and the long-term parking lot midday peak was 84% occupancy (1,369 available spaces in the surface lot). The combined parking occupancy at the midday peak was 79% (2,393 available parking spaces on site).

The current parking supply for the short and long-term parking facilities supports the current parking demands for each facility type as well as for the overall parking demand for the Airport during off-season and peak season trends.

Projected Demand – Non-Holiday Peak Parking Demand

The calculated design day parking demand on March 7, 2017, was 4,384 parked vehicles, 1,592 vehicles in the garage and 2,792 vehicles in the surface parking lot. A 4% annual growth factor was applied to project the parking demand for the Airport for a minimum 5-year and 10-year planning horizon, between years 2017-2018. Table 3 in Appendix R summarizes the projected effective parking supply needs (95% of total supply) associated with the estimated non-holiday (design day) parking demand onsite and for each parking facility between years 2017 and 2028.

Figure 4-19 summarizes the projected effective parking supply needs (95% of total supply) associated with the estimated non-holiday (design day) parking demand onsite and for each parking facility between for each PAL.

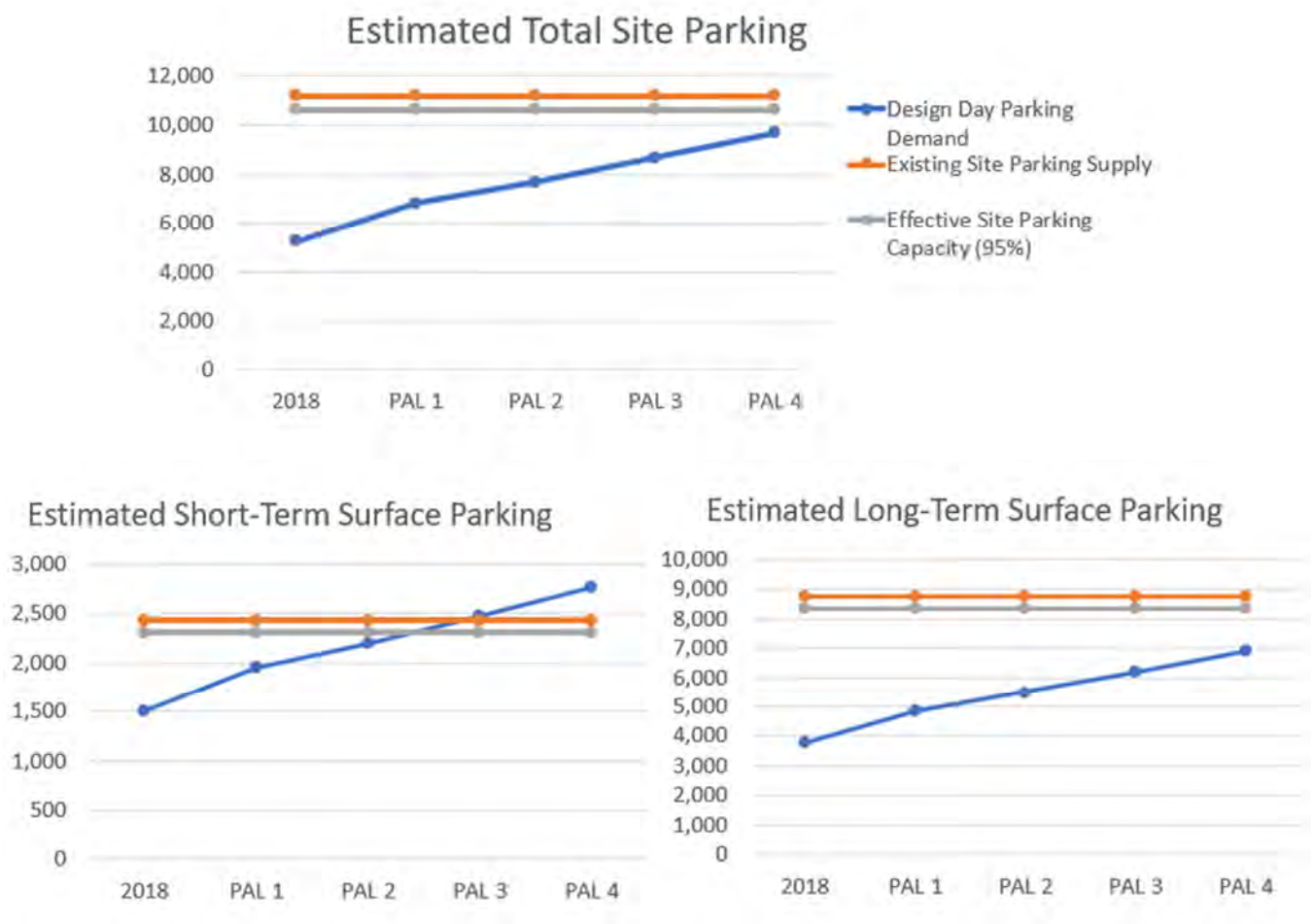
It is projected that the long-term parking facility and combined current parking supply will support the non-holiday peak parking demand through PAL 4 if current parking demand stays consistent. The short-term parking garage is estimated to exceed the existing parking supply by PAL 3.

Projected Demand – Absolute Peak Demand (Holiday Demand)

On the identified absolute peak parking demand day, December 25, 2016, there were an estimated 8,801 parked vehicles, 1,408 spaces in the garage and 7,393 spaces in the surface lot. A 3.5% annual growth factor was applied to project the parking demand for the Airport for a minimum 5-year and 10-year planning horizon, between years 2016-2028. Projections to determine the estimated year parking demand was expected to exceed the existing parking supply for each parking facility independently was also calculated. Parking demand calculations assume no changes are made to the existing parking supply.

Table 4 in Appendix R summarizes the projected effective parking supply needs (95% of total supply) associated with the estimated absolute peak parking demand onsite and for each parking facility between years 2016 and 2033.

Figure 4-20 summarizes the projected effective parking supply needs (95% of total supply) associated with the estimated absolute peak parking demand onsite and for each parking facility for each PAL. The absolute peak parking demand (12,689 vehicles) is expected to exceed supply (11,194 spaces) by 2026 (PAL 1).



SOURCE: Kimley-Horn, RSW Existing Parking Facility Capacity Evaluation, 2018 (Appendix R)

Figure 4-19 Projected Future Design Day Parking Demand (Non-Holiday)

Parking Conclusion

The total public parking supply at the Airport is 11,194 parking spaces. On the absolute peak parking day (December 25), 8,801 (79%) of the spaces were occupied in 2016. At the current rate of growth (3.5%), total parking supply is adequate through PAL 4 during non-holiday peak periods (estimated to be 90% of the year), however the parking demand is projected to exceed the total parking supply by 2026 (PAL 1) on the absolute peak parking day (December 25).

The short-term parking garage has 2,432 parking spaces. On the absolute peak parking day (December 25), 1,408 (58%) of the spaces were occupied in 2016. At the current rate of growth (3.5%), parking supply in the short-term parking garage is adequate through PAL 2 during non-holiday peak periods (estimated to be 90% of the year), however the parking demand is projected to exceed the short-term parking supply by 2026 (PAL 1) on the absolute peak parking day (December 25).

The long-term surface lot has 8,762 spaces. On the absolute peak parking day (December 25), 7,393 (84%) of the spaces were occupied in 2016. At the current rate of growth (3.5%), parking supply in the long-term parking lot is adequate to meet demand through PAL 4 during non-holiday peak periods (estimated to be 90% of the year), however the parking demand is projected to exceed the long-term surface parking lot supply by 2026 (PAL 1) on the absolute peak parking day (December 25).

SOURCE: Kimley-Horn

Figure 4-20 Projected Future Absolute Peak Parking Demand (Holiday)

Garage Ground-Level Curb Front

Data of 72-hour traffic volumes were collected along the proposed curb front starting at 12 a.m. on Thursday, February 1, 2018, through 12 a.m. on Sunday, February 4, 2018. The proposed curb front was divided into three analysis zones with one count location placed within each zone. The analysis zones and traffic count locations are numbered from east to west starting with Zone 1 at the east end of the garage, Zone 2 in the middle, and Zone 4 at the far west end. The results of the traffic count show 12 p.m. as the peak period with an average total vehicle count of 523 vehicles exiting during the peak period. The results show that during the analysis window, the peak hour volume was at 12 p.m. on February 1. Figure 3 in RSW Garage Ground Level Curb Front Assessment, 2018, by Kimley Horn (Appendix S) provides a summary of the traffic volume data collected by zone for Thursday, February 1, 2018.

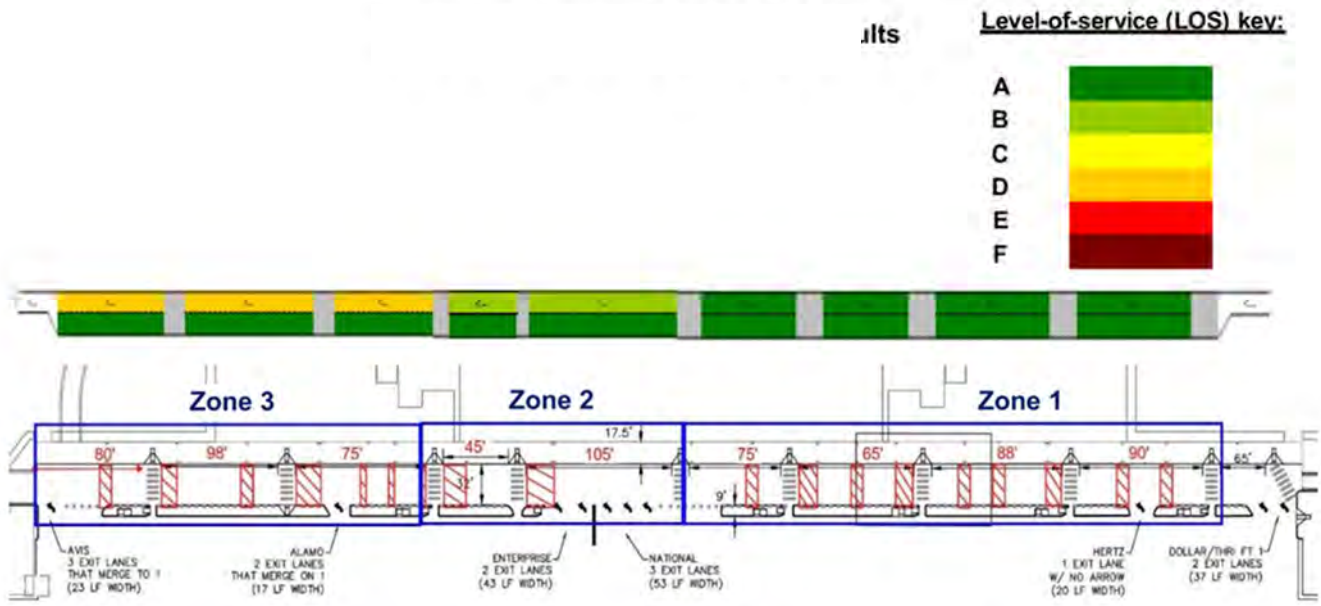
A QATAR analysis was performed using the average peak hour traffic volume and a total of 57 vehicles to represent vehicle-for-hire/TNC activity, the volumes of which are shown in Table 4-44.

Table 4-44 Scenario 1: Vehicle Classification Utilized

Vehicle Classes	Length (feet)	Dwell Time (minutes)	Vehicles per Hour (vph)		
			Zone 1	Zone 2	Zone 3
SCENARIO 1: ZONES 1, 2, AND 3 WITH FOR-HIRE AND TNC					
Rental Vehicle	25	2	118	214	523
For-Hire/TNC	25	1	57	57	57

SOURCE: Kimley-Horn, *RSW Garage Ground Level Curb Front Assessment*, 2018 (Appendix S)

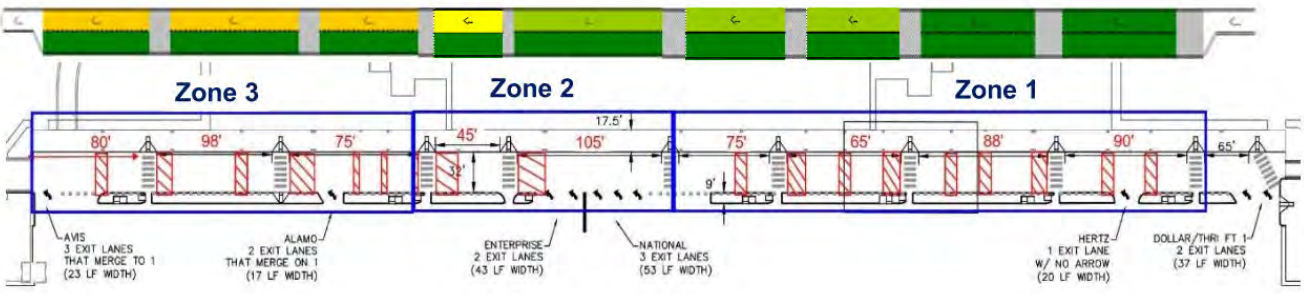
The QATAR analysis projects over half of the proposed curb front operating above LOS C. Due to all vehicles exiting at the west end of the corridor (compounded volume) and the limitations to available curbing length due to columns and existing crosswalk locations, level of service degrades to LOS D within Zone 3. The results of the QATAR model are presented in **Figure 4-21**.



SOURCE: Kimley-Horn, *RSW Garage Ground Level Curb Front Assessment*, 2018 (Appendix S)

Figure 4-21 Scenario 1 – QATAR Results

A variation of the above analysis was modeled assuming the estimated total number of vehicle-for-hire/TNC vehicle activity during the peak hour was doubled. With the increase in vehicle activity LOS is projected to be impacted within Zones 1 and 2. Zone 3 LOS remains at a projected LOS D. The results of the QATAR model for the modified variation of Scenario 1 are presented in **Figure 4-22**.



SOURCE: Kimley-Horn, *RSW Garage Ground Level Curb Front Assessment*, 2018 (Appendix S)

Figure 4-22 Scenario 1, Increased TNC Activity – QATAR Results

Rental Car Facilities and Parking

Ready/Return (R/R)

The results of the industry survey indicate a current demand of 1,700 stalls, over the current capacity of 1,200 stalls. On-site observations have indicated that several of the brand families have begun to utilize portions of their QTA stacking space for ready/return operations when the ready/return stall utilization is at capacity. The need for additional stalls has also been confirmed by analysis, shown in Appendix R.

Quick Turn-around Facility (QTA)

The existing QTA facility is operating at or near capacity. The stacking and wash bays are adequate with slight deficiency in fueling positions. This slight deficiency can be mitigated by operating the facility for additional hours during the peaks or sending vehicles to the off-site maintenance facilities for processing.

Customer Service Building (CSB)

The existing customer service building is adequate when based purely on counter length. The impact of the divided counters with two distinct areas and allocated by brand versus brand family creates some inefficiencies. Based on conversations with the employees at the counters, one challenge they identified was the amount of waiting area. During peak transaction times, customers dwelling in the CSB can cause dense pedestrian traffic that causes some customers to wait outside the building.

Maintenance Facilities

The current maintenance facilities are planned to be relocated as part of a near-term project, as the most significant deficiency identified was the amount of available storage space located within the current maintenance facilities themselves. The concept development phase will evaluate sites that will meet the demands of today and reserve space for future expansions to continue to accommodate growth.

Table 4-45 shows the current rental car facility supply and projected demand

Table 4-45 Rental Car Facility Supply and Projected Demand

Rental Car Facility	Existing Supply	Current Demand	Projected (PAL 1)	Projected (PAL 2)	Projected (PAL 3)	Projected (PAL 4)	PAL 4 Surplus/ (Deficiency)
Service Counters	66	53	59	67	75	84	(18)
Office Space	6,800 sf	5,460 sf	6,100 sf	6,880 sf	7,770 sf	8,680 sf	(1,880) sf
Ready/Return Spaces	1,200	1,700	1,890	2,130	2,400	2,690	(1,490)
Fueling Positions	68	73	81	91	103	115	(47)
Wash Bays	17	13	13	15	17	19	(2)
QTA Vehicle Stacking Spaces	1,300	1,395	1,540	1,740	1,960	2,190	(890)
Maintenance Bays	22	32	37	41	47	52	(30)
Remote Idle Vehicle Storage	10,500	5,700	6,440	7,250	8,190	9,150	1,350

SOURCE: Kimley-Horn, *Rental Car & Public Parking Sizing Analysis*, 2019 (Appendix T)

NOTES: Figure 7 (of Appendix T) provides the annual historic rental car transactions per year.
Figure 8 (of Appendix T) provides the annual historic rental car transactions per 1,000 enplanements.

4.8 Utilities

Electric

Electrical power infrastructure is provided by Florida Power and Light (FPL). FAA electrical infrastructure is minimal, mostly around the southerly portion of the runway. In terms of power, FPL will provide whatever additional power is necessary as new services are added to their system.

Fiber

Communications infrastructure is primarily provided by T-Mobile and to a much lesser extent, CenturyLink, entirely located between north of the runway and Daniels Parkway in the aviation support and non-aviation support area known as Skyplex. Fiber optic infrastructure is limited to most of the perimeter of the runway. For future development and expansion areas, additional fiber can be added to the network as new locations come online.

Water

Potable water is provided through the Lee County Utilities system. All five of Lee County Utilities Water Treatment Plants are interconnected and feed the Airport from the south and west. An existing 30-inch water transmission main that crosses Airport property from south to north connects Daniels Parkway to Airport Haul Road. Per the 2020 Lee County Concurrency Report there is sufficient capacity to meet the present demand and foreseeable future demand. North Lee County Water Treatment Plant has a planned expansion to add 5 million gallons of water to the system to account for future buildout of areas including RSW.

It appears the spine water main system is large enough to handle development planned through 2041 in the North Ramp Area and Skyplex. Water main extensions off of the 12-inch, 16-inch, and/or 30-inch lines will need to be looped within each expansion area to maximize the available fire flow.

A second water service line and fire line have been added on the east end of the terminal as part of the 2021-22 terminal expansion project. According to the plumbing designer these two connections on the west and east ends of the terminal will be adequate to serve future expansions for Concourses A and E as well. The existing 8" ductile iron fire line that loops around the existing concourses on the airside will need to be extended to loop around the future concourses.

Sanitary Sewer

Sanitary sewer service is provided by Lee County Utilities using traditional gravity sewer, force main and pump stations at the Airport. There is one Master Lift Station (3307) that takes in all the wastewater south and west of Skyplex Boulevard and discharges due north. Wastewater flow is then directed east along Daniels Parkway within a 24-inch force main which discharges into Gateway Wastewater Treatment Plant (WWTP). The Gateway WWTP has a planned expansion from 3 million to 6 million gallons per day to assist in treating future flows.

As future non-aviation and aviation support development is brought online, gravity sewer, lift stations and force mains will need to be built to connect to the existing wastewater infrastructure.

The existing 10" gravity line that runs along Terminal Access Road in front of the terminal building has adequate capacity to serve the existing facility and the future expansions of Concourses A and E. The existing airport master lift station 3307 (MLS 3307) will likely need to be upgraded prior to the additional 14 gates planned for Concourse E. The downstream force main appears to be sufficiently sized to handle the non-aviation flows and future concourse expansion.

The existing terminal lift station (LS3308) has adequate capacity for existing conditions and appears to have adequate capacity for the addition of Concourse E but will likely need to be upgraded prior to expansion of a future Concourse A.

All wastewater flow will be directed to the Gateway Wastewater Treatment Plant owned by Lee County. This Plant has space to expand, and Lee County will keep up with demands of the County and expand as needed.

Information Technology

As the airport grows and becomes more reliant on its staff and services to deliver operational excellence to guest, airlines and tenants, technology systems will assist with automation and compliance benefits.

Traveling customers experience can be enhanced through development of wayfinding kiosks and virtual queueing to enhance opportunities to explore the terminal amenities. Development of remote and self-bag drop services to relieve passenger loads at ticket hall and counters. Explore assistive listening technologies to discretely assist hearing challenged guests.

Parking customers experience can be improved by automation of fee collection, guidance to open garage spaces and blue light phone system upgrades to improve customer efficiency and operational support.

Tenant services can be developed to support expansion of airline, cargo, and development areas to include extending infrastructure and Information Technology (IT) services to these areas to support development and security of the area.

Several major systems will require maintenance and upgrades during the timeframe. The security systems upgrades will include AACS, CCTV, and PIDS. The development of integration platforms for these systems to manage alarms (PSIM) and credentials (PIAM) is recommended to improve security monitoring and compliance.

Several space needs will also be evaluated including IT staff, storage and AirCom space.

Several infrastructure upgrades are planned to improve sustainability of services including IT server room expansion, perimeter fiber optic cable replacement, redundant service entry points, expanded Wi-Fi and private LTE.

4.9 Non-Aviation/Non-Commercial Development

The new parallel runway, when implemented, will require the relocation of a Florida high-voltage power line (FPL). In order to accommodate the preferred runway configuration, the existing FPL will need to be relocated further to the south and east of its current location.

The proposed route of the relocated FPL will impact two property owners: the Jared F. Holes Trust and Lee County 20/20 Wild Turkey Strand Preserve (WTS).

A successful negotiation of the relocation easement through the Jared Holes Trust parcel was completed by June 2017.

Approximately two-thirds of the new transmission line will be located within the WTS preserve. These lands were acquired by Lee County as part of the Conservation 20/20 program, an environmentally sensitive land acquisition and stewardship program in Lee County. The LCPA environmental team worked with the Lee County 20/20 program staff to evaluate routes that would minimize the impact of the relocation. An ultimate alignment was proposed and approved by the Conservation Land Acquisition and Stewardship Advisory Committee (CLASAC) at their August 26, 2015, meeting.

Further coordination with the Florida Communities Trust (FCT) was required due to funding from the FCT to acquire the WTS lands. Additional information was requested by the FCT and provided by LCPA and the Lee County 20/20 staff to obtain approval for the proposed right-of-way. However, the FCT requested additional coordination and approvals which delayed a potential approval past a June 2017 funding deadline. It was decided that the WTS easement would be re-evaluated and coordinated upon restarting of the new parallel runway planning and design program. More information can be found in the Parallel Runway Close-Out Report, 2017 by AECOM (Appendix H).

The three areas designated for non-aviation support development are Skyplex north of Runway 6-24, approximately 51.6 acres in the Midfield Area, and a 487-acre area in the southeast quadrant of the airport property. Through a comprehensive commercial market analysis and land planning effort initiated in 2022, the LCPA is actively determining how to position Skyplex to accommodate future market-driven demands for commercial, office, hotel, and entertainment development. Through additional studies in the future, LCPA will determine optimal utilization of the Midfield non-aviation support property, which is well positioned to provide commercial, convenience, and hospitality services on-airport. Given its location, the future potential development area in the southeast quadrant will require additional analysis and infrastructure evaluation to determine strategies for access and utilization of that area in the long term.

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Chapter 5 Alternative Development and Evaluation

This chapter outlines the alternatives developed to address the forecasted requirements for RSW to meet increased passenger, cargo, and aviation demand through the planning horizon. The alternatives outlined in this chapter are developed based on the facility requirements identified in the previous chapter as well as recent independent studies and experience gained from similar projects by the Master Plan Update team.

5.1 Recommended Airfield Development

The purpose of the airfield alternatives development and evaluation process is to identify and select a single proposed development alternative to meet the future needs of an airport. Establishing future development plans for the airfield is critical because the airfield configuration is the least flexible infrastructure at the airport since it is highly dictated by terrain, predominant meteorological conditions, aircraft performance requirements, and FAA design standards, guidance, and best practices.

There have been numerous airfield alternatives identified and evaluated for RSW over the past few decades as part of an effort to refine the implementation plan for the new runway. The subsequent sub-sections summarize the airfield development recommendations completed to-date. The following assessments and studies were used to prepare the summary of the recommended airfield alternative:

- Runway Close-out Report by AECOM, August 2017
- Engineer's Report for Runway 6R-24L Site Preparation Package prepared by RS&H, October 28, 2016
- Existing Airfield Geometry Evaluation Study prepared by Kimley-Horn and Associates, January 2018
- Pavement Condition Analysis and Recommendation prepared by Kimley-Horn and Associates, January 2018
- Airside Pavement Rehabilitation Recommendations Report prepared by Kimley-Horn and Associates, August 2015

Proposed Parallel Taxiways to Runway 6-24

Southern Parallel Taxiway to Runway 6-24

With increased airliner traffic in the Terminal area south of Taxiway F, the taxiway system serving the Terminal area will come under strain with an increased potential for head-to-head aircraft conflicts and increased waiting times for arriving aircraft taxiing to gate and for aircraft pushbacks. With the addition of Concourse E in the Terminal area, the western portion of Taxiway F (from the Runway 6 end to Taxiway L) will be under heavy traffic from both arriving and departing traffic. The addition of the first phase of Concourse E includes a portion of the new parallel taxiway between Taxiway G2 on the east and a new to be built taxiway connector west of the Concourse E development. The second phase of the Concourse E buildout would add additional gates which would compound congestion in the area. The buildout of the parallel taxiway to the Runway 6 end should occur between PAL 3 and PAL 4 to alleviate congestion in the area as traffic grows. With the addition of the additional gates on Concourse E, the taxiway should be extended to Taxiway L on the east. The design standards for the new taxiway should meet the critical aircraft design standards of ADG-V and TDG-5.

Northern Parallel Taxiway to Runway 6-24

A northern parallel taxiway to Runway 6-24 is envisioned as part of the North Area Development. This new taxiway would be located north and parallel to Taxiway A. As Taxiway A is sufficient to meet the current needs of the existing tenants on the north side of the airfield, this new parallel taxiway would be triggered by the North Area Development. While operators have not yet been defined, the proposed uses including cargo and maintenance, repair and overhaul activity would require a taxiway that meets ADG-V and TDG-6 aircraft standards.

Proposed New Parallel Runway

Runway 6R-24L and Associated Taxiways

A new runway is needed at RSW by the early 2040s to address the capacity shortfall identified based on the airfield demand/capacity analysis. Original plans for a second parallel runway to existing Runway 6-24 was for a general aviation runway northwest of Runway 6-24. However, as demand for commercial service continued at RSW, development plans evolved to instead provide a second runway to the southeast with capacity for larger commercial service aircraft operations. The second parallel runway configuration was identified, evaluated, and refined in several studies dating back to the 1990s.

The resulting future proposed Runway 6R-24L configuration, previously referred to as Alternative B-1, (as depicted in Figure 4-4, is for a 9,100-foot by 150-foot parallel runway with centerline separation of 5,465 feet from the existing Runway. The future proposed runway dimensions and configuration meet airfield requirements associated with the critical aircraft described in Chapter 4, *Demand Capacity and Facility Requirements*. Runway 6R-24L would connect to the existing airfield via Taxiway K and Taxiway L, which would both be extended to connect to the new taxiway(s) that would be aligned parallel to Runway 6R-24L. The proposed development alternative provides the Airport with an unconstrained runway for Airplane Design Group (ADG) V operations that will meet the forecast demand.

The 5,465-foot separation preserves a 600-foot separation between runway and parallel taxiway which allows for high-speed reverse turn taxiway exits. The separation also gives LCPA the flexibility to construct a full dual parallel taxiway at ADG-V separation standards. Dual parallel taxiways enhance flexibility for aircraft taxiing operations and maneuvering to support efficient airfield operations. The separation provides sufficient space between the Taxiway Object Free Area and the existing Terminal Access Road for a 25-foot perimeter road, 8-foot-wide jet blast fence, and 50- to 60-foot right-of-way for the Terminal Access Road to include roadway signage, landscaping, utilities, drainage, and security fencing.

Both runway ends would be equipped with a Category I (CAT I) precision instrument approach using either Instrument Landing System (ILS) or Global Positioning System (GPS) technology. Both runway ends would be equipped with a Medium Intensity Approach Light System with Runway Alignment Indicator Lights (MALSR).

Previous work to advance the implementation of the New Parallel Runway program includes 100% design plans for clearing, grading, and drainage to support the new airfield pavement infrastructure. This work was completed in 2017. Implementation efforts were subsequently suspended. The operational need for the New Parallel Runway program was delayed due to the reduced aviation demand at RSW associated with the Great Recession and resulting airline consolidation.

The design aircraft for the previously completed work on the Parallel Runway Program is the Boeing 747-400. The aircraft is classified as ADG-V, Taxiway Design Group (TDG) 5, and Aircraft Approach Category D. While the projected Critical Aircraft is projected to maintain TDG-5 characteristics, the parallel taxiway system serving the new Runway could be upgraded to TDG-6 specifications depending on commercial aviation development in the North Area. If cargo and maintenance, repair, and overhaul (MRO) activities grow considerably, there would be justification to improve the taxiways to the higher TDG-6 standard.

To validate its viability, the proposed Runway 6R-24L configuration was prepared and evaluated in previous studies with consideration of the following geometric design standards for the approach and departure:

- Runway Protection Zone (RPZ)
- Part 77 Surfaces
- One-Engine Inoperative (OEI) Obstacle Identification Surfaces (OIS)
- Approach Lighting System Surfaces
- Obstacle Free Zones
- Terminal Instrument Procedures (TERPS) Surfaces, including instrument departure and missed approach obstacle clearance surfaces

Several enabling projects need to be completed before the implementation of the New Parallel Runway program. The most significant enabling project is the relocation of high-voltage electrical transmission lines southeast of the existing airfield. The transmission lines are owned by Florida Power and Light (FPL) power utility company.

FPL Transmission Line Relocation Enabling Project

The existing FPL high-voltage transmission lines were evaluated to identify potential obstructions to air navigation and electromatic interference with NAVAIDs for the Runway 6R-24L alignment. The location of the existing transmission lines was surveyed and uploaded to FAA's Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) system. The FAA determination has since expired since the New Parallel Runway program was delayed so additional coordination with the FAA will be required again prior to proceeding. Since the completion of the previous OE/AAA study, FPL added towers within the aforementioned segment of the corridor; however, FPL worked closely with LCPA to ensure the new obstructions were evaluated and data about these obstructions should be available in the FAA database.

A 5,450-foot segment of transmission line corridor will need to be relocated because it will penetrate the Runway 6R-24L approach/departure surfaces. Several realignment routes were studied as part of previous studies to relocate the transmission line corridor outside the Runway 24L end approach/departure surfaces. The recommended route was

selected because it provided the shortest length required to relocate the power lines. The recommended alignment was approved by FPL in 2011/2012 as depicted in Figure 4-7.

An ILS modeling study was completed in 2008 to identify potential electromagnetic interferences with the proposed localizer array and glideslope equipment. The study concluded that the existing segment of FPL transmission lines that parallel the proposed runway can remain in-place with no measured interference with Category I ILS operations.

Major elements of the transmission lines relocation project include relocation of the transmission towers, construction of new patrol road, and construction of applicable fences/gates. These project components were previously included as a project component in discussions between LCPA and FPL. These costs were previously identified to be borne by LCPA based on previous discussions/negotiations. A non-binding construction cost estimate for relocation of the transmission lines was $5.5 million as provided by FPL in 2023 dollars.

The recommended route for the FPL transmission lines runs through two private properties owned by the Jared F. Holes Trust and Lee County Conservation 20/20 Wild Turkey Strand (WTS) Preserve which requires obtaining easements. Approximately one-third of the new transmission line corridor is located within the Jared F. Holes Trust property, for which an easement was obtained from the Jared F. Holes Trust in June 2017.

The remaining two-thirds of the new transmission line corridor is located within the Wild Turkey Strand preserve. Obtaining an easement for the relocation of the transmission lines through this parcel remains an open item. Approval was obtained from the Conservation Land Acquisition and Stewardship Advisory Committee (CLASAC), the Lee County Board of County Commissioners, and the Lee County Board of Port Commissioners governing bodies in 2015. However, approval was not granted by the Florida Communities Trust (FCT) – the organization that provided the funds used to acquire the WTS preserve. Further coordination with FCT is required when the New Parallel Runway program is restarted to enable the relocation of the FPL transmission lines.

The future proposed Runway 6R-24L location is identified on the current Airport Layout Plan. The New Parallel Runway program underwent environmental review as part of an Environmental Assessment prepared in 1994. The future parallel runway was granted environmental entitlement in March 1994 with a Finding of No Significant Impact (FONSI). The FONSI was revalidated by the FAA in 2007.

Next Steps for New Parallel Runway Implementation

Plans for 100% design for site preparation for New Parallel Runway Program were completed in 2016. They were completed before implementation work was suspended in 2017 and are awaiting FAA-approval when the project implementation is restarted. The site preparation package includes general site clearing, grubbing, stormwater drainage, utility relocation (i.e., irrigation lines and overhead electric distribution lines – not to be confused with previously mentioned high-voltage transmission lines), wetland mitigation, and new perimeter fencing. Construction cost estimate prepared based on preliminary quantities associated with the 100% site preparation design plan was approximately $143 million in 2023 dollars. All funding for site clearing for the parallel runway portion of the program expired in June 2017 and new funding sources will need to be identified when the project is restarted.

Construction of the site preparation package and the conceptual design of Runway 6R-24L and associated taxiways was permitted through South Florida Water Management District (SFWMD) and US Army Corps of Engineers. The permits were issued in 2017 with an original expiration date of 2022 so permit extension(s) will be required until the New Parallel Runway project is restarted. The permits only included site preparation so additional permits or permit modification will be required prior to construction of pavement and electrical.

The FPL Transmission Line Relocation enabling project will be permitted separately through Florida Department of Environmental Protection and the US Army Corp. or Engineers. That permitting effort will need to include the private property owner and Lee County as co-applicants because of the establishment of new easement corridor on the private properties.

Geotechnical investigation was completed for the area within the future boundary of the parallel runway and taxiways to support the site preparation package design effort. The approach included collection of soil borings which is consistent with FAA Advisory Circular recommendations. Additional geotechnical investigation was undertaken to obtain a more comprehensive understanding of the subsurface conditions of the study area given the history of wetlands, unsuitable soils, and subsurface anomalies at other locations on and around the Airport. The team used ground penetrating radar (GPR) and electrical resistance imaging (ERI) to supplement the topographical soil boring investigation. Soil boring and GPR investigation were completed for the full area for the future runway/taxiway complex. The ERI investigations were not completed due to budgetary and deadline constraints. It is recommended that the ERI investigations be conducted when the project is restarted to facilitate a comprehensive understanding of potential subsurface anomalies.

Previous design efforts did not finalize key project elements such as pavement, electrical, or NAVAID design. Conceptual design was completed to support the site preparation design and permitting but follow-on design work is required upon project restart, Similarly, coordination with off-airport entities will need to be restarted to finalize the planning, permitting, and programming to enable the FPL transmission line relocation project upon project restart.

Recommended NAVAID Improvements

While RSW operates in VFR and IFR CAT I conditions a majority of the time, an upgrade of one of the approaches to CAT II would be beneficial to ensure continuity and resiliency of operations. Existing Runway 6-24 can be upgraded to a CAT-II approach with some minor modifications subject to a feasibility analysis. As mentioned earlier the proposed new parallel runway to the south can be operated with a CAT-I ILS without impacting the FPL transmission line. While the installation of a CAT-II ILS is feasible on the south runway, it would require the relocation of a sizeable portion of the FPL line located parallel and south of the proposed runway, beyond what is already recommended to mitigate the approach surfaces on the east side.

Due to the longer length of the existing runway (12,000 feet versus 9,100 feet) than the proposed future runway, the location in proximity to the terminal, cargo and general aviation areas, as well as the need for the new parallel runway to relocate the FPL transmission lines along the length of the runway; it is recommended to implement, pending further study, a CAT-II approach to Runway 6.

The airport rotating beacon (or airport beacon) is currently located in between Taxiways J and H adjacent to the terminal ramp area. With potential development in this area to meet terminal expansion needs, the airport beacon may need to be relocated. The Airport Layout Plan (ALP) identifies a new location in the vicinity of the new air traffic control tower. The selection of this site is conceptual as a site selection study should be undertaken to determine an optimal site that will be compatible with future airport development, tower operations, airspace restrictions etc.

Recommended Airfield Safety Modifications

Modifications to airfield geometry were considered to enhance airfield safety by reducing pilot confusion through infrastructure changes. The recommendations were identified in the Existing Airfield Geometry Evaluation Study prepared by Kimley-Horn and Associates in 2018. The analysis included review of airfield usage, modeling aircraft movements, and review of existing geometry based on FAA AC 150/5300-13A, Change 1. Recommendations were

identified based on input from LCPA and FAA staff. An update analysis by ESA conducted as part of this Master Plan Update reaffirmed those findings based on FAA AC 150/5300-13B with additional recommendations.

Generally, the Study recommended relocation of Taxiway G1 to the west to eliminate the direct taxi access from the passenger terminal apron to Runway 6-24. The reconfiguration would force pilots to make a turn when taxiing from the passenger terminal towards Taxiway F. They Study also recommended the Installation of in-pavement or aboveground runway guard lights all runway-taxiway intersections to reduce the likelihood of incursion. However, installation of runway guard lights was recommended at five specific locations because they were designated as possible areas for runway incursion by the Airport as part of the Existing Airfield Geometry Evaluation Study. Those locations are as follows:

- Taxiway F1 and Runway 6
- Taxiway A4 and Runway 6-24
- Taxiway A5 and Runway 6-24
- Taxiway A7 and Runway 6-24
- Taxiway F9 and Runway 24

The ESA Airfield Geometry Study also recommended removing the following direct runway access from an aircraft parking apron located north of Taxiway A.

- Taxiway A4 between Taxiway A and the Cargo Ramp
- Taxiway A5 between Taxiway A and the General Aviation Ramp
- Taxiways A6 and A7 between Taxiway A and the North Ramp

Recommended Airfield Rehabilitation

The airfield pavement condition was evaluated as part of the Airside Pavement Rehabilitation Recommendations Report prepared by Kimley-Horn and Associates in August 2015. The analysis included visual condition surveys of the airfield pavements, non-destructive testing to evaluate the structural sufficiency of existing pavement, and surface borings. GPR surveys were also used to aid in identifying significant anomalies and depressions of the underlaying subsoils. The analysis included a traffic analysis of the aircraft fleet to determine the pavement remaining life, structural analysis to evaluate the pavements structural integrity, and an electrical assessment to determine if/what electrical improvements should be included in a rehabilitation program.

The pavement rehabilitation recommendations were identified based on guidance provided from a combination of general airport planning criteria, site specific conditions at the Airport, and feedback from LCPA. This section summarizes the pavement rehabilitation recommendations identified as part of that study.

Taxiway A

Analysis associated with the Pavement Condition Study of Taxiway A pavement conditions found blistering observed on the pavement concerning as water could penetrate the surface through cracks in the ruptured blisters. The total pavement thickness is adequate to protect against subgrade failure. The proposed solution is to regularly inspect and monitor the severity of the blistering.

It is recommended that LED taxiway edge and centerline lights be installed the entire length of Taxiway A. Taxiway A edge and centerline circuits are proposed to be split into East and West segments with new cable and isolation transformers. New sign panels and a new parallel duct bank between Taxiway A and Runway 6-24 with crossings for future expansion are recommended to be installed in collaboration with an airfield rehabilitation program.

Taxiways A3/A4

Taxiways A3 and A4 are subject to air cargo carrier loading, which presents more stress on the pavement than usual. Analysis associated with the Pavement Condition Study found blistering observed on the pavement between the cargo apron and Taxiway A concerning as water could penetrate the surface through cracks in the ruptured blisters. To provide extra strength for cargo loads and for long-term performance a 2-inch asphalt concrete (AC) overlay is recommended. A minimum of 0.5-inch mill of the existing asphalt is recommended to remove surface cracking and weathered pavements. Installation of LED taxiway edge lights and sign panels is also recommended. The proposed changes to Taxiways A3 and A4 are shown in **Figure 5-1**.

Taxiway A5

Taxiway A5 is intended for use by smaller, lighter corporate and general aviation aircraft, but is much older than Taxiways A3 and A4. Analysis associated with the Pavement Condition Study for Taxiway A5 (between the FBO apron and Taxiway A) found raveling, longitudinal and block cracking. Concrete surrounding the trench drains is severely cracked and the overall pavement condition appears to have deteriorated to a "poor" condition. The recommended rehabilitation for this area is to mill the existing asphalt surface a minimum of ½" to remove damage and replace with a 2.5-inch asphalt overlay. The overlay would bring the asphalt surface thickness to a minimum of 4 inches and within current recommended pavement design guidelines. Removal and replacement of damaged trench drainage should be included in a rehabilitation program.

Installation of LED taxiway edge lights and sign panels is also recommended. The proposed changes to Taxiway A5 are shown in **Figure 5-2**. An opinion of cost for Taxiways A3, A4, and A5 design and construction in the amount of $119,000 was provided for a portion of the recommended work in 2015.[1]

Taxiways A6/A7/A8

Taxiway sections north of Taxiway A leading to the North Ramp and sections between Taxiway A and Runway 6-24 have not received much traffic since the old terminal was decommissioned and no air carriers operate north of the runway. Analysis associated with the Pavement Condition Study for Taxiways A6, A7, and A8 pavement conditions found to be in generally "satisfactory" condition with some swelling and depression observed. The taxiways are calculated to have more than 10 years of remaining life due to their minimal usage. The recommended rehabilitation improvements include ½" mill and a 1.5-inch hot mix asphalt (HMA) overlay.

It is recommended that in-pavement runway guard lights and LED taxiway edge lights be installed. New cable and isolation transformers should be installed. New sign panels are also recommended to be installed in collaboration with an airfield rehabilitation program. The proposed changes to Taxiways A6, A7, and A8 are shown in **Figure 5-3**. An opinion of cost for design and construction in the amount of $394,000 was provided for a portion of the recommended work in 2015.[2]

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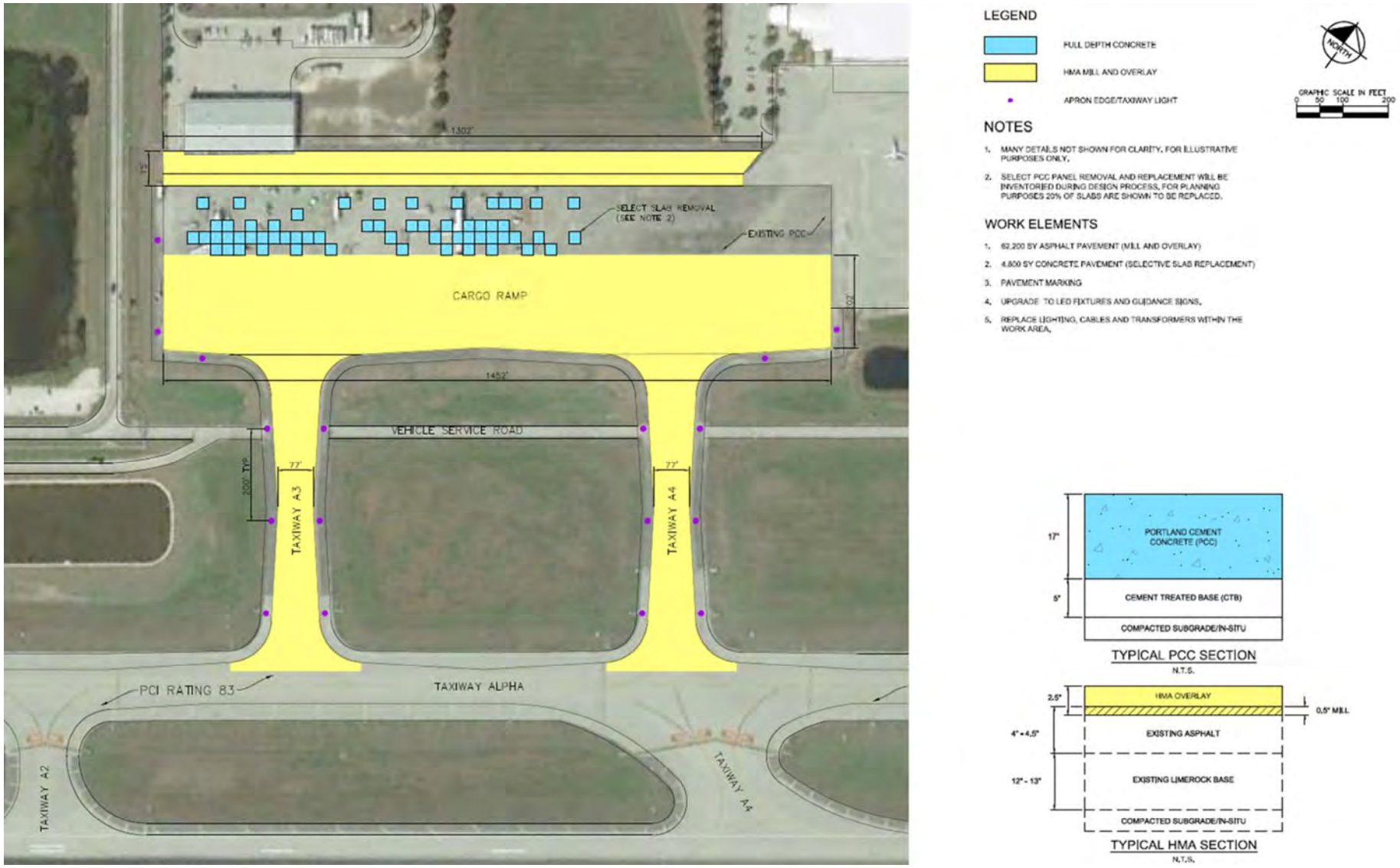
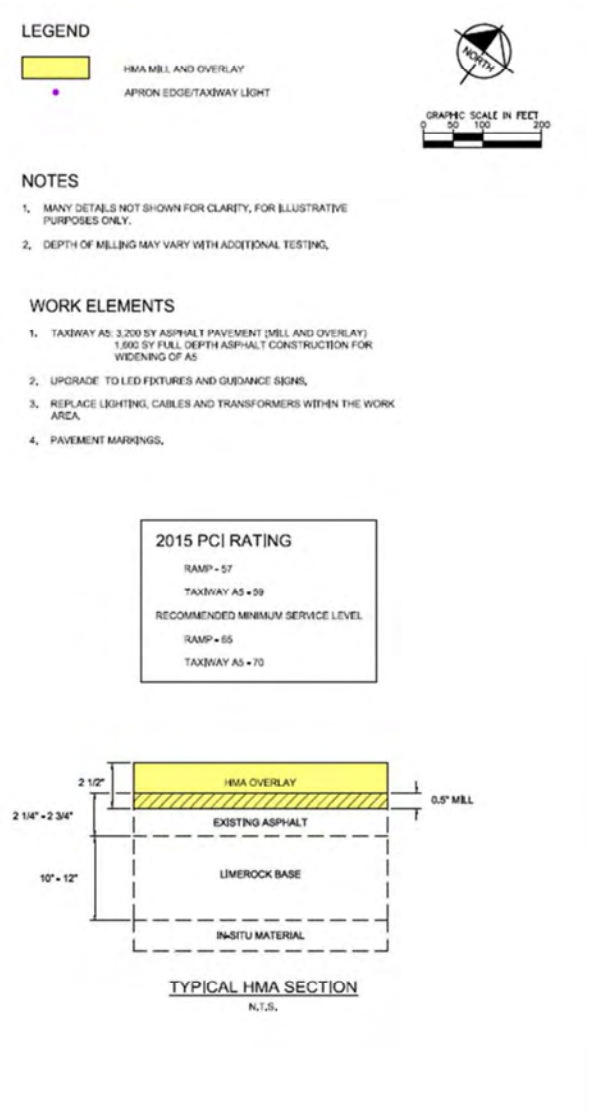
[1] SOURCE: *Airside Pavement Rehabilitation Recommendations Repor*t (August 2015) was developed from visual inspections and available construction history data. Opinion of costs does not include recommendations proposed after 2015.

[2] SOURCE: *Airside Pavement Rehabilitation Recommendations Report* (August 2015) was developed from visual inspections and available construction history data. Opinion of costs does not include recommendations proposed after 2015.



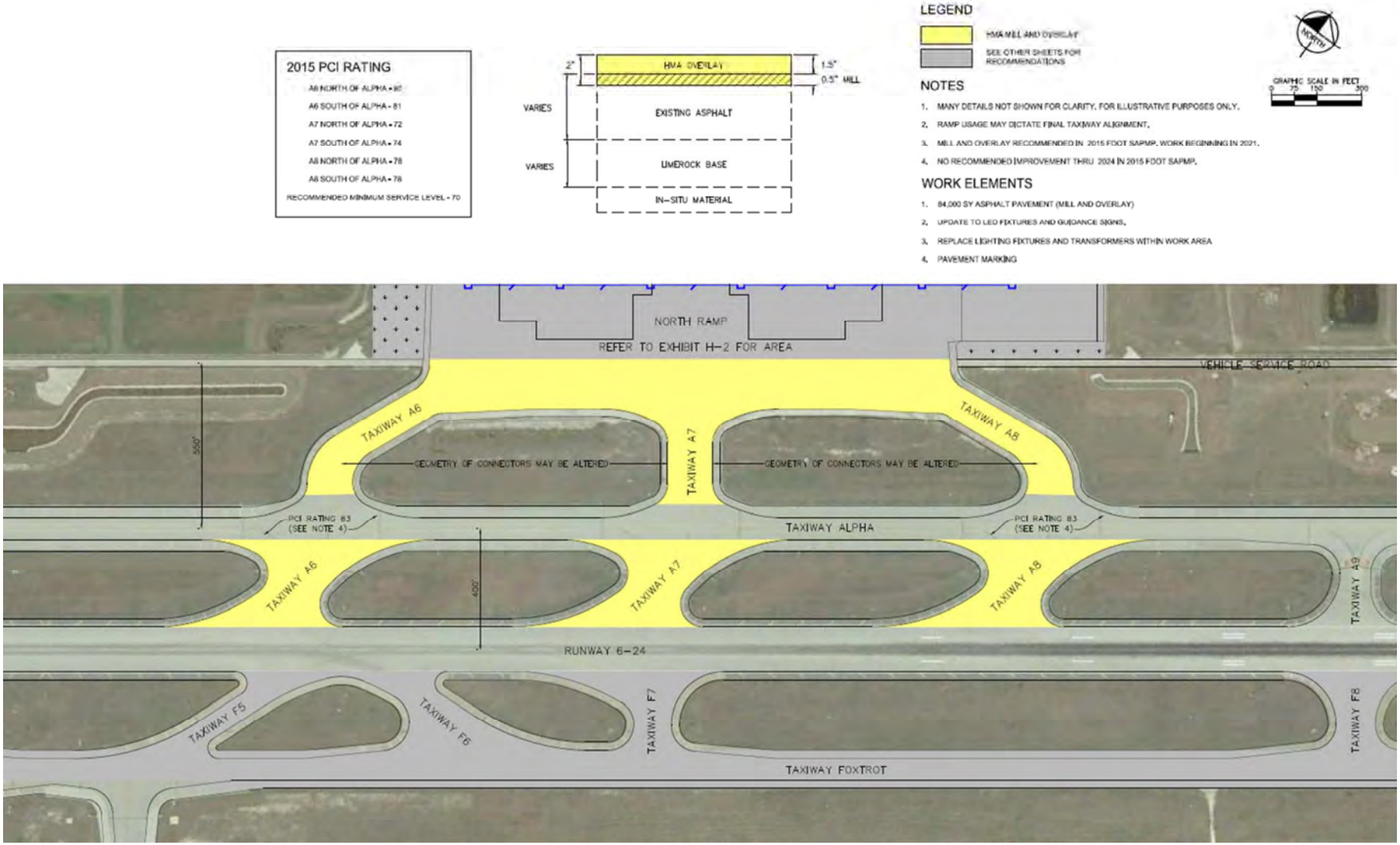
SOURCE: Pavement Condition Analysis and Recommendation, Kimley-Horn and Associates, 2018

Figure 5-1 Rehabilitation Recommendations Taxiways A3 and A4



SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-2 Rehabilitation Recommendations Taxiway A5



SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-3 Rehabilitation Recommendations Taxiways A6/A7/A8

Other Taxiway A Connectors

Taxiways A1 and A10 are in "good" condition having completed pavement rehabilitation in 2020-2021.

Analysis associated with the Pavement Condition Study for Taxiways A2 and A9 found to have a "Satisfactory" condition rating. Taxiways A2 and A9 pavement are not in consideration for rehabilitation.

Taxiway F

The taxiway is the primary air carrier taxiway to the Airport's only runway, Therefore, Taxiway F experiences more traffic than Taxiway A. Investigation associated with the Pavement Condition Study identified issues with original construction quality and subsurface conditions. The Pavement Condition Study found Taxiway F to have noticeable depressions, pavement weathering, longitudinal and alligator cracking with a weak structural base in its center portion. The blistering observed on the pavement concerning as water could penetrate the surface through cracks in the ruptured blisters. The west end has found have a remaining life of less than five years.

Based on the analysis, the two recommended rehabilitation improvements include a minimum of 2-inch mill of the existing asphalt to remove cracking and weathered pavements and a 9-inch HMA overlay. The second option entails a full depth replacement of approximately 12 inches of AC.

Installation of LED taxiway edge and centerline lights is also recommended for the entire length of Taxiway F. Taxiway F edge and centerline circuits are proposed to be split into East and West segments with new cable and isolation transformers. New sign panels and a new parallel duct banks between Taxiway F and Runway 6-24 with crossings for future expansion are recommended to be installed. The proposed changes to Taxiway F are shown in Figure 5-4 and Figure 5-5. An opinion of cost for design and construction in the amount of $178,000 was provided for a portion of the recommended work in 2015.[3]

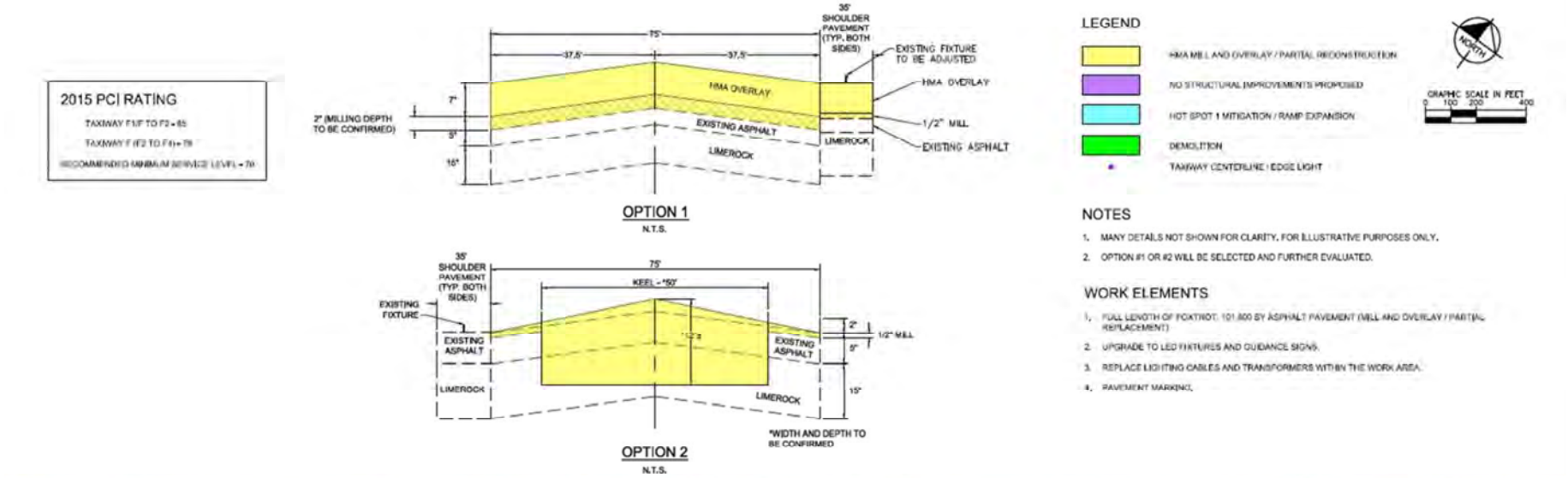
Taxiways F1 through F9

Taxiways F1 through F9 pavement conditions were analyzed as part of the Pavement Condition Study. The analysis found longitudinal cracking with some signs of stress. The general pavement condition rating was "fair" to "satisfactory" which resulted in no structural improvements recommended for the taxiway connectors.

However, it is recommended that in-pavement runway guard lights be installed on Taxiways F1 through F9 with ducts parallel to Runway 6-24. New sign panels are also recommended to be installed. The proposed changes to Taxiways F1 through F9 are shown in Figure 5-4 and Figure 5-5. An opinion of cost for design and construction in the amount of $46,000 was provided for a portion of the recommended work in 2015.[4]

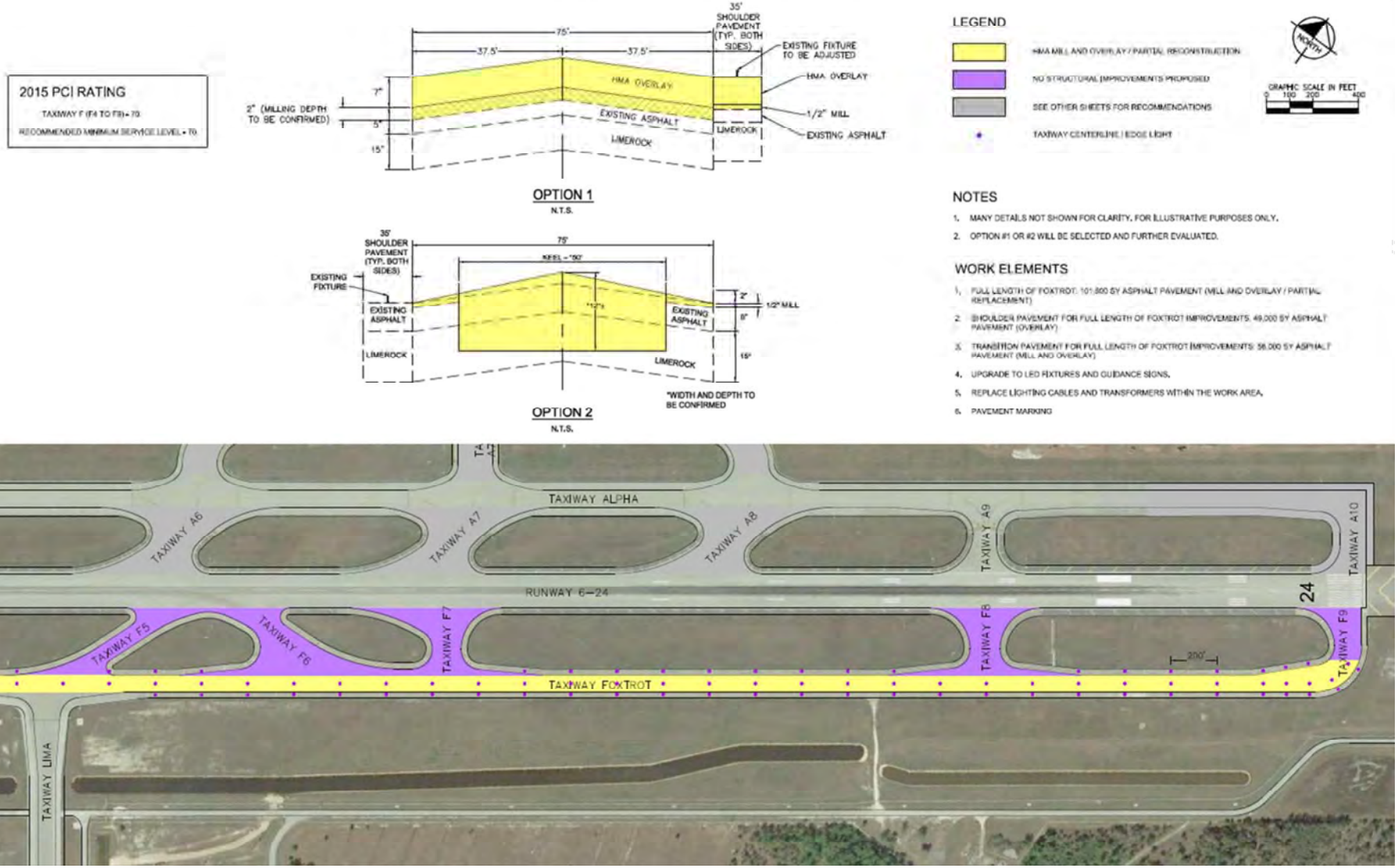
[3] SOURCE: *Airside Pavement Rehabilitation Recommendations Report* (August 2015) was developed from visual inspections and available construction history data. Opinion of costs does not include recommendations proposed after 2015.

[4] SOURCE: *Airside Pavement Rehabilitation Recommendations Report* (August 2015) was developed from visual inspections and available construction history data. Opinion of costs does not include recommendations proposed after 2015.



SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-4 Rehabilitation Recommendations Taxiway F West End



SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-5 Rehabilitation Recommendations Taxiway F East End

Taxiway G

Taxiway G and its connectors are some of the most used pavements on the Airport as they provide access to Terminal Concourses C and D. Analysis in the Pavement Condition Study of Taxiway G surface found minor cracking. The analysis reflects the taxiway has more than 10 years of remaining life with a condition rating of "fair". The recommended rehabilitation improvements include a 2-inch mill and HMA overlay to remove surface cracking and deterioration.

Installation of LED taxiway and centerline lights in areas that have not been upgraded to LED is recommended. The proposed changes to Taxiway G are shown in **Figure 5-6**.

Taxiways G1/G2

Analysis associated with the Pavement Condition Study of Taxiways G1 and G2 found the taxiways are deteriorating rapidly with Taxiway G2 estimated to have less than 5 years of remaining life. Analysis of Taxiway G1 does indicate more than 10 years of remaining life but the pavement does have depressions from what appears to be related to drainage pipe irregularities.

Each taxiway connector is recommended for substantial rehabilitation with two improvement options. The southern section of Taxiway G1 is recommended for a 4-inch AC overlay or a full depth removal and replacement. During design of a rehabilitation program, a video survey of the drainage pipes should be conducted to determine a resolution for the drainage pipe issue. Airfield hot spot 1 is located at the Taxiway G1 and Taxiway F2 intersection. Taxiway G1 is aligned with Taxiway F2 allowing direct access to Runway 6-24 from the terminal apron which causes increased risk to surface operations. The recommended rehabilitation improvement to mitigate the risk entails removal of the northern portion of Taxiway G1 and installing a new connector to the west of the removed pavement.

The proposed rehabilitation improvements for Taxiway G2 entails a 7-inch AC overlay or a full depth removal and replacement. It is recommended that LED taxiway edge lights and sign panels be installed on each taxiway. The proposed changes to Taxiways G1 and G2 are shown in Figure 5-6. An opinion of cost for pipe inspection and subgrade in the amount of $46,000 was provided in 2015.[5]

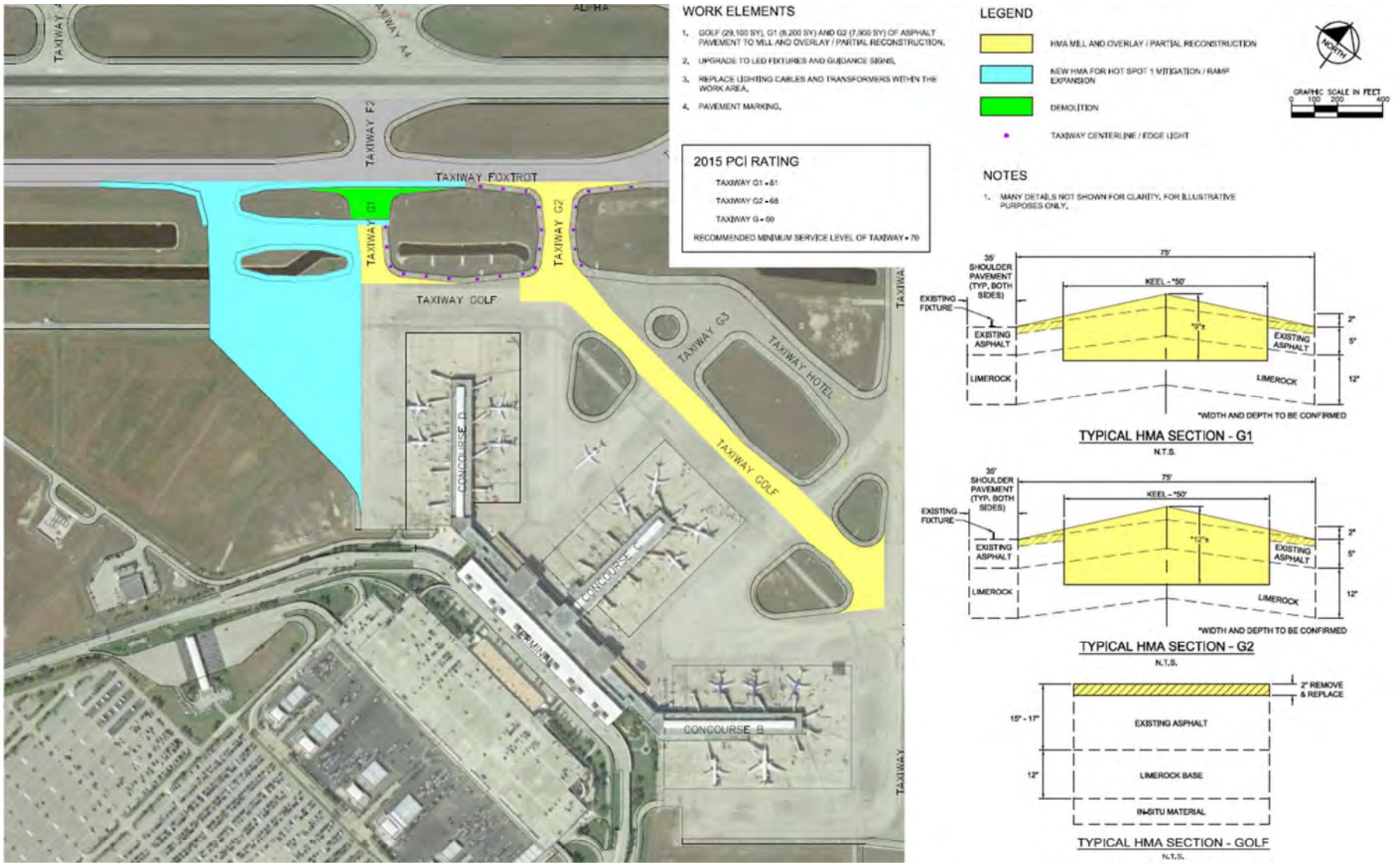
5.2 Support Facilities

North Area Planning

This section provides an overview of the development alternatives that were prepared for the North Area. These alternatives were developed based on the feedback received during the visioning session that took place at the Airport on November 30, 2021, as well as follow-up conversations with LCPA staff.

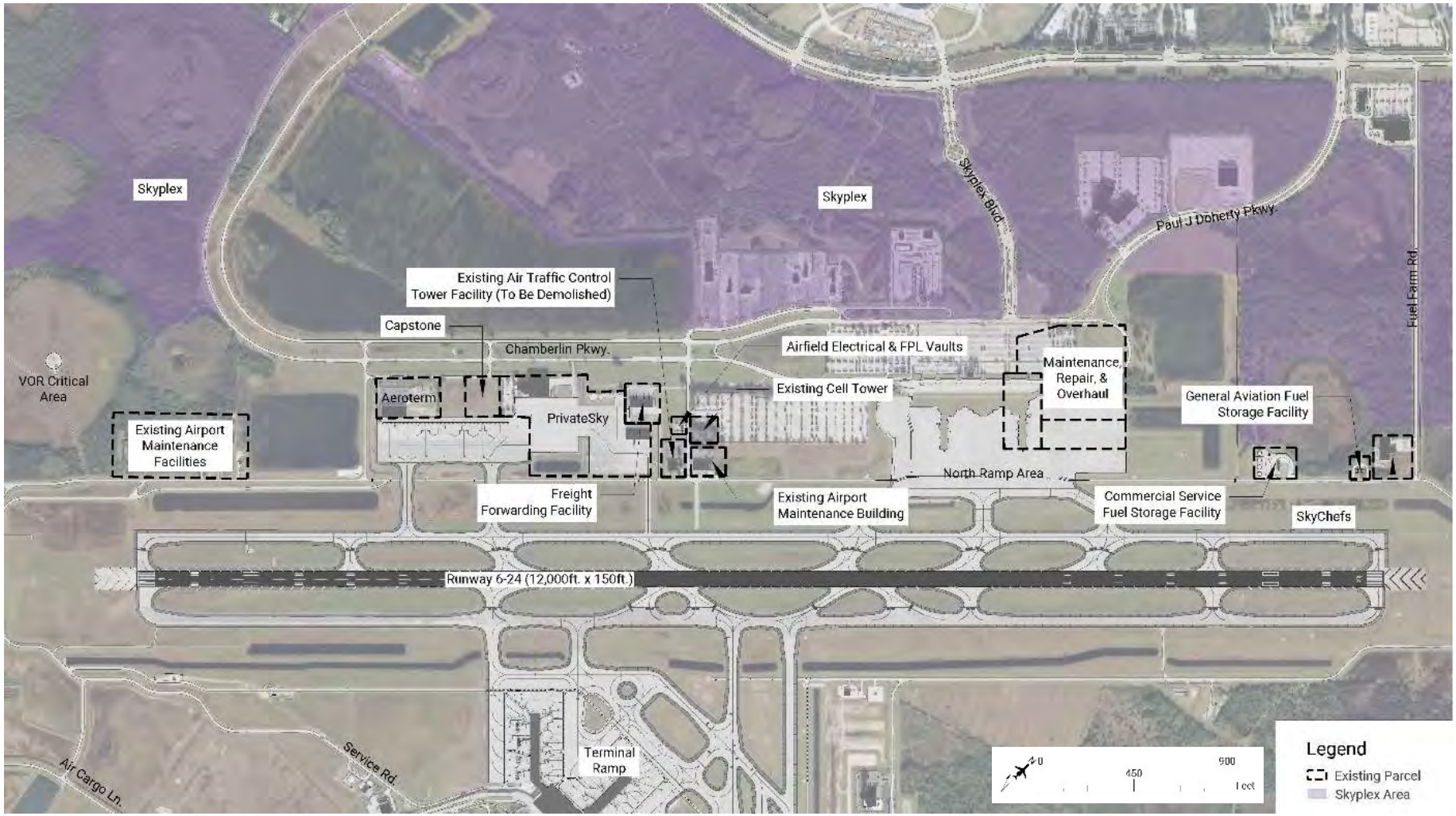
The proposed development alternatives assume the preservation of several existing facilities including the Aeroterm cargo facilities, PrivateSky Aviation general aviation facilities, the airfield and FPL electrical vaults, the cell tower, the Airport maintenance buildings, the freight forwarding facility, and the commercial service and general aviation fuel storage facilities. These facilities are depicted on **Figure 5-7**. The development alternatives also account for the Intrepid Aerospace, Inc. and CapStone Holdings Inc. leaseholds and the future demolition of the former Air Traffic Control Tower facility.

[5] SOURCE: *Airside Pavement Rehabilitation Recommendations Report* (August 2015) was developed from visual inspections and available construction history data. Opinion of costs does not include recommendations proposed after 2015.



SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-6 Rehabilitation Recommendations Taxiways G, G1, and G2



SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-7 North Area Existing

Based on the benchmarking analyses that were completed as part of the demand/capacity and facility requirements analyses, the following land use planning targets were established:

- Cargo/logistics area: 70 acres
- GA/FBO area: 50 acres
- MRO area: 40 acres
- E-commerce area: 36 acres

The aforementioned land use targets provided the framework for the development of three land use plan alternatives, illustrated on **Figure 5-8** through **Figure 5-10**. The land use designations included in these figures include:

- Cargo: Includes air cargo buildings, aircraft apron areas, and support facilities including ground support equipment storage areas.
- General Aviation: General Aviation describes those facilities and operational activity by all aviation users other than scheduled commercial flights, military aviation, and cargo operations
- Electronic Commerce: Includes sorting facility, aircraft apron areas, and support facilities to accommodate logistics and freight transport operations associated with electronic commerce.
- Aircraft Maintenance, Repair, and Overhaul Facility: Includes workshops, hangars, and apron areas used for aircraft maintenance, repair, and overhaul
- Commercial Service Fuel Storage Facility: Includes existing facilities and equipment for the handling and storage of Jet-A aviation fuel
- Other Aviation Development: Includes aviation related uses not included in the other land use category such as airline catering and electric vertical takeoff and landing (EVTOL) aircraft facility
- Skyplex: refers to the aviation and non-aviation development area along Daniels Parkway on the north side of the Airport. This area will be discussed in further detail in Section 5.5 of this chapter.

Land Use Plan Alternative 1 assumes the elimination and/or relocation of the stormwater retention/detention basin southwest of the existing cargo facilities to accommodate future cargo development. Future general aviation and cargo development would be accommodated where the existing rental car overflow automobile parking lots are located and the former terminal site would accommodate 44 acres for electronic commerce and 42 acres for MRO development, respectively.

Land Use Plan Alternative 2 is similar to Alternative 1 but assumes the stormwater retention/detention basin north and northwest of the former terminal ramp will be eliminated and/or relocated to accommodate future cargo development. As a result, this alternative provides additional areas for MRO development between the general aviation and ecommerce parcels.

Land Use Plan Alternative 3 assumes that both the stormwater retention/detention basin southwest of the existing cargo facilities and north/northwest of the former terminal ramp would be eliminated and/or relocated to accommodate future cargo development.

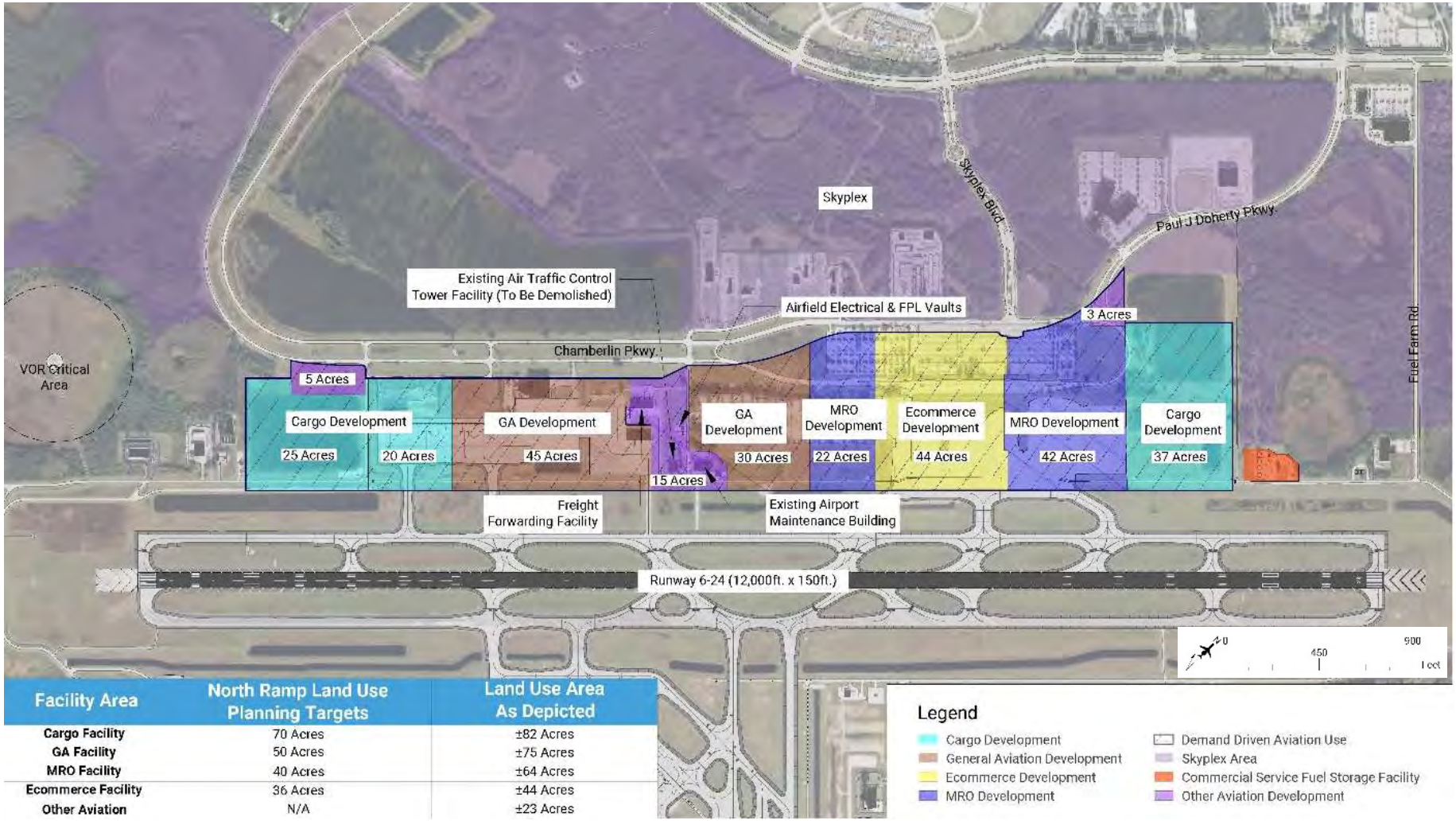
The preferred land use plan is illustrated on **Figure 5-11**.

A conceptual development plan for the North Area, which seeks to locate and size various aviation uses based on the preferred land use plan, is included on **Figure 5-12**. Key aviation facilities depicted in the concept plans include buildings and aircraft hangars and apron areas. Supporting ground access and parking systems are also illustrated.

Facility Area	North Ramp Land Use Planning Targets	Land Use Area As Depicted
Cargo Facility	70 Acres	±82 Acres
GA Facility	50 Acres	±68 Acres
MRO Facility	40 Acres	±48 Acres
Ecommerce Facility	36 Acres	±44 Acres
Other Aviation	N/A	±14 Acres

SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

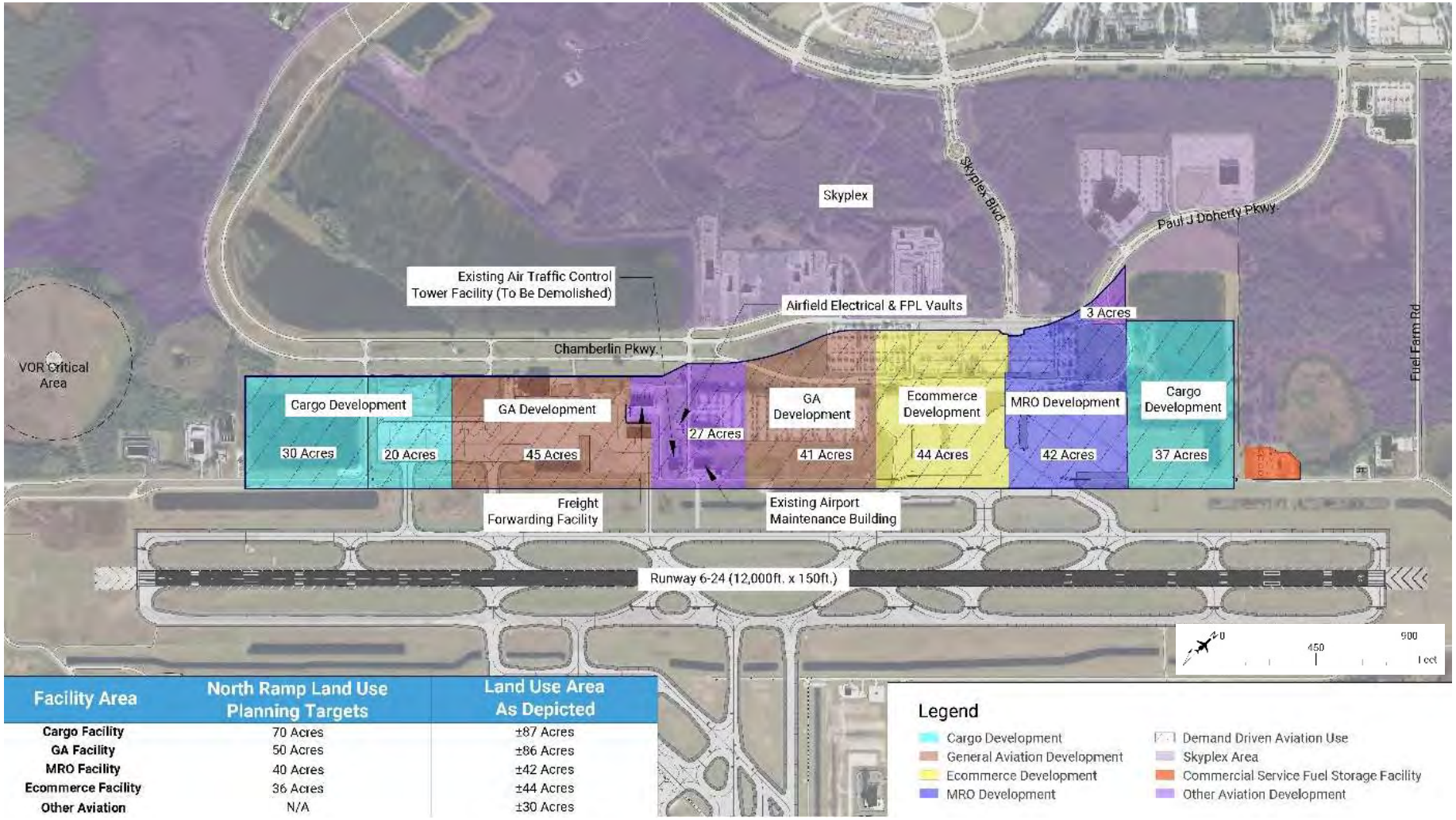
Figure 5-8 Alternative 1



Facility Area	North Ramp Land Use Planning Targets	Land Use Area As Depicted
Cargo Facility	70 Acres	±82 Acres
GA Facility	50 Acres	±75 Acres
MRO Facility	40 Acres	±64 Acres
Ecommerce Facility	36 Acres	±44 Acres
Other Aviation	N/A	±23 Acres

SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-9 Alternative 2



Facility Area	North Ramp Land Use Planning Targets	Land Use Area As Depicted
Cargo Facility	70 Acres	±87 Acres
GA Facility	50 Acres	±86 Acres
MRO Facility	40 Acres	±42 Acres
Ecommerce Facility	36 Acres	±44 Acres
Other Aviation	N/A	±30 Acres

SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-10 Alternative 3

Facility Area	North Ramp Land Use Planning Targets	Land Use Area As Depicted
Cargo Facility	70 Acres	±82 Acres
GA Facility	50 Acres	±80 Acres
MRO Facility	40 Acres	±79 Acres
Ecommerce Facility	36 Acres	±44 Acres
Other Aviation	N/A	±5 Acres

SOURCE: Kimley-Horn and Associates, *Pavement Condition Analysis and Recommendation*, 2018

Figure 5-11 Preferred Alternative

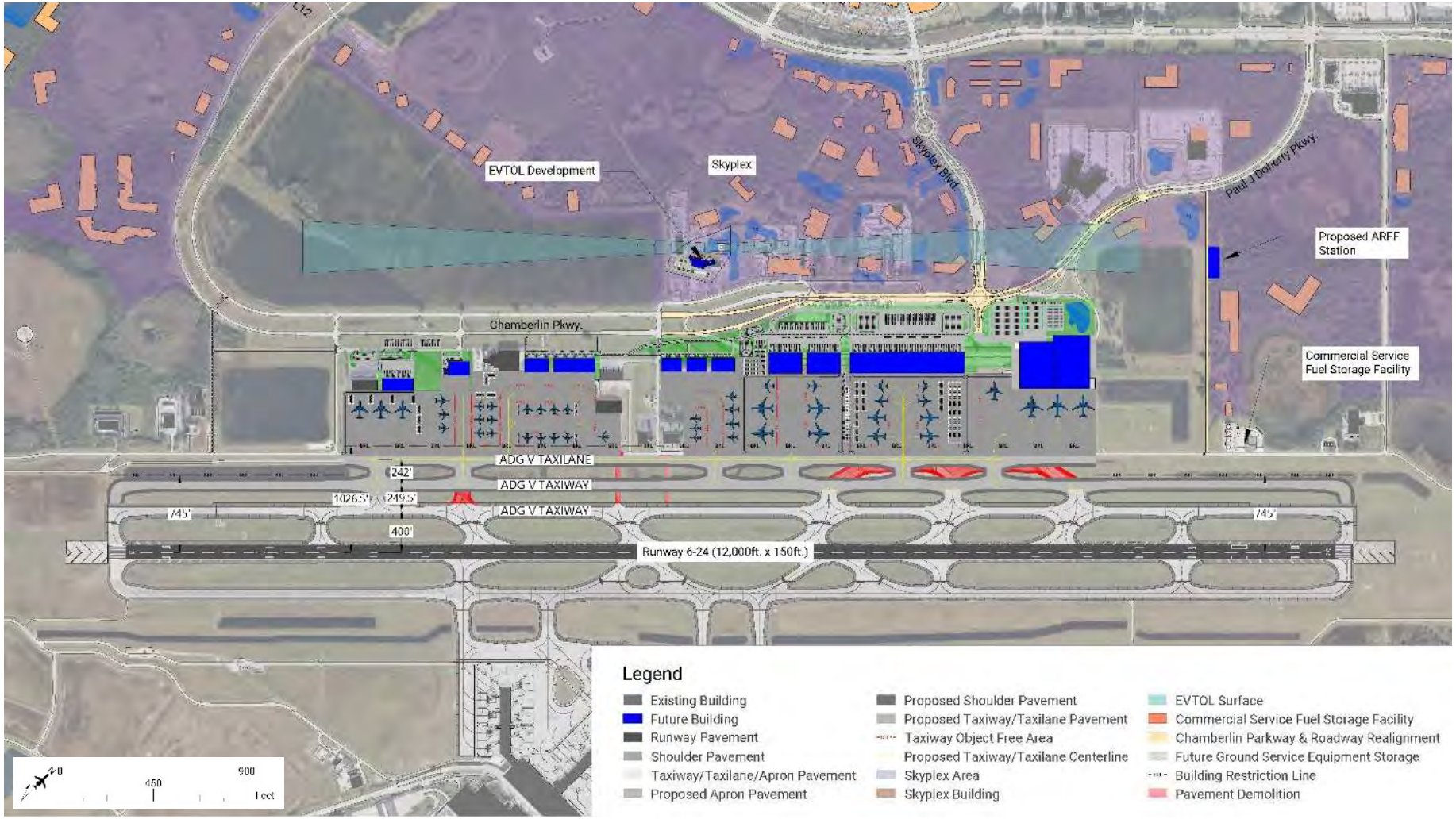
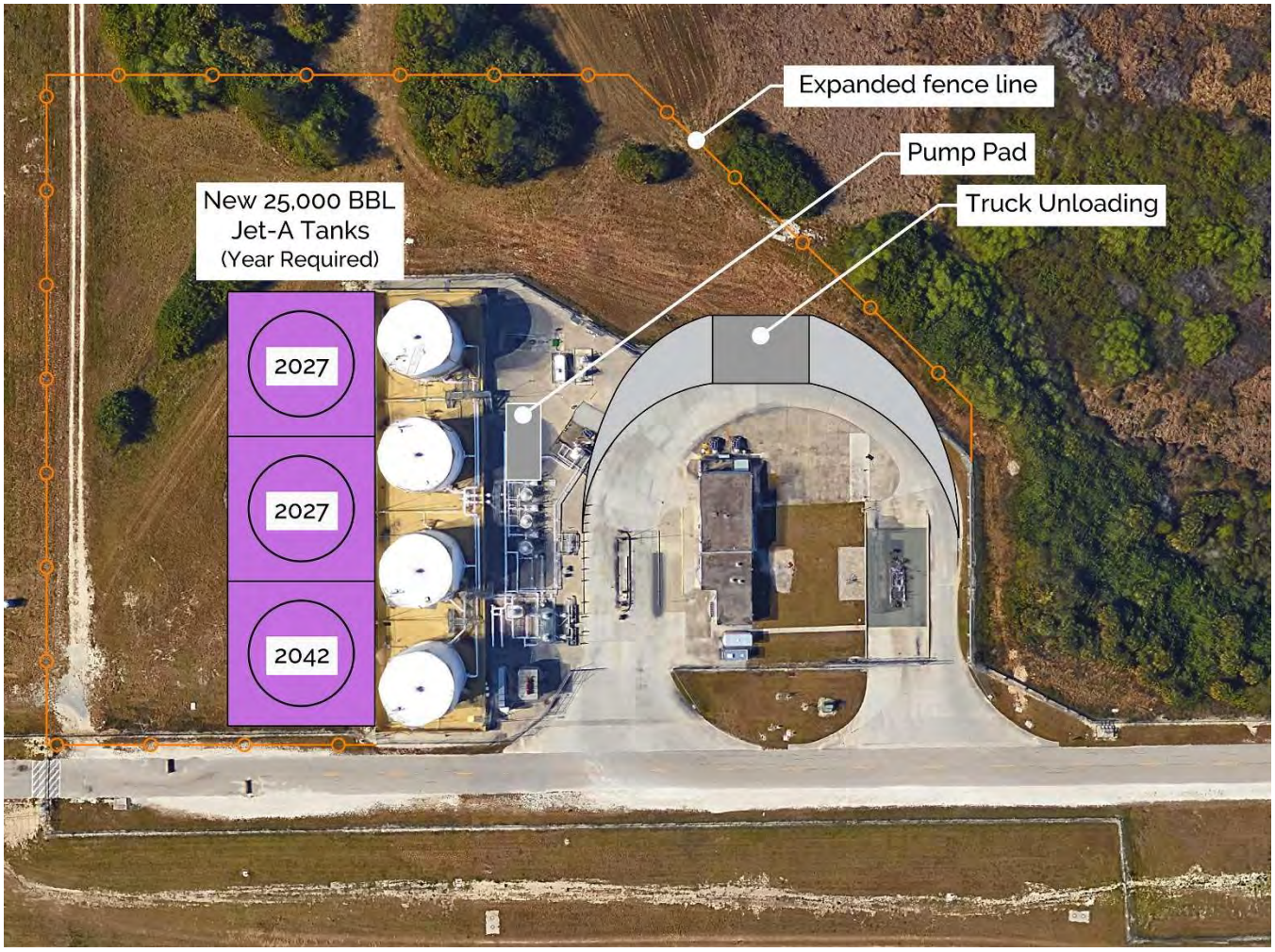


Figure 5-12 Conceptual Development Plan

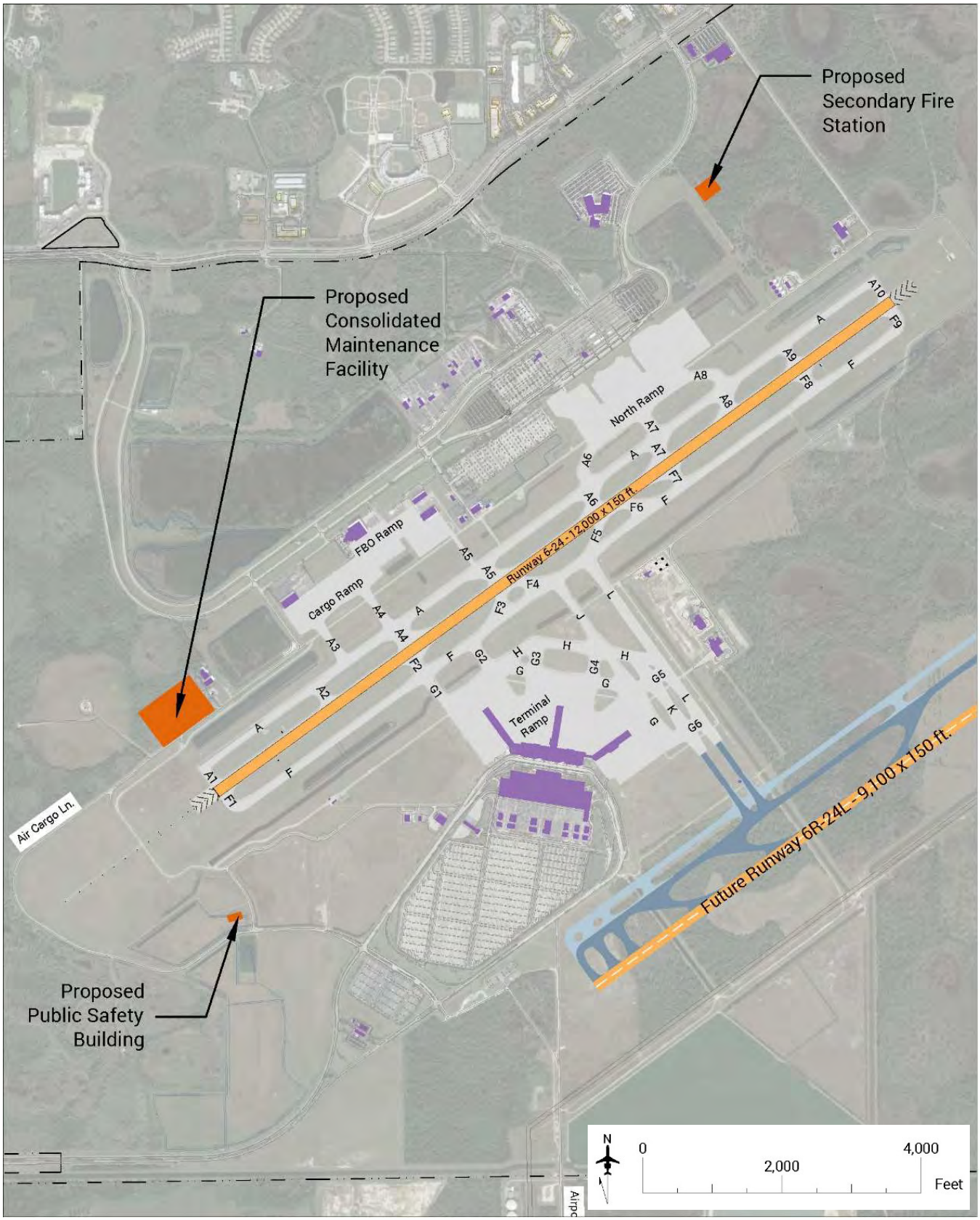
Fuel Farm

Based on the Fuel Farm requirements determined in Chapter 4, *Demand Capacity and Facility Requirements*, an expansion of the existing Fuel Farm facility is the more efficient and economical than locating and building on a new site at the airport. The existing site has ample room to expand and meet the requirements for fuel storage through the planning horizon with room to grow further if needed. The addition of three tanks with a capacity of 25,000 BBL each, two in 2027 and one in 2042, will ensure that fueling needs are met. **Figure 5-13** shows the proposed expansion.



SOURCE: FSM Group, 2022

Figure 5-13 Proposed Fuel Farm Expansion Plan



SOURCE: ESA Analysis

Figure 5-14 Other Support Facilities

Other Support Facilities

The proposed locations for the secondary fire station, public safety building, and consolidated maintenance facility are illustrated in **Figure 5-14**.

Consolidated Maintenance Facility

The consolidated maintenance facility, which would support the majority of the maintenance staff and functions of the department, is proposed to be located between the existing vehicle maintenance and field shop facilities. The proposed facility would include offices, kitchen, breakrooms, locker room facilities, showers, warehouse space, conference rooms, training room, tool room, sign shop, lock shop, systems shop, systems testing lab, carpentry shop, powder coat shop, photometric testing lab, and paint and chemical storage areas. LCPA staff indicated the existing field shop could be repurposed to store equipment. Ultimately, the existing field shop could be demolished to accommodate a facility to shelter large vehicles (e.g., tractors and mowers) and equipment and to provide additional bulk storage capacity for mulch, rocks, pallets, etc. This facility would also accommodate a wash system for large equipment and vehicles.

Public Safety Building

As noted in **Figure 5-15**, nine site locations were identified and evaluated as part of the RSW Public Safety Building Site Selection that was completed in 2021.

Site 3A is identified as the recommended site to accommodate the Public Safety Building because it achieves a primary goal of avoiding impact to future revenue generating nonaeronautical development areas while also providing good public visibility of the building. Site 3A also provides adequate landside (i.e., public) and airside access.

The Public Safety Building will group the majority of LCPA police functions in a consolidated facility that will allow the Police Department to have better team synergies as well as room to grow as security and safety needs increase. The facility will also have the ability to host the AirCom (communications center) and other command and control functions as needed.

Secondary Fire Station

The location for the proposed secondary fire station is illustrated on **Figure 5-16**. A two-lane access roadway to the site will be required to allow for easy access to/from Paul J. Doherty Parkway. The proposed landside access road will extend approximately 500 feet from Paul J. Doherty Parkway. The access roadway to the site will be utilized primarily by employees and passenger cars but will also need to accommodate the equipment fleet mix of the fire station. Ultimately, the access road will be extended to connect to Perimeter Road.

The location of the secondary Fire Station will allow the airport to meet non-ARFF fire service requirements for areas on the northern area of the airport property including on airfield. This fire station can provide support to ARFF units if necessary.

SOURCE: RS&H RSW Public Safety Building Site Selection Memorandum, September 21, 2021

Figure 5-15 Public Safety Building Site Selection Study

SOURCE: LCPA, April 2022

Figure 5-16 Secondary Fire Station Proposed Location

5.3 Passenger Terminal Alternative Analysis

Goals and Evaluation Criteria

The alternatives analysis outlined in this section of the MPU identifies passenger terminal development options to meet planning year 2035 or planning activity level three (PAL 3) requirements as outlined in Chapter 4, *Demand Capacity and Facility Requirements*. As previously mentioned, the Airport provides 27 operational aircraft gates plus one ground boarding position for regional jets and will need an additional 14 aircraft gates to meet forecasted aircraft demand levels. Six potential passenger terminal development scenarios and four subsequent alternatives were evaluated as a part of this alternatives analysis. The capabilities of each existing gate to accommodate international flights, widebody aircraft, and current airline assignments are described in Table 4-10. All gates accommodate narrow-body (ADG-III) aircraft unless otherwise noted.

Alternative Analysis Considerations

Factors considered to determine the feasibility of each potential passenger terminal development area include:

- Land available for aviation related development
  - Layout of existing passenger terminal infrastructure
  - Future planned aviation related projects
- Restrictions to airspace surfaces
- Number of required parking positions by planning year 2035
- Proximity to exiting aviation facilities and airfield infrastructure
- Construction
  - Impacts to existing facilities
  - Development Cost

Alternative Terminal Development Scenarios

As illustrated in **Figure 5-17** through **Figure 5-22**, six passenger terminal development scenarios at the existing passenger terminal were analyzed as a part of this analysis:

- Scenario 1: Existing Concourse B Extension
- Scenario 2: Existing Concourse C Extension
- Scenario 3: Existing Concourse D Extension
- Scenario 4: Existing Concourse B, C, and D Collective Extension
- Scenario 5: Construction of Future Concourse A
- Scenario 6: Construction of Future Concourse E

SOURCE: Atkins

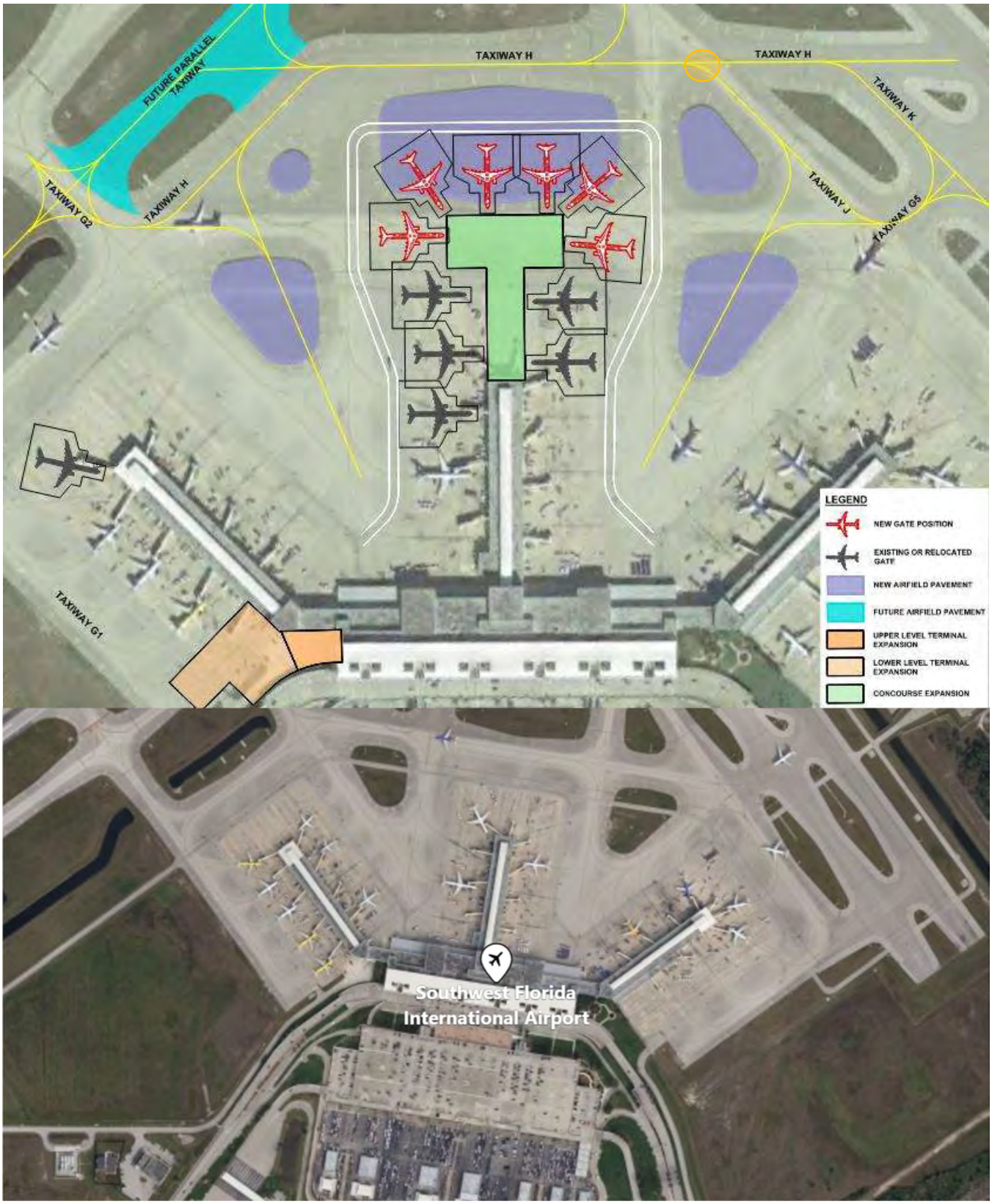
Figure 5-17 Terminal Development Scenario 1: Concourse B Extension

As highlighted in **Figure 5-18**, extending existing Concourse C would require additional main terminal area support space and would require approximately 42,000 square yards of additional apron pavement. Additionally, Taxiway G would become inactive upon extending the existing Concourse C terminal north, requiring future aircraft to push back onto existing Taxiway H. This alternative development area of approximately 76,100 square feet (per level) would assume the relocation of existing aircraft Gate C2 to the end of existing Concourse D. Up to six additional aircraft gates could be provided within this development area, with five of the adjacent existing aircraft gate positions having to be reconfigured. Extending the terminal at the end of Concourse C would require three existing aircraft gates to be temporarily offline during construction and phasing. The land available for future terminal development is restricted in this scenario and eight additional aircraft gates would still be required in this scenario. As a result, this alternative development scenario is not deemed viable.

As highlighted in **Figure 5-19**, extending existing Concourse D would require additional main terminal area support space and would require approximately 26,300 square yards of additional apron pavement. Additionally, Taxiway G would become inactive upon extending the existing Concourse D terminal northeast, requiring future aircraft to push back onto the adjacent future taxiway. This potential development area of approximately 67,100 square feet (per level) would provide enough space to add four additional aircraft gates, with three of the adjacent existing aircraft gate positions having to be reconfigured. Extending the terminal at the end of Concourse D would require two existing aircraft gates to be temporarily offline during construction and phasing. Final development would require existing Gate D2 to remain permanently offline. The land available for future terminal development is restricted in this scenario and ten additional aircraft gates would still be required in this scenario. As a result, this alternative development scenario is not deemed viable.

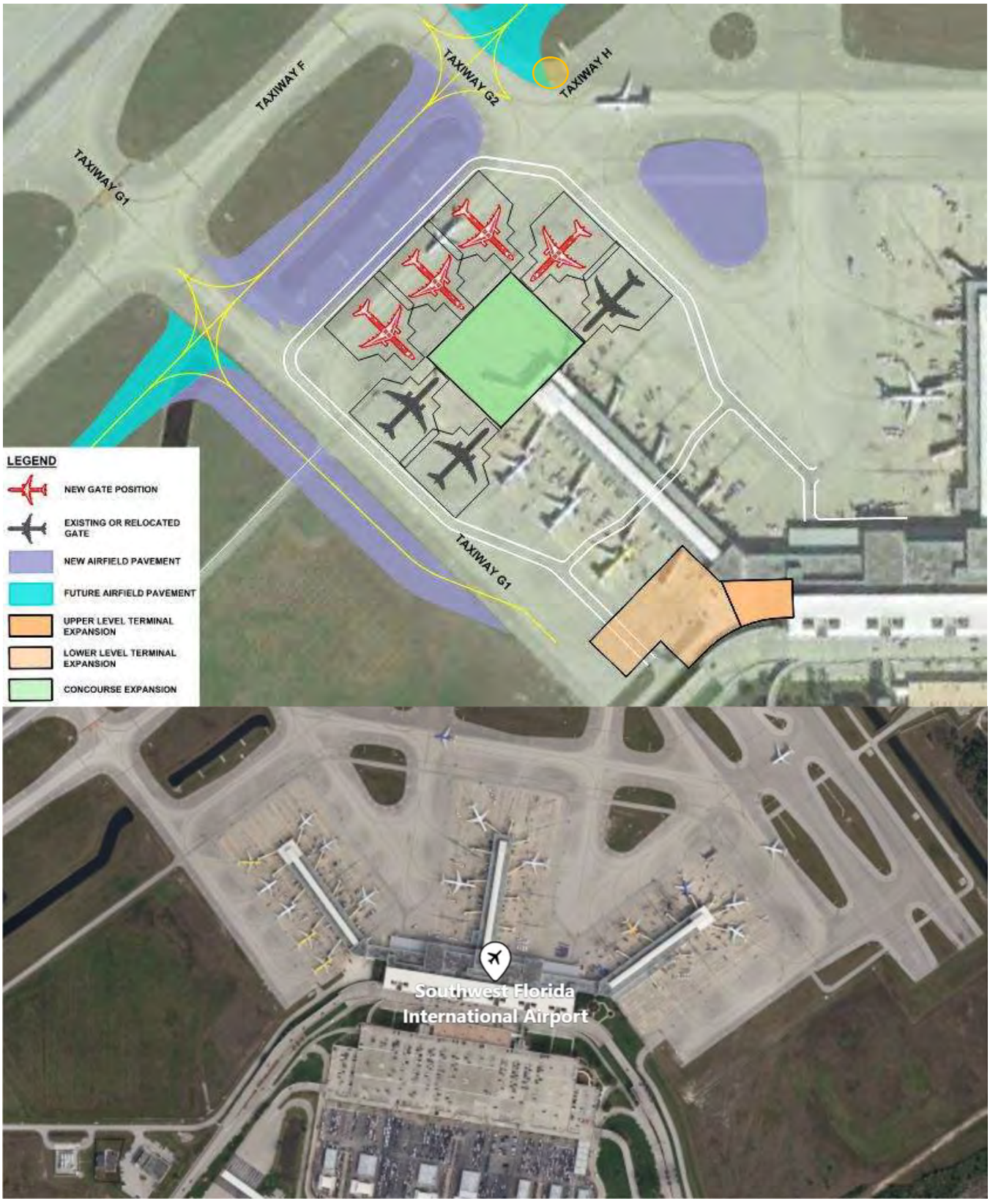
As highlighted in **Figure 5-20**, extending existing Concourses B, C, and D collectively would require additional main terminal area support space and would require approximately 96,800 square yards of additional apron pavement. Additionally, Taxiway G would become inactive upon extending each of the ends of three existing concourses. Aircraft departing from the future Concourse B and C extensions would push back onto existing Taxiways K and H, respectively. Additionally, aircraft departing from the future Concourse D extension would push back onto the adjacent future taxiway. Extending the ends of each of the three existing concourses collectively would provide enough space to add twelve additional aircraft gates, with another twelve of the adjacent existing aircraft gate positions needing to be reconfigured. It is important to note, this scenario would have to be completed in multiple phases at each concourse before fully integrated and operational. Extending the three existing terminals would require nine existing aircraft gates to be temporarily offline during construction and phasing. Final development may have short and/or long-term impacts to the usability of existing international Gate B1 and would also require existing Gate D2 to remain permanently offline. The land available for future terminal development is restricted in this scenario and two additional aircraft gates would still be required in this scenario. As a result, this alternative development scenario is not deemed viable.

As highlighted in **Figure 5-21**, constructing future Concourse A would provide additional terminal area support space and would require approximately 141,000 square yards of additional apron pavement. Minimal modifications to existing Concourse B would be required. Constructing future Concourse A of approximately 99,000 square feet (per level) would provide enough space to add twelve additional aircraft gates and would potentially have short and/or long-term impacts to the usability of existing international Gate B1. All other existing aircraft gates would not be impacted by this scenario. Development of future Concourse A would not impact the existing or future taxiway system. Final development would also require existing Gate D2 to remain permanently offline. It is important to note the aircraft taxiing distance to the existing Runway 6 and 24 ends are approximately 11,000 and 11,800 feet, respectively. These taxiing distances combined are some of the longest of the six scenarios. Additionally, between the three existing concourses and the two future proposed concourses, the location of future Concourse A is the furthest distance from the Chiller Plant and utility buildings/infrastructure, which are located southwest of existing Concourse D. The land available for future terminal development is not restricted in this scenario. As such, the terminal layout and shape could potentially be altered to accommodate two additional aircraft gates. As a result, this alternative development scenario is deemed viable.



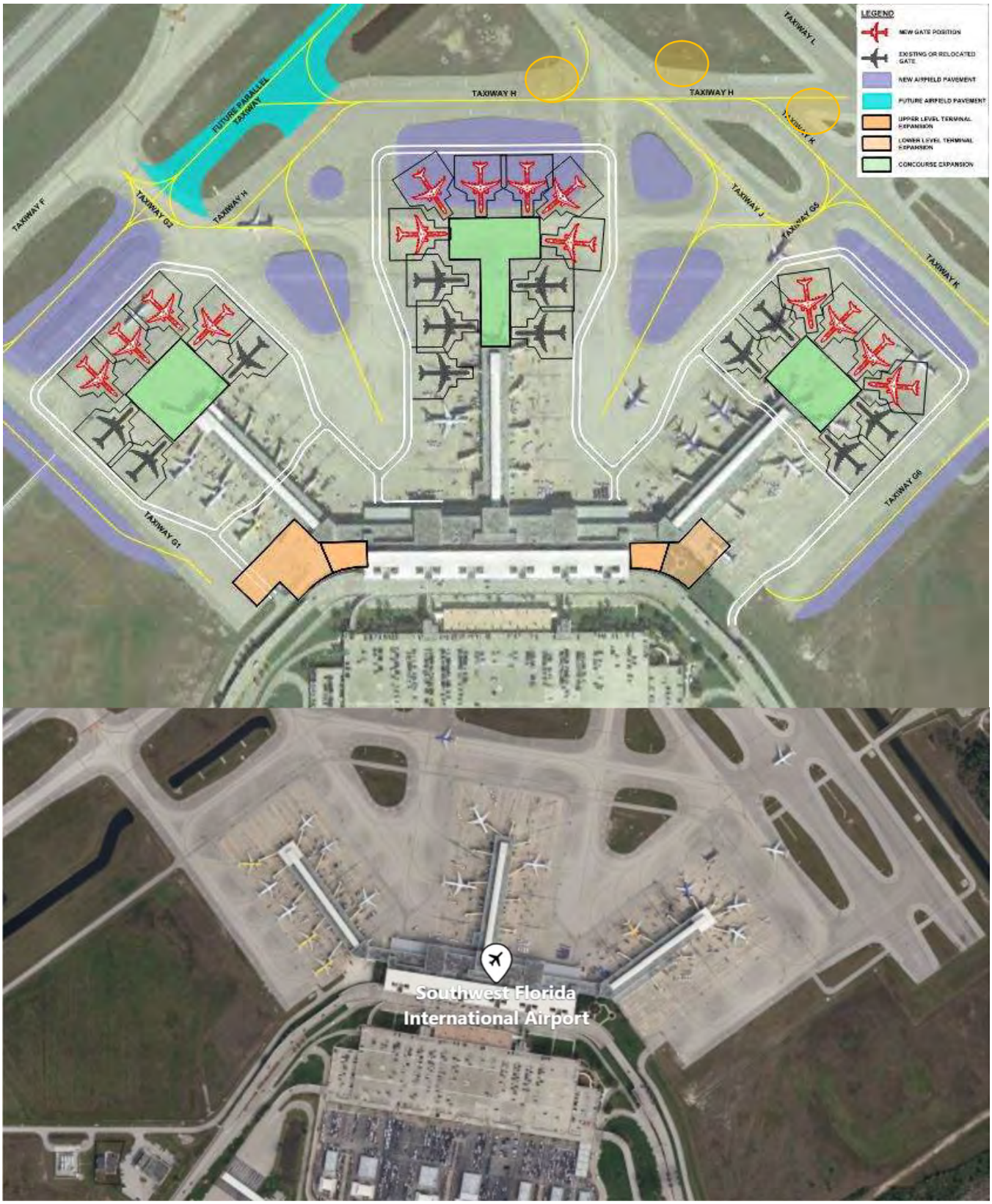
SOURCE: Atkins

Figure 5-18 Terminal Development Scenario 2: Concourse C Extension



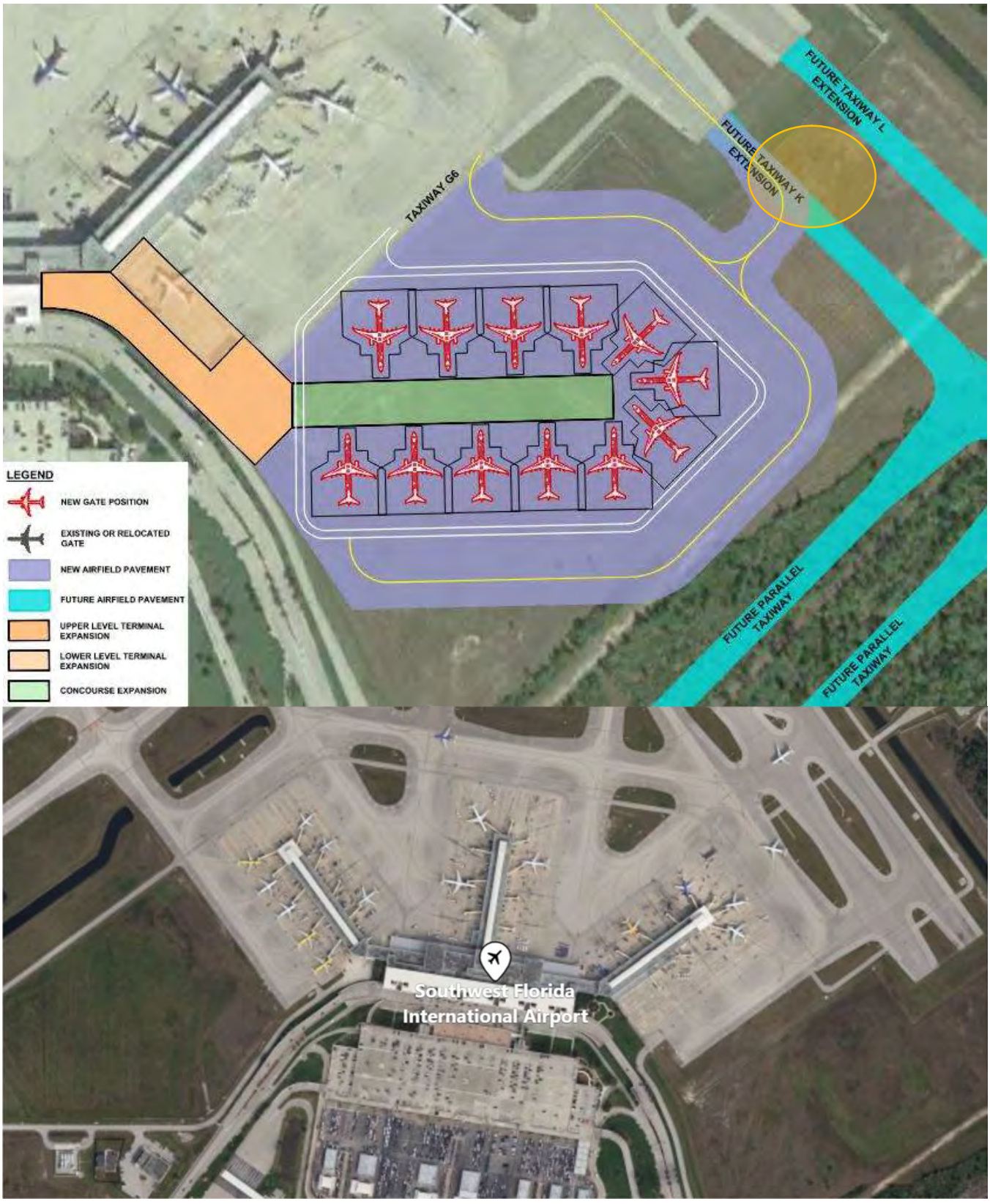
SOURCE: Atkins

Figure 5-19 Terminal Development Scenario 3: Concourse D Extension



SOURCE: Atkins

Figure 5-20 Terminal Development Scenario 4: Concourse B, C, and D Collective Extensions



SOURCE: Atkins

Figure 5-21 Terminal Development Scenario 5: Construction of Concourse A

As highlighted in Figure 5-22, constructing future Concourse E would provide additional terminal area support space and would require approximately 171,000 square yards of additional apron pavement. Minimal modifications to existing Concourse D would be required. Constructing future Concourse E of approximately 99,000 square feet (per level) would provide enough space to add twelve additional aircraft gates and would require existing Gates D2 and D4 to be relocated to the end of existing Concourse D. All other existing aircraft gates would not be impacted by this scenario, including international Gate B1. Development of future Concourse E would not result in any impacts to existing taxiway system other than it would require tie in. The construction of the concourse would require some additional taxiway capacity bult adjacent to existing system. It is important to note the aircraft taxiing distance to the existing Runway 6 and 24 ends are approximately 4,700 and 11,300 feet, respectively. These taxiing distances combined are some of the shortest of the six scenarios. Additionally, between the three existing concourses and the two future proposed concourses, the location of future Concourse A is the shortest distance from the Chiller Plant and utility buildings/infrastructure, which are located southwest of existing Concourse D. The land available for future terminal development is not restricted in this scenario. As such, the terminal layout and shape could potentially be altered to accommodate two additional aircraft gates. As a result, this alternative development scenario is deemed viable.

Evaluation Criteria

Each scenario was evaluated based on impacts to four factors including, building, airside, landside, and then summarized by the overall impacts. Each of these four factors includes various subfactors that have been assigned a specific rating from one being the most negative impact to five being the most positive impacts. Additionally, the level of importance of each subfactor is weighted on a scale with one being the least important and five being the most important. Outlined in Table 5-1 through Table 5-4 are the detailed scoring and evaluation matrices developed to rationalize the selection criteria for each of the development scenarios presented in Figure 5-23 through Figure 5-26.

Evaluation Results

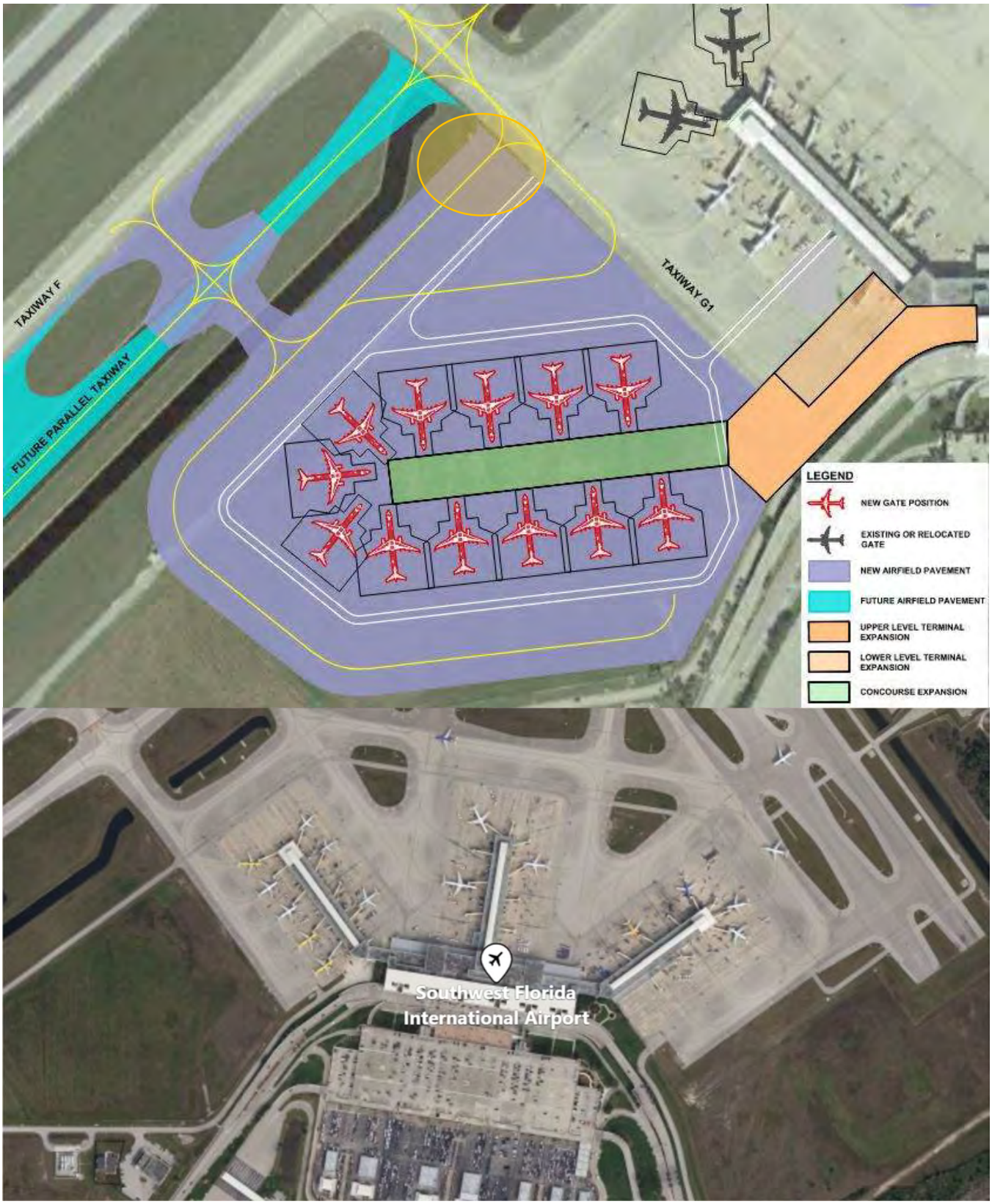
As previously mentioned, future Concourses A and E are determined to be the two only viable options. Future Concourses A and E share many similar characteristics. However, construction of future Concourse E is the overall preferred scenario with a few differentiating factors including:

- Provides a shorter aircraft taxiing distance existing Runway 6/24
- Would be located closer proximity to the Chiller Plant and utility buildings/infrastructure
- Does not impact International Gate B1

In summary, construction of future Concourse E is the final preferred scenario to proceed with developing passenger terminal alternatives as a part of this MPU.

Concourse E Alternative Concept Refinement

The Concourse E passenger terminal alternatives are limited to the area available aviation related development. The project area for the construction of Concourse E is defined by the airfield geometry of the existing apron and taxilanes to the north/northeast, the proposed taxiway to the west/northwest, the vehicular service/exit road and remote loading dock facility to the south.



SOURCE: Atkins

Figure 5-22 Alternative Terminal Development Scenario 6: Construction of Concourse E

Table 5-1 Building Evaluation Matrix

Evaluation Factors	Weighted Multiplier 1 to 5	Ranking 1 to 5	Concourse B Expansion Total Score	Ranking 1 to 5	Concourse C Expansion Total Score	Ranking 1 to 5	Concourse D Expansion Total Score	Ranking 1 to 5	Concourse B + C + D Expansion Total Score	Ranking 1 to 5	New Concourse A Total Score	Ranking 1 to 5	New Concourse E Total Score
Concessions Square Footage	4	3	12	3	12	3	12	3	12	5	20	5	20
Public Space, Seating, Restroom	4	4	16	4	16	4	16	4	16	5	20	5	20
Adequate Security Lanes	3	4	12	4	12	4	12	3	9	5	15	5	15
Adequate Ticketing	2	4	8	4	8	4	8	3	6	5	10	5	10
Outbound Baggage	3	4	12	3	9	4	12	4	12	5	15	5	15
Impacts to Existing Int. Gates	3	2	6	5	15	5	15	2	6	2	6	5	15
Passenger Walking Distance	4	2	8	3	12	2	8	2	8	5	20	5	20
Number of Baggage Claim devices	2	3	6	3	6	3	6	3	6	5	10	5	10
PAX Level of Services Impacts	4	2	8	2	8	2	8	2	8	4	16	5	20
Concessions Square Footage	4	3	12	3	12	3	12	3	12	5	20	5	20
Building Subtotal Score	—		88	—	98	—	97	—	83	—	132	—	145

SOURCE: Atkins

Table 5-2 Airside Evaluation Matrix

Evaluation Factors	Weighted Multiplier 1 to 5	Ranking 1 to 5	Concourse B Expansion Total Score	Ranking 1 to 5	Concourse C Expansion Total Score	Ranking 1 to 5	Concourse D Expansion Total Score	Ranking 1 to 5	Concourse B + C + D Expansion Total Score	Ranking 1 to 5	New Concourse A Total Score	Ranking 1 to 5	New Concourse E Total Score
Net Gain in Gates	4	3	12	3	12	3	12	3	12	5	20	5	20
Airfield Operational Impacts	4	4	16	4	16	4	16	4	16	5	20	5	20
Drainage Impacts	3	4	12	4	12	4	12	3	9	5	15	5	15
Utilities Impacts	2	4	8	4	8	4	8	3	6	5	10	5	10
Proximity to Runway 6-24	3	4	12	3	9	4	12	4	12	5	15	5	15
Additional Pavement Required	3	2	6	5	15	5	15	2	6	2	6	5	15
Construction Phasing Loss of Gates	4	2	8	3	12	2	8	2	8	5	20	5	20
Construction Phasing Apron Impacts to Aircraft Traffic	2	3	6	3	6	3	6	3	6	5	10	5	10
Impacts to Construction Deliveries & Access	4	2	8	2	8	2	8	2	8	4	16	5	20
ATCT Line of Sight Impacts	4	3	12	3	12	3	12	3	12	5	20	5	20
Airside Subtotal Score	—		76	—	71	—	81	—	56	—	129	—	137

SOURCE: Atkins

Table 5-3 Landside Evaluation Matrix

Evaluation Factors	Weighted Multiplier 1 to 5	Ranking 1 to 5	Concourse B Expansion Total Score	Ranking 1 to 5	Concourse C Expansion Total Score	Ranking 1 to 5	Concourse D Expansion Total Score	Ranking 1 to 5	Concourse B + C + D Expansion Total Score	Ranking 1 to 5	New Concourse A Total Score	Ranking 1 to 5	New Concourse E Total Score
Departure Curbside Level of Service	5	1	5	1	5	1	5	4	20	5	25	5	25
Arrival Curbside Level of Service	5	1	5	1	5	1	5	5	25	4	20	4	20
Construction Phasing Landside Traffic Impacts	3	4	12	4	12	4	12	2	6	2	6	2	6
Utilities Impacts	1	5	5	5	5	5	5	1	1	1	1	1	1
Landside Subtotal Score	—		**27**	—	**27**	—	**27**	—	**52**	—	**52**	—	**52**

SOURCE: Atkins

Table 5-4 Overall Scenario Evaluation

Evaluation Factors	Weighted Multiplier 1 to 5	Ranking 1 to 5	Concourse B Expansion Total Score	Ranking 1 to 5	Concourse C Expansion Total Score	Ranking 1 to 5	Concourse D Expansion Total Score	Ranking 1 to 5	Concourse B + C + D Expansion Total Score	Ranking 1 to 5	New Concourse A Total Score	Ranking 1 to 5	New Concourse E Total Score
Permitting & Environmental Factors	1	5	5	5	5	5	5	3	3	1	1	1	1
Ultimate Expansion Capability	5	1	5	1	5	1	5	2	10	4	20	5	25
Proximity to Existing Infrastructure	3	3	9	3	9	3	9	1	3	1	3	5	15
Construction Schedule	2	5	10	5	10	5	10	1	2	3	6	3	6
Costs	5	5	25	5	25	5	25	3	15	5	25	5	25
Overall Subtotal Score	—		**54**	—	**54**	—	**54**	—	**33**	—	**55**	—	**72**
Overall Total Score	—		**245**	—	**250**	—	**259**	—	**224**	—	**368**	—	**406**
Meets PAL 3 Demand	—		NO	—	NO	—	NO	—	NO	—	YES	—	YES

SOURCE: Atkins

Four passenger terminal alternatives were developed and evaluated for the construction of Concourse E:

- **Alternative 1: "Linear A" Option** – as depicted in **Figure 5-23**, similar to the existing Concourses B, C, and D, this option represents a modern layout of the linear terminal concept where the building configuration emphasizes aircraft movement efficiency.
- **Alternative 2: "Knuckle" Option** – as depicted in **Figure 5-24**, slightly different than the "Linear" option, this alternative also emphasizes an efficient linear aircraft layout and provides additional area with an angled concourse extension for possible use as concessions. For the purposes of this analysis, the angled section of the terminal is referred to as the "knuckle." This option maximizes passenger movements, sight lines, and potential concession area.
- **Alternative 3: "Y" Option** – as depicted in **Figure 5-25**, this alternative is configured to reduce the passenger walking distances to the ends of the terminal building. However, the overall building and apron footprint utilizes a larger portion of the airfield.
- **Alternative 4: "Linear B" Option** – as depicted in **Figure 5-26**, similar to the existing Concourses B, C, D, and the "Linear A" option, this alternative represents a more traditional linear terminal concept where the building layout emphasizes aircraft movement efficiency.

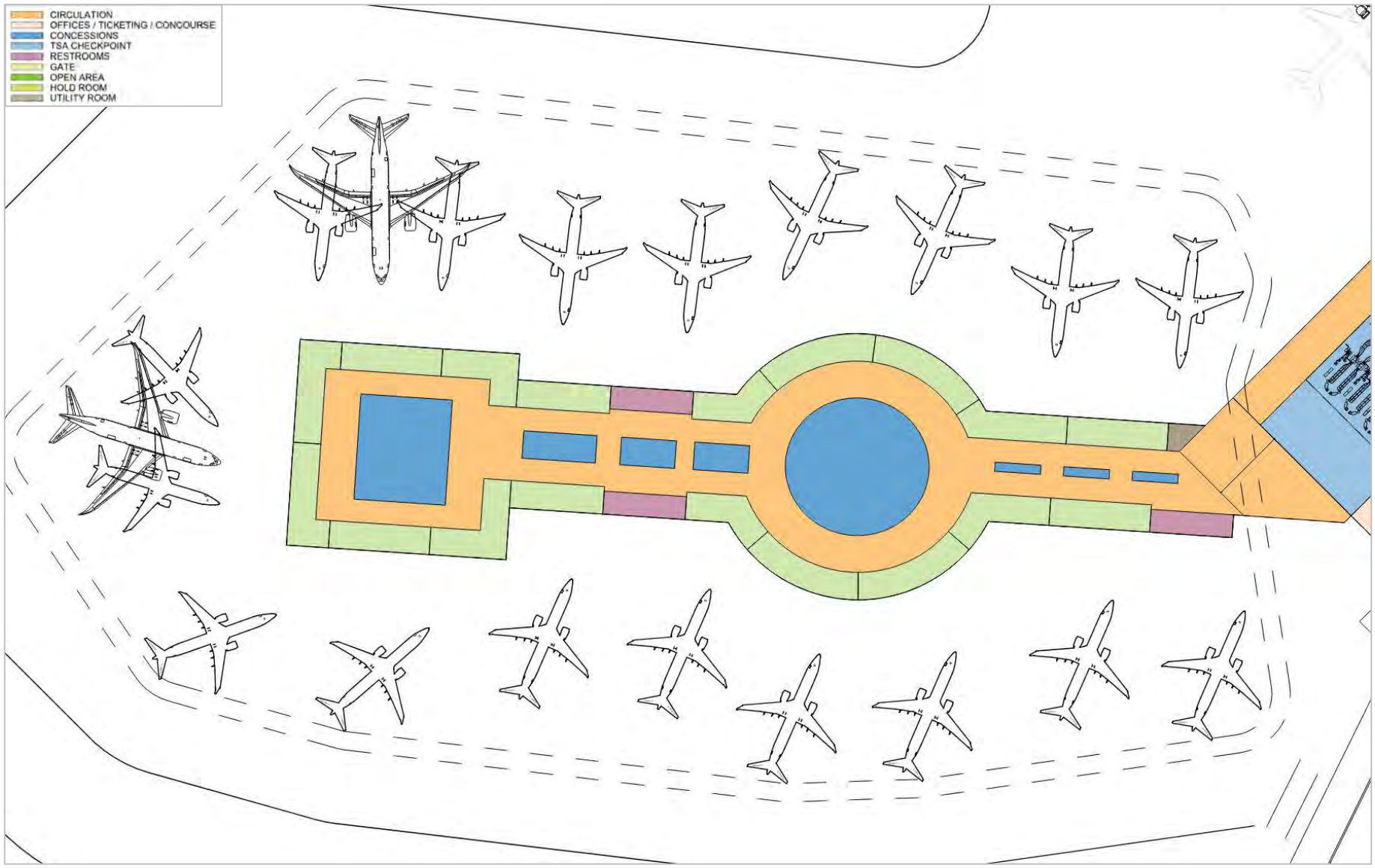
Although 14 gates are required to meet PAL 3 demand requirements, the Concourse E alternatives were developed to account for the ultimate condition through PAL 4, which includes 18 to 19 aircraft gates. As such, the three passenger terminal alternatives include between 18 and 19 gates. For the purposes of this study, it is assumed the four to five additional gates would not be constructed until PAL 4 demand levels have been reached.

As depicted in **Figure 5-23**, Alternative 1 can accommodate up to 18 ADG-III aircraft gates through PAL 4, including two Multiple Apron Ramp System (MARS) gates capable of accommodating up to two ADG-V aircraft. In the ultimate condition, this configuration would require approximately 162,000 square yards of apron pavement. This approximately 196,000-square-foot Concourse E option would provide approximately 3,200 square feet of hold room area per gate. This alternative would allow for approximately 37,000 square feet of concession space.

As depicted in **Figure 5-24**, Alternative 2 can accommodate up to 19 ADG-III aircraft gates through PAL 4, including three MARS gates capable of accommodating up to three ADG-V aircraft. In the ultimate condition, this configuration would require 180,000 square yards of apron pavement. This approximately 183,000-square-foot Concourse E option would provide approximately 3,200 square feet of hold room area per gate. This alternative would also provide an additional 29,000 square feet of concession space.

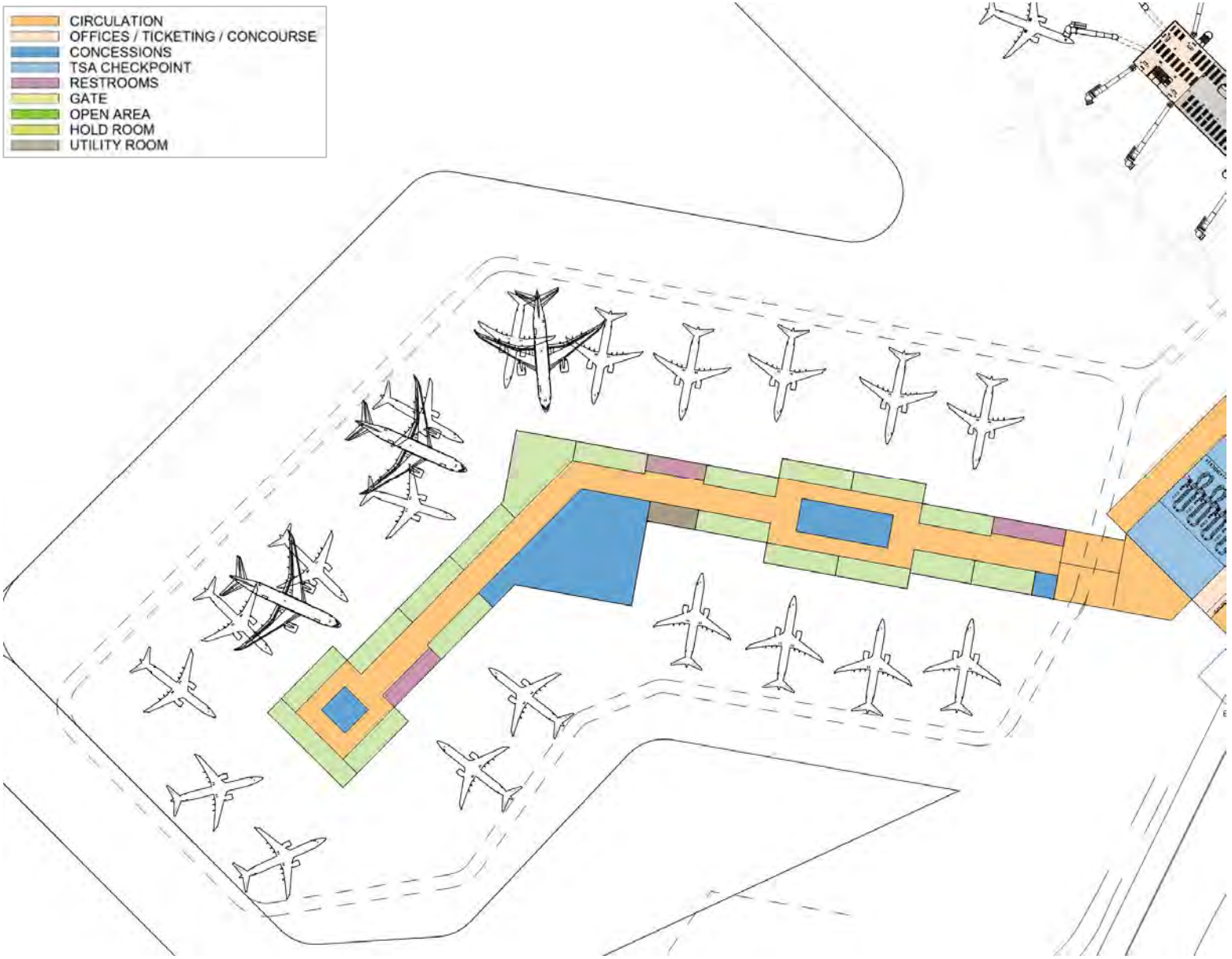
As depicted in **Figure 5-25**, Alternative 3 can accommodate up to 18 ADG-III aircraft gates through PAL 4, including two MARS gates capable of accommodating up to two ADG-V aircraft. In the ultimate condition, this configuration would require approximately 185,095 square yards of apron pavement. This approximately 208,112-square-foot Concourse E option would provide approximately 3,200 square feet of hold room area per gate. This alternative would also provide an additional 37,500 square feet of concession space

As depicted in **Figure 5-26**, Alternative 4 can accommodate up to 19 ADG-III aircraft gates through PAL 4, including two MARS gates capable of accommodating up to two ADG-V aircraft. In the ultimate condition, this configuration would require approximately 231,000 square yards of apron pavement and 57,000 square yards of taxiway pavement. This approximately 120,000-square-foot Concourse E option would provide approximately 3,200 square feet of hold room area per gate. This alternative would also provide an additional 21,000 square feet of concession space.



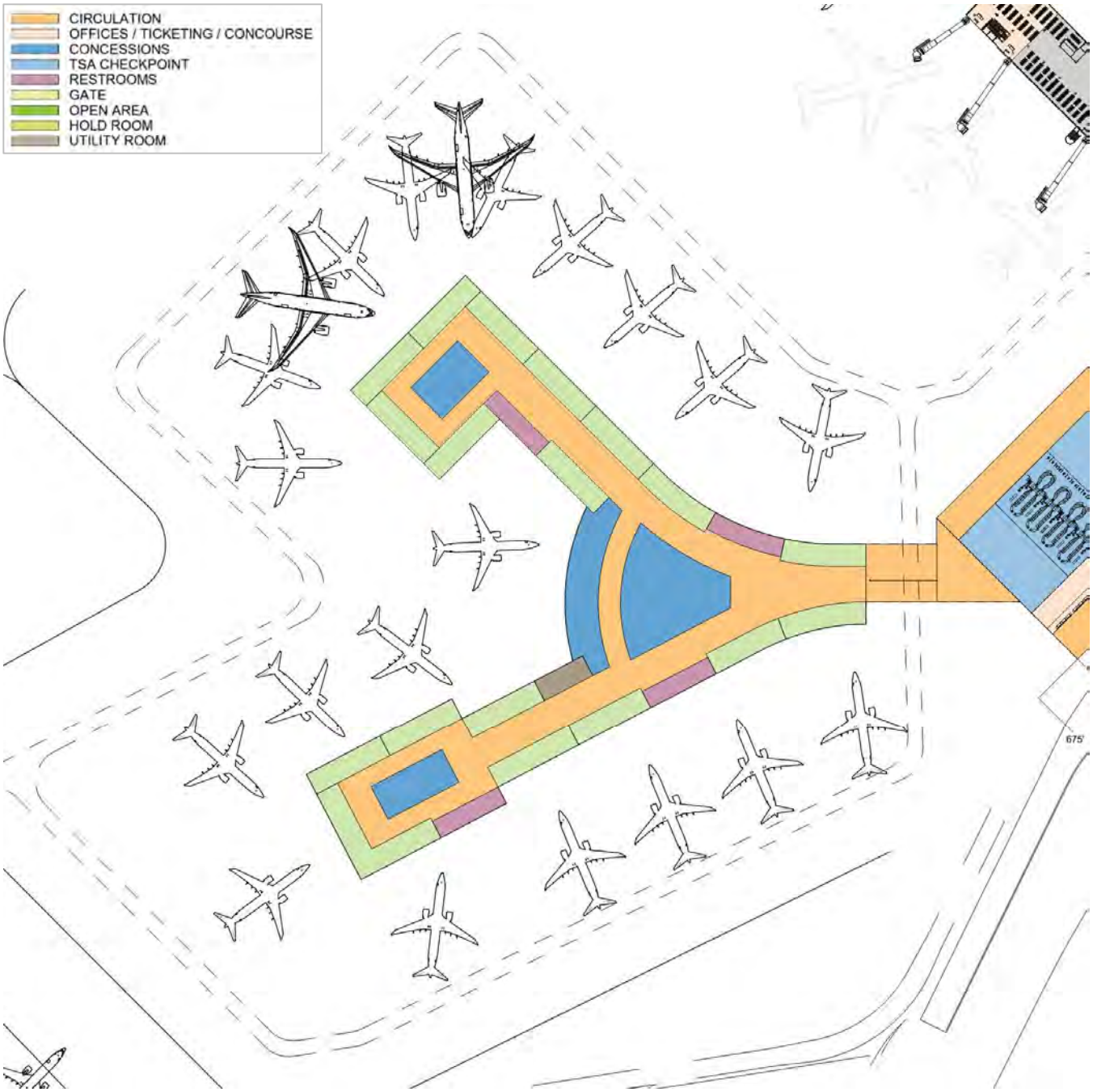
SOURCE: Atkins

Figure 5-23 Alternative 1: Linear Concourse E Alternative



SOURCE: Atkins

Figure 5-24 Alternative 2: Knuckle Concourse E Alternative



SOURCE: Atkins

Figure 5-25 Alternative 3: "Y" Concourse E option

SOURCE: Atkins

Figure 5-26 Alternative 3: "Linear B" Concourse E Option

Passenger Terminal Alternatives Summary

To conclude, implementation cost and the ability for the Airport to recover costs through terminal operations is the determining factor for selecting the preferred passenger terminal alternative. As PAL 3 and PAL 4 demand levels are reached in the future, it is recommended a financial feasibility assessment be made to ultimately determine if implementing the preferred alternative would be practicable.

As previously mentioned, the preferred passenger terminal alternative was determined based primarily on ROM construction costs. While Alternatives 1 through 3 were feasible options, Alternative 4 (Linear B) resulted in the lowest overall construction costs while still meeting PAL 3 and PAL 4 demand level requirements. As illustrated in Figure 5-26, Alternative 4 is the preferred terminal option through PAL 4.

The selected alternative would provide 18 to 19 aircraft gates and approximately 120,000 square feet of concourse space that meet facility requirements. The modern and streamlined architectural layout provide a substantial increase to level of passenger service compared to the three existing concourses while still minimizing costs. As such, Alternative 4 is recommended as the preferred option when demand levels are met to trigger discussions on formal terminal design and construction phasing.

5.4 Landside – Access, Circulation, and Parking

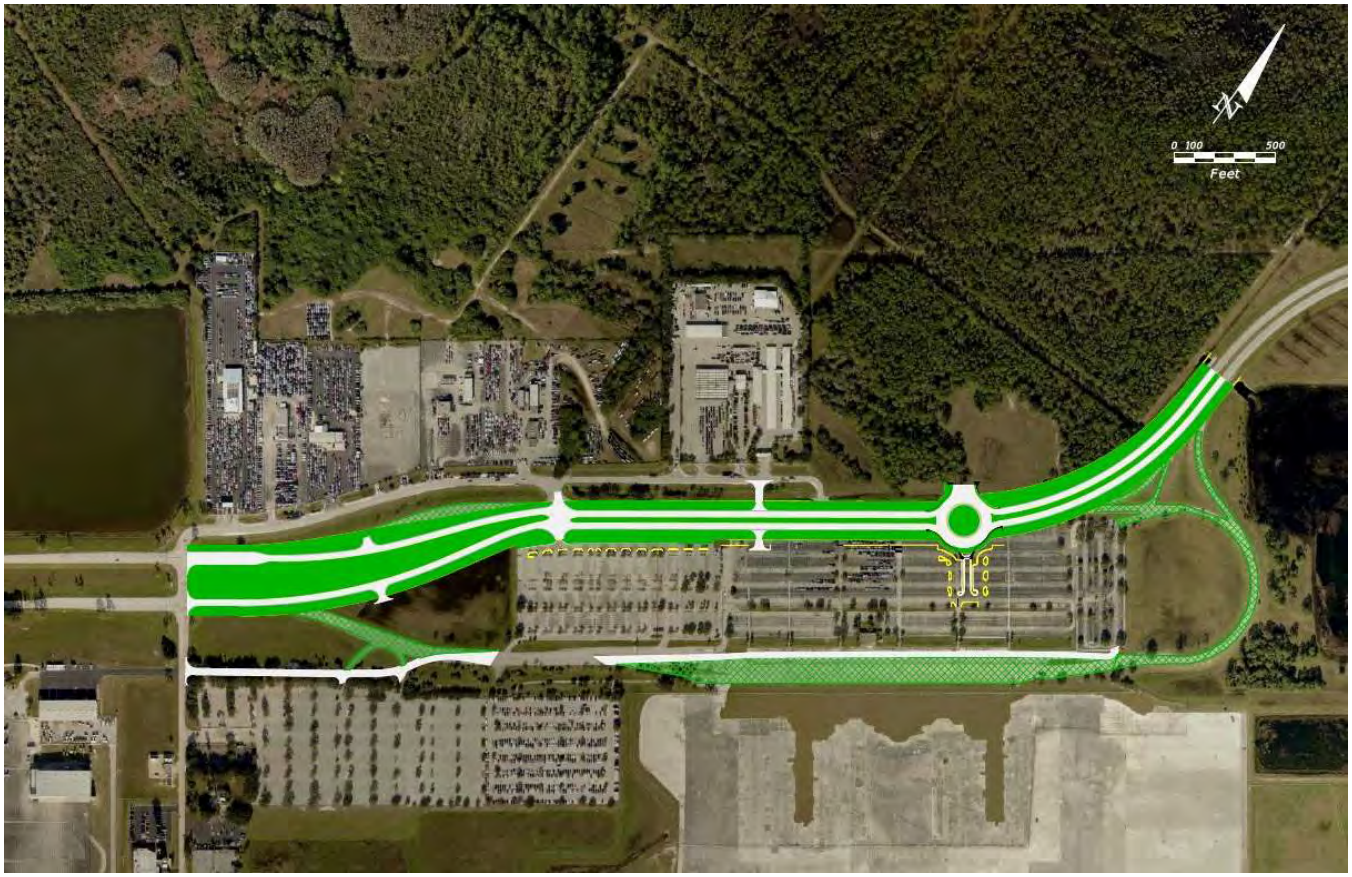
Previous studies have been completed to analyze the demand generated by aviation activity that will be placed on RSW internal roadway network and curbfronts over various horizons (5-year, 10-year, etc.). These studies have been reviewed as part of this Master Plan Update and the recommended alternatives for the roadway network and curbfronts are summarized in the sections that follow. Rough order of magnitude cost estimates that were developed for these recommendations are also included. The recommendations from the previous studies have been validated by the demand-to-capacity assessment and are still recommended.

Chamberlin Parkway

The 2017 *Chamberlin Parkway Alignment Study*. evaluated three alternative realignments for improving the safety and function of Chamberlin Parkway. The Study recommended that the North Alignment be selected for the Chamberlin Parkway realignment due to this scenario providing the greatest long-term benefit to the LCPA. This study determined that the North Alignment affords the greatest flexibility of future development within the Chamberlin Loop Site and proposes minimal immediate impacts to the existing parking facilities while not requiring significant modifications to maintain access to the existing rental car facilities.

The North Alignment begins just east of Private Sky Way and generally follows the existing westbound Chamberlin Parkway lanes. The existing eastbound lanes transition to the north reducing the width of the existing median from 150 feet to 22 feet. The 22-foot median is achieved just west of Regional Lane. The alignment continues east until a reverse crown superelevated curve ties the corridor into the existing Paul J. Doherty Parkway. To minimize anticipated permitting efforts and reduce project costs, the alignment terminates just south of the existing box culvert located on Paul J. Doherty Parkway. **Figure 5-27** illustrates the alignment of this alternative.

Design and bidding for this alternative was completed in 2022, and construction is anticipated to be complete during the PAL 1 period. Components of this project also under consideration are Perimeter Road resurfacing, Chamberlin Road curve rehabilitation, and demolition of portions of the old terminal parking area for redevelopment purposes.



SOURCE: Johnson Engineering, *Chamberlin Parkway Alignment Study*, 2017 (Appendix M)

Figure 5-27 Chamberlin Parkway North Alignment Alternative

Daniels Parkway and Paul J. Doherty

The 2019 *Daniels Parkway and Paul J. Doherty Parkway Assessment* developed by Kimley-Horn presented a traffic assessment which analyzed existing traffic conditions at the intersection of Daniels Parkway/CR 876 at Paul J. Doherty Parkway/Gateway Boulevard and adjacent intersections. Geometric and signal timing improvements were developed to improve delays and vehicle queues at the intersection of the study intersection. Three potential improvements were developed and intended to be constructed sequentially. The improvements consist of the following:

- Option 1:

  Re-configure the northbound approach to include one left-turn lane, one shared through/left-turn lane, and one shared through/right-turn lane.

  Add lane line extensions (guidelines) for the northbound left-turn lanes to improve left-turn paths through the intersection.

- Option 2:

  Re-configure the northbound approach to include two left-turn lanes and one shared through/right-turn lane.

  Re-configure the southbound approach to include one exclusive left-turn lane, and one through lane, and two right-turn lanes.

  Modify the existing signal timing to allow for protected northbound left-turns and modify signal heads to account for protected/permitted northbound and southbound phasing.

- Option 3:

  Re-configure the northbound approach to include two left-turn lanes, one through lane, and one exclusive right-turn lane.

  Re-configure the southbound approach to include one exclusive left-turn lane, and one through lane, and two right-turn lanes.

  Modify the existing signal timing to allow for protected northbound left-turns and modify signal heads to account for protected/permitted northbound and southbound phasing.

An intersection capacity analysis determined that Option 1 improvements are expected to reduce delays by up to 11.7 seconds while Option 2 and Option 3 improvements are expected to improve delays at the intersection of Daniels Parkway/CR 876 and Paul J. Doherty Parkway by up to 31.2 seconds. Furthermore, a 95th percentile queue analysis determined that Option 1, Option 2, and Option 3 improvements are expected to improve queues at all approaches at the intersection of Daniels Parkway/CR 876 and Paul J. Doherty Parkway. Note that Option 3 improvements do not improve operations during the A.M. peak hour and result in minimal improvements during the P.M. peak hour when compared to Option 2 improvements.

Terminal Access Road

The 2016 *RSW Terminal Curb Front Roadway Assessment* developed by Kimley-Horn conducted a demand-to-capacity and LOS assessment for the terminal curb front roadways. The objective of the study was to develop improvements and an implementation forecast year in order to mitigate future congestion at the identified points and problem areas. The short-term improvements were developed for implementation immediately or within the next three years. These improvements are non-structural, will not require a long planning phase, and are focused on improving the efficiency and quality of passenger service of the existing curb fronts. The following is the list of short-term improvements for each curb front level.

Lower-Level Short-Term Improvements

Proposed Pavement Markings

- Two 12-foot Inner Curbing Lanes – Hashed
- Two travel lanes
- Remove 'Exit' lane pavement markings from the outer lane

Improve Enforcement

- Improve enforcement with additional staff to create faster turnover and shorter dwell times at curb front

Removal of Pedestrian Crosswalk

- Removal of the pedestrian crosswalk at Exit Door 6.
- This is the last crosswalk before exiting the terminal curb front and is underutilized compared to the other five crosswalks. The removal is necessary to improve flow of traffic exiting the terminal. Additional wayfinding will be necessary to guide pedestrians to remaining crosswalks/access points.

Relocation of Large Vehicles to GTA

- Move large capacity vehicles to limited access GTA; coordination with tour buses, limo companies, private van companies, etc. is needed
- Transponder/permitting policy changes would be necessary

Short-Term Improvements for Both Levels

Implement Dynamic Message Signs (DMS)

- Use of DMS to redistribute traffic by changing airline signage along the curb fronts to balance demand (directs vehicles to curb evenly)
- When peaking is isolated to one curb front only, DMS can be used to communicate available capacity and travel times along strategic positions on the in-bound roadways in order to re-direct passengers to non-peaking level. These DMSs will encourage the use of underutilized levels as drivers are alerted to increased travel times or curb front congestion.

The long-term improvements were developed to be planned and implemented from year 2020 to year 2030, depending on airport growth. The proposed upper-level improvement, illustrated in **Figure 5-28**, is suggested to be combined with the recommended lower-level alternative.

Upper-Level Long-Term Improvements

The Upper-Level long-term improvements will maintain an acceptable level of service for airport users and includes:

- Create Two GTAs at the Entrance and Exit of the Terminal

  Use existing 'No Parking' zones at entry and exit locations of terminal to create a drop off location for shuttles and large vehicles

  Infill/construct the existing gaps in the bridge structures to allow for roadway widening that can accommodate the proposed GTA area along with a total of three additional approach/exit lanes

- Additional Curbing Lane

  Change in pavement markings only if demand continues to show the need for it at the time

  Change pavement markings to assign three, 12' curbing lanes (hashed) instead of two

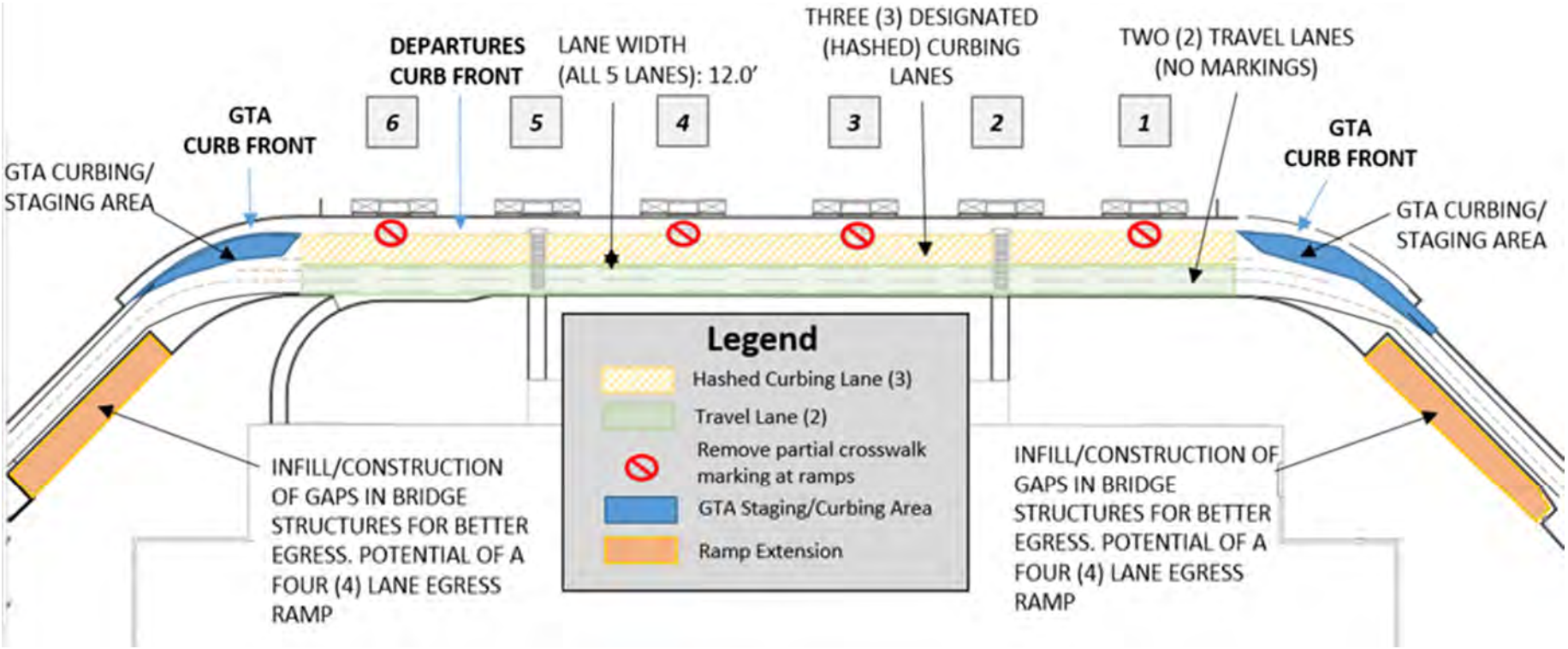
  Change pavement markings to assign two travel lanes instead of three

The improvements are summarized in Figure 5-28.

Lower-Level Long-Term Improvements

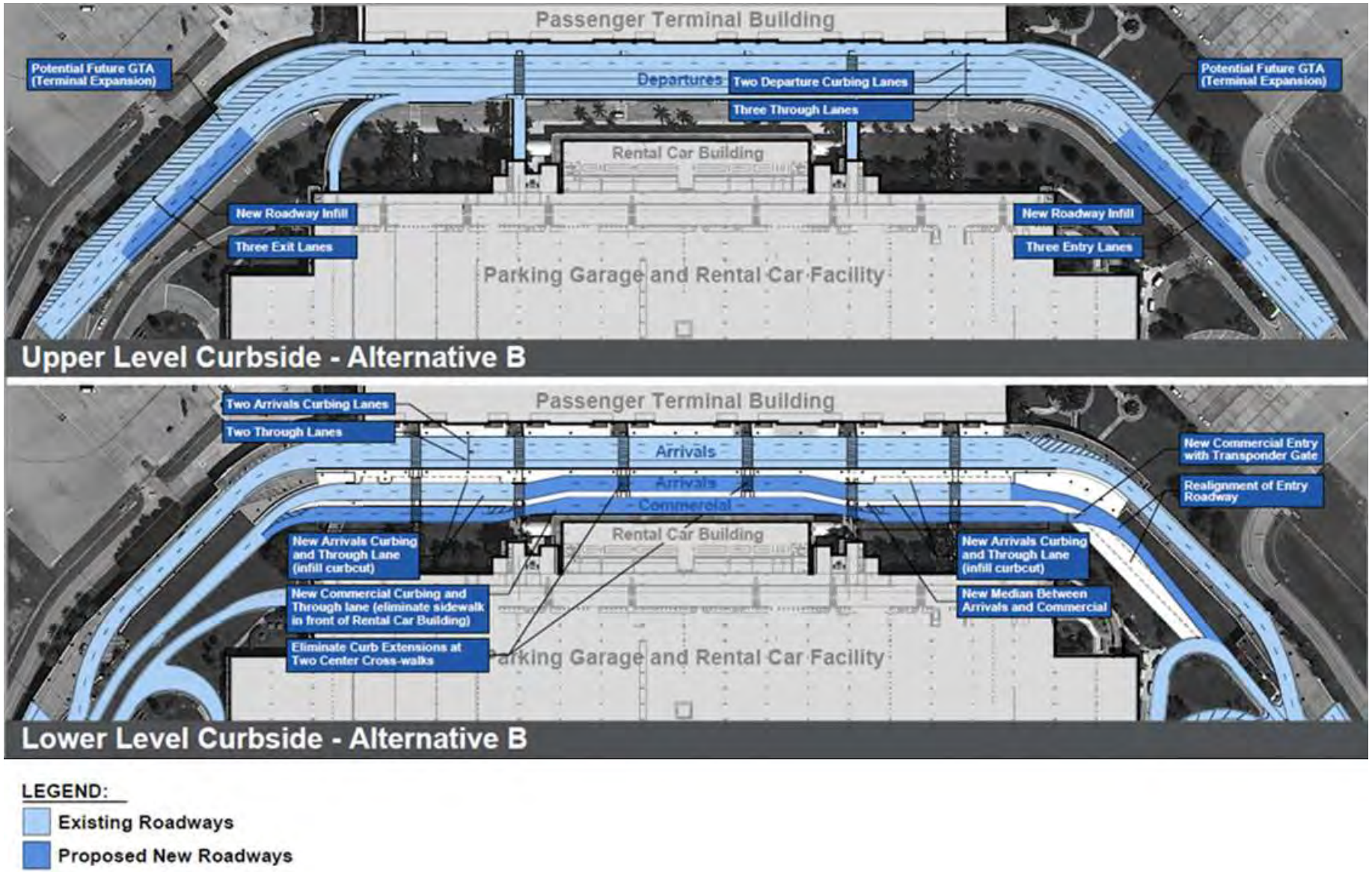
The proposed alternative, Alternative B, proposes changes to the GTA curb front area only; no changes to the existing lower-level curb front are proposed assuming the short-term improvements were implemented. **Figure 5-29** depicts the proposed improvement. The following explains the lane assignments proposed in this alternative from the lane at the GTA closest to the terminal side and is shown in the following exhibit:

- Median – used at GTA for loading/unloading to be converted for private vehicle curbing use
- Private Vehicle Curbing – Existing lane width (one lane)



SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Figure 5-28 Long-Term Upper-Level Improvements



SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Figure 5-29 Alternative B Curbside Analysis

- Private Vehicle Travel Lane – Existing lane width (one lane)
- New median for loading/unloading GTA passengers
- GTA Curbing – Existing lane width (one lane)
- GTA Vehicle Travel Lane – Reduction of existing sidewalk between sheltered crosswalks '2' and '5' to allow for addition of GTA travel lane

It should be noted that with this alternative the private vehicles would curb on the median that the GTA currently uses for staging/curbing. With the addition of the new median in the middle of the GTA, the commercial vehicles will continue to onload/offload through their right-hand side doors. For this alternative, the entrance gate for permitted vehicles would need to be relocated and additional wayfinding would be required in order to indicate to the private vehicle drivers that additional curbing space is available at the inner lane of the GTA. Follow up on Alternative B was advised by LCPA as an additional evaluation effort so that more detailed measurements, logistics and graphics of Alternative B are provided in Figure 5-29.

Final Long-Term Improvement Concept

In response to the LCPA request for a refined analysis to be performed on the preferred alternative, Kimley-Horn completed the 2017 *RSW Terminal Curb Front Roadway Assessment*. This study presented the structural analysis performed on the upper-level ramps and of a final concept combining Alternative B with Alternative D, concepts from the 2016 *RSW Terminal Curb Front Roadway Assessment*.

As previously mentioned, LCPA selected Alternative B as the preferred long-term improvement concept and requested for additional details to be developed that included the integration of Alternative D, allowing for the expansion of upper and lower levels, along with curbing for private vehicles on an inner and outer curb front. A final improvement concept was developed and is depicted in Figure 5-30. The long-term improvement concept includes the following:

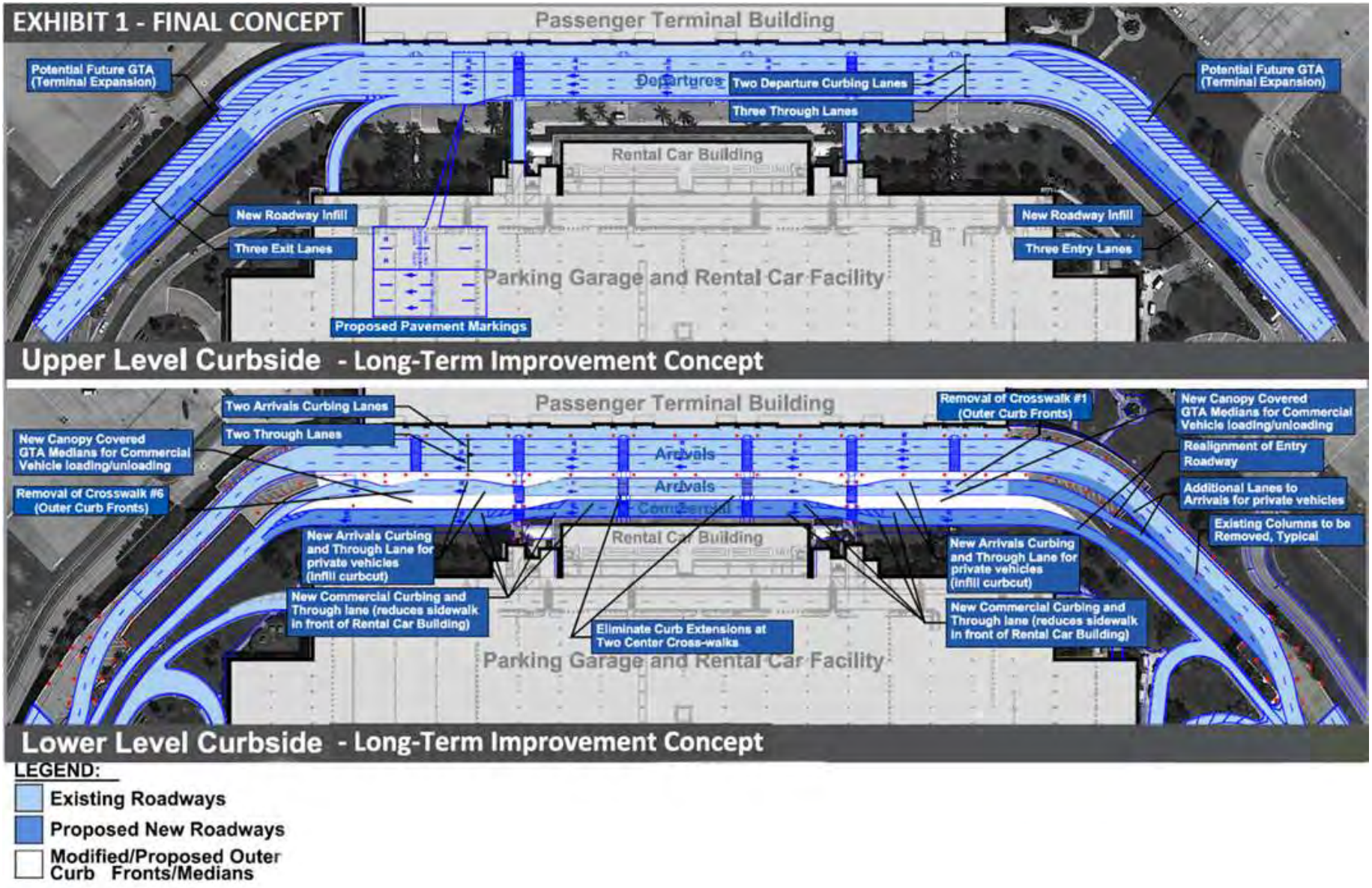
- Pavement markings indicating "thru" lanes and "Load/Unload Only" lanes added to all lanes
- A transformation of the existing commercial curb front median into an outer curb front for private vehicles.

  One travel lane and one curbing lane (three separate curbing bays)
- Construction of the gaps on the entering/exiting upper-level ramps to allow for expansion of lower level and a potential commercial curbing capacity on the upper level. After reconstruction of lower-level travel lanes, private vehicles would have the option to curb at the inner or outer proposed curb front. This requires the existing columns to be relocated after the ramp expansions as seen in Figure 5-30. One additional lane on the upper-level entry/exit

  Enough space for potential future upper-level commercial curbing area

  One additional lane on the lower level entering/exiting to the inner curb front

  One additional lane on the lower level entering exiting to the outer curb front
- Removal of the two bulb out curb extensions from the median in front of crosswalk #3 and #4 to allow for a larger and continuous outer curbing lane for private vehicles.
- Smoother angle cutouts for existing and remaining bulb out curb extensions on outer curbing lane for private vehicles
- Construction of canopy-covered commercial curbing areas consisting of a wide median (20-foot) for passengers and employees to wait for pick-up.



SOURCE: Kimley-Horn, RSW Terminal Curb Front Roadway Assessment, 2016 (Appendix P)

Figure 5-30 Long-Term Improvement Concept

- New outer curb front would include:

  Maintaining current entry lane

  One travel lane

  One curbing lane (three separate curbing bays with designated staging curbing for each individual ground transportation mode)

  Hatching and delineators proposed to avoid curbing on undesirable areas

  Taxi booth location with covered access and wide passenger staging

  Increased capacity for taxi staging

  Removal of crosswalks #1 and #6 on the outer curb front

Designated Curbing Areas and Details

Details for staging and curbing locations of the multiple commercial vehicle modes are depicted Figure 5-31 and indicate the curbing space assigned for each mode in different colors. Additional details such as dimensions for the lanes, medians, canopy covered commercial curbs fronts, and taxi booth are depicted in Figure 5-32 through Figure 5-34. As part of the expansion, additional space proposed for passengers to queue while waiting for taxis as shown in Figure 5-33. Also, a police/LCPA staging area was also assigned and is depicted on Figure 5-32.

The proposed lower level through lane access road provides a secondary connection to the lower-level arrivals curb front. The proposed lane creates an opportunity for private vehicles picking up passengers on the west end of the terminal to bypass the congestion experienced on the east end of the curb front as demonstrated in Figure 5-35.

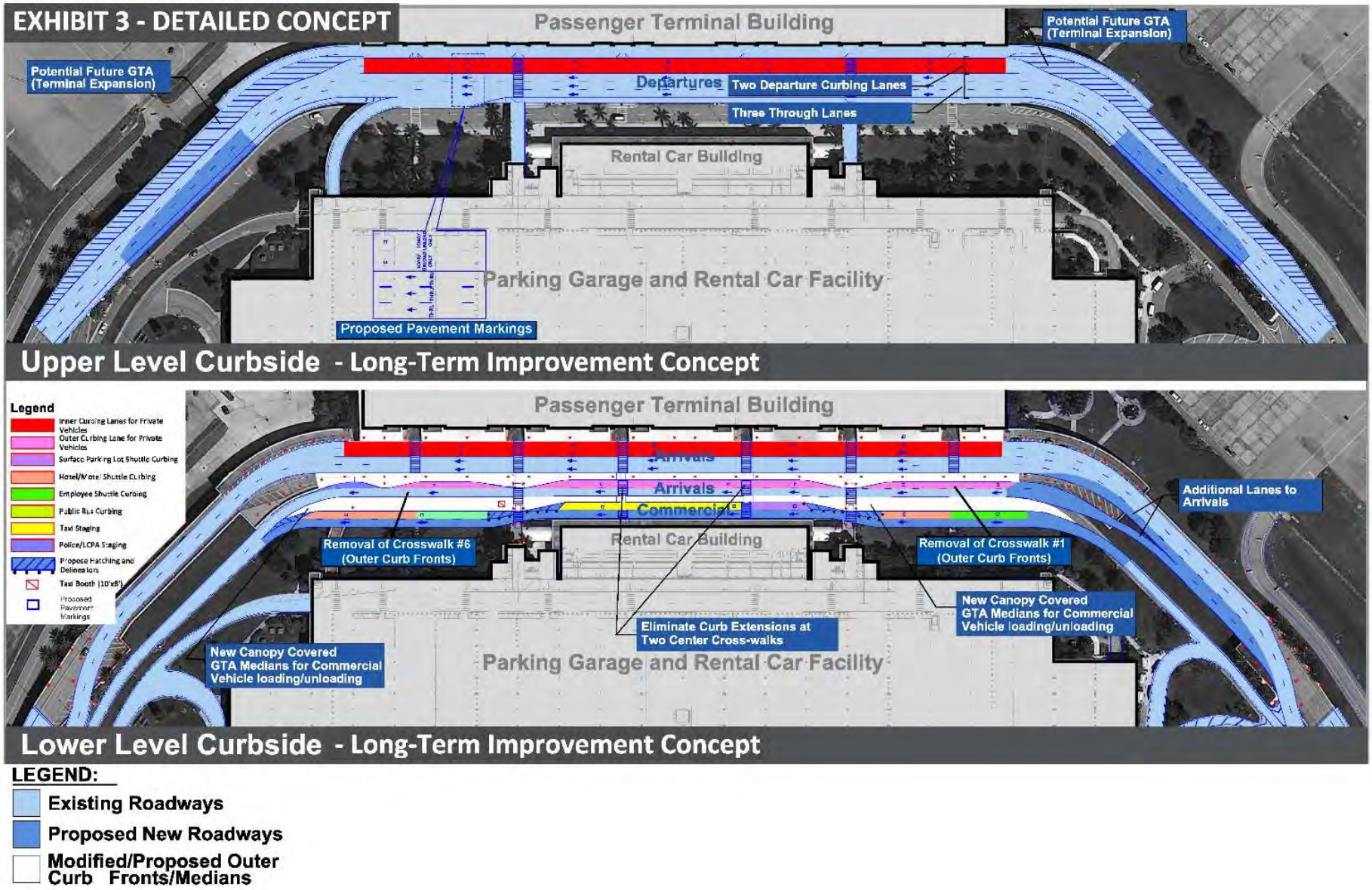
Parking and Rental Cars

Cell Phone Lot

To be able to meet current and future demand, it is recommended that either the existing cell phone lot be expanded or that a new cell phone lot location be explored. Expansion of the lot provides more supply for those wishing to use the lot while retaining the convenient location, next to the gas station. The first expansion alternative is to expand the cell phone lot to the southeast, adding an additional 80 stalls to bring the total amount of cell phone lot stalls to 164. This alternative is illustrated in Figure 5-36. A second expansion alternative is to relocate the cell phone lot to the north of the gas station, providing ~150 stalls. This alternative is illustrated in Figure 5-37. The third expansion alternative would relocate the cell phone lot to within the footprint of the existing employee parking lot. The cell phone lot would have approximately 160 stalls whereas the employee lot would lose a similar amount and can be seen in Figure 5-38. A fourth alternative is to expand the existing cell phone lot to the south. This alternative would increase the number of spaces available to ~280 and can be seen in Figure 5-39.

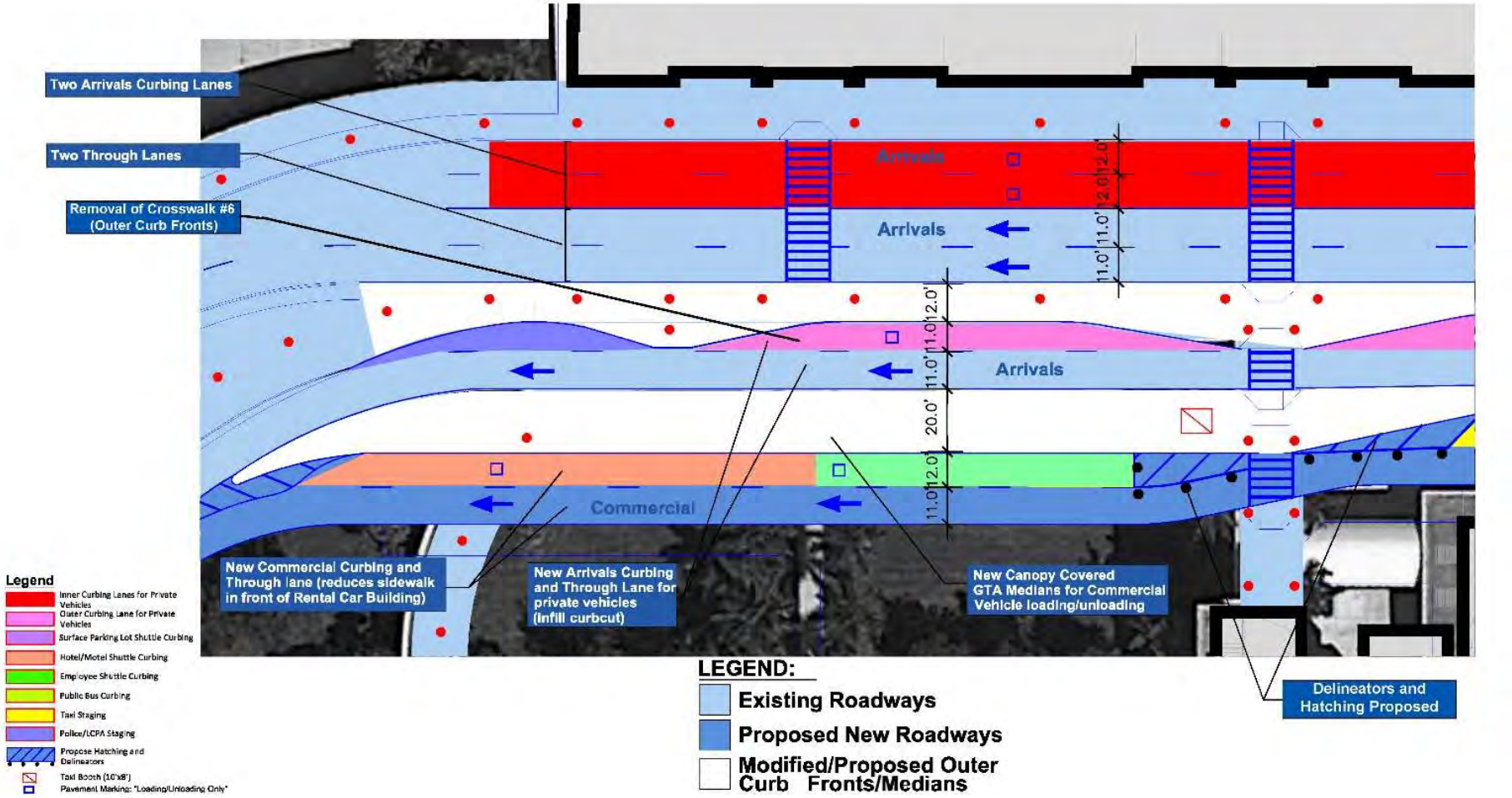
A fifth alternative for the cell phone lot would be to relocate it along Terminal Access Road to the southeast. The existing cell phone lot would remain the same in size and could be dedicated for alternate uses, such as a staging area for Transportation Network Companies (TNCs) such as Uber or Lyft. This alternative is depicted in Figure 5-40.

A no-build alternative is to keep existing facilities as they are and to put emphasis on advertising the grace period within the short-term garage. Large and legible signs within the cell phone lot could be utilized to inform cell phone lot users that the short-term garage is a possible place to wait. Currently, customers may leave the short-term garage 20 minutes after they enter and not be charged upon exiting.



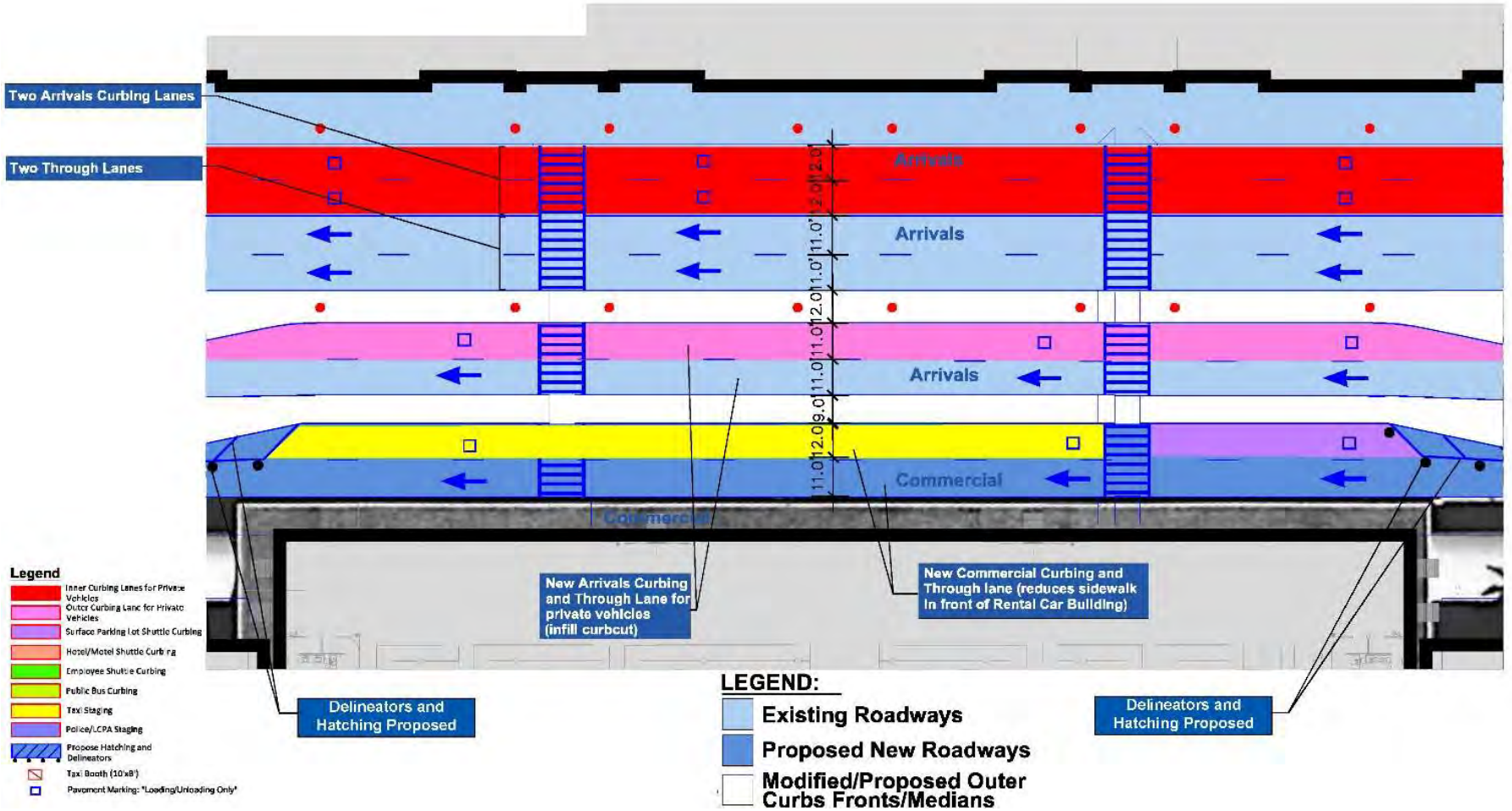
SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Figure 5-31 Long-Term Improvement Concept Designated Curbing Areas



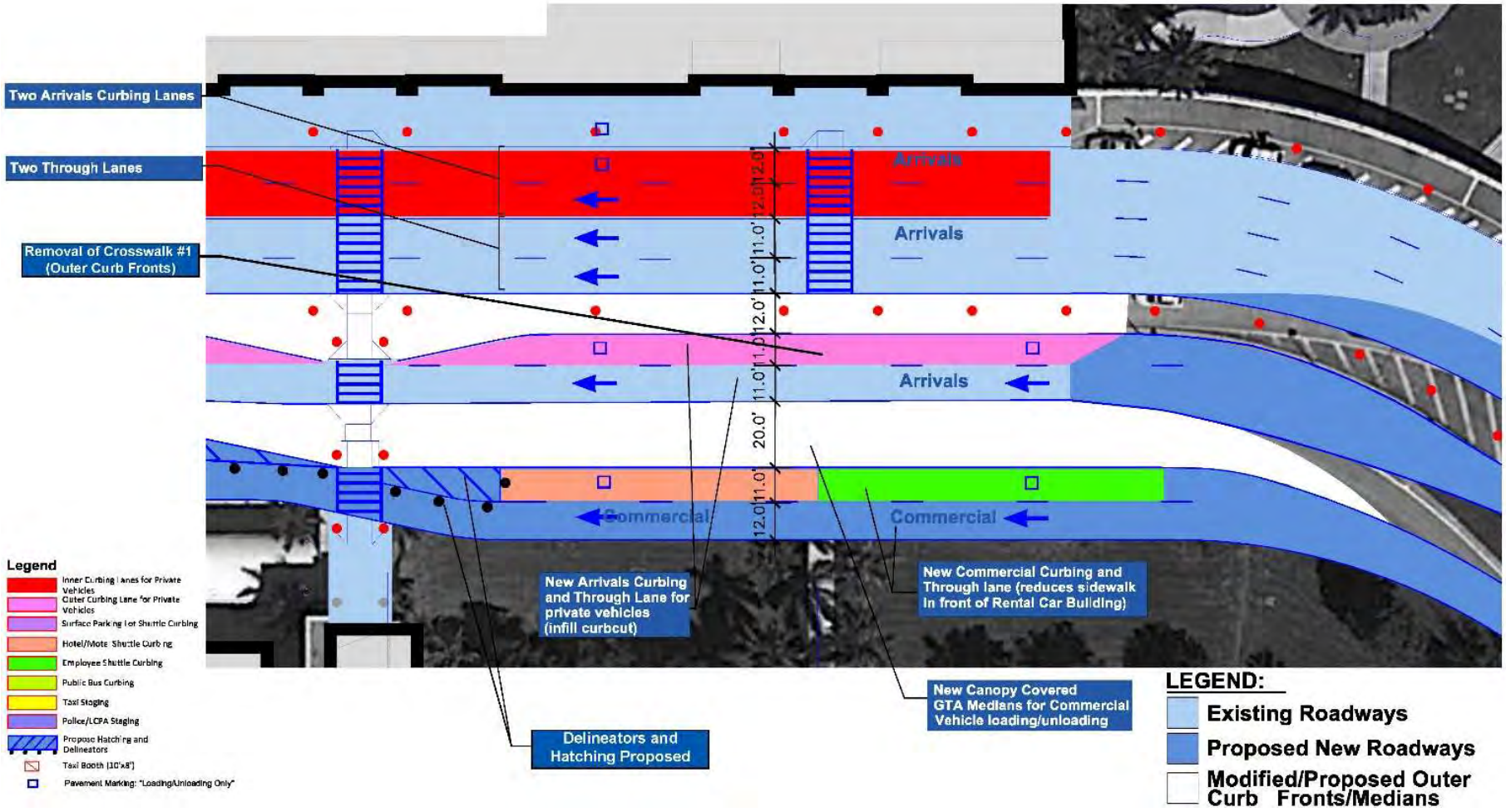
SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Figure 5-32 West Designated Curbing Areas



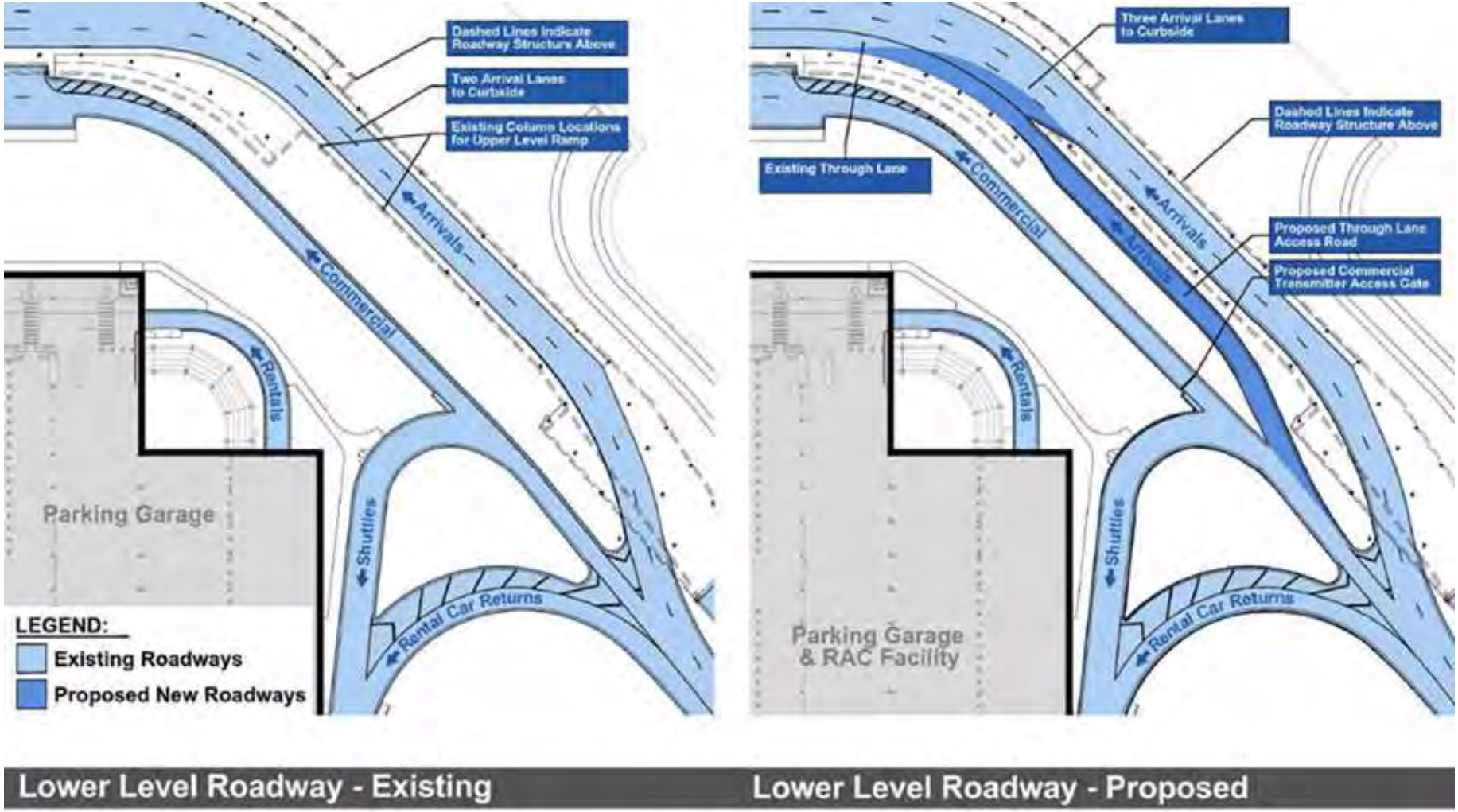
SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Figure 5-33 Center Designated Curbing Areas



SOURCE: Kimley-Horn, *RSW Terminal Curb Front Roadway Assessment*, 2016 (Appendix P)

Figure 5-34 East Designated Curbing Areas

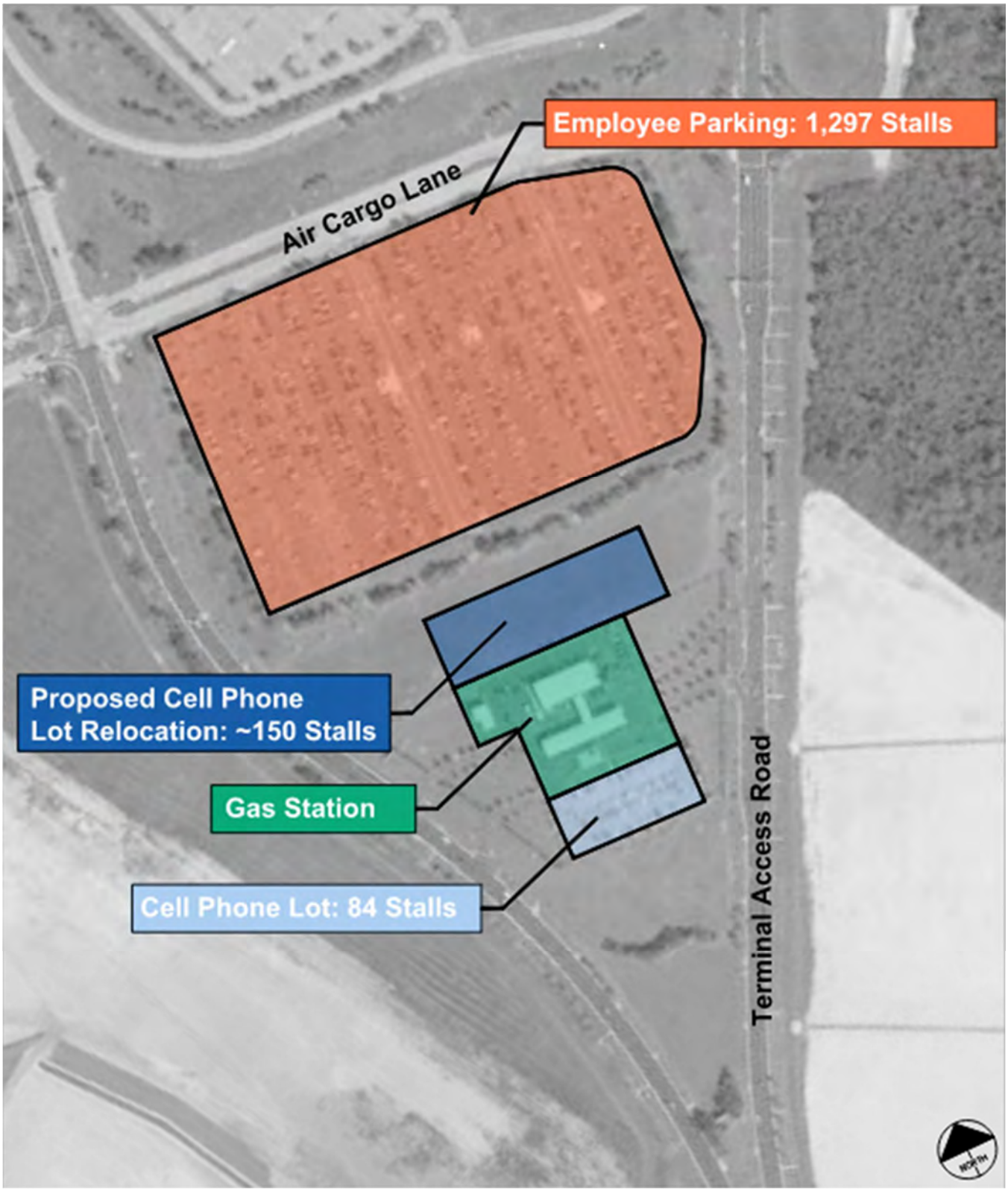


SOURCE: Kimley-Horn, *RSW Arrivals Access Lane Memo*, 2018

Figure 5-35 Proposed Lower-Level Through-Lane Access Road

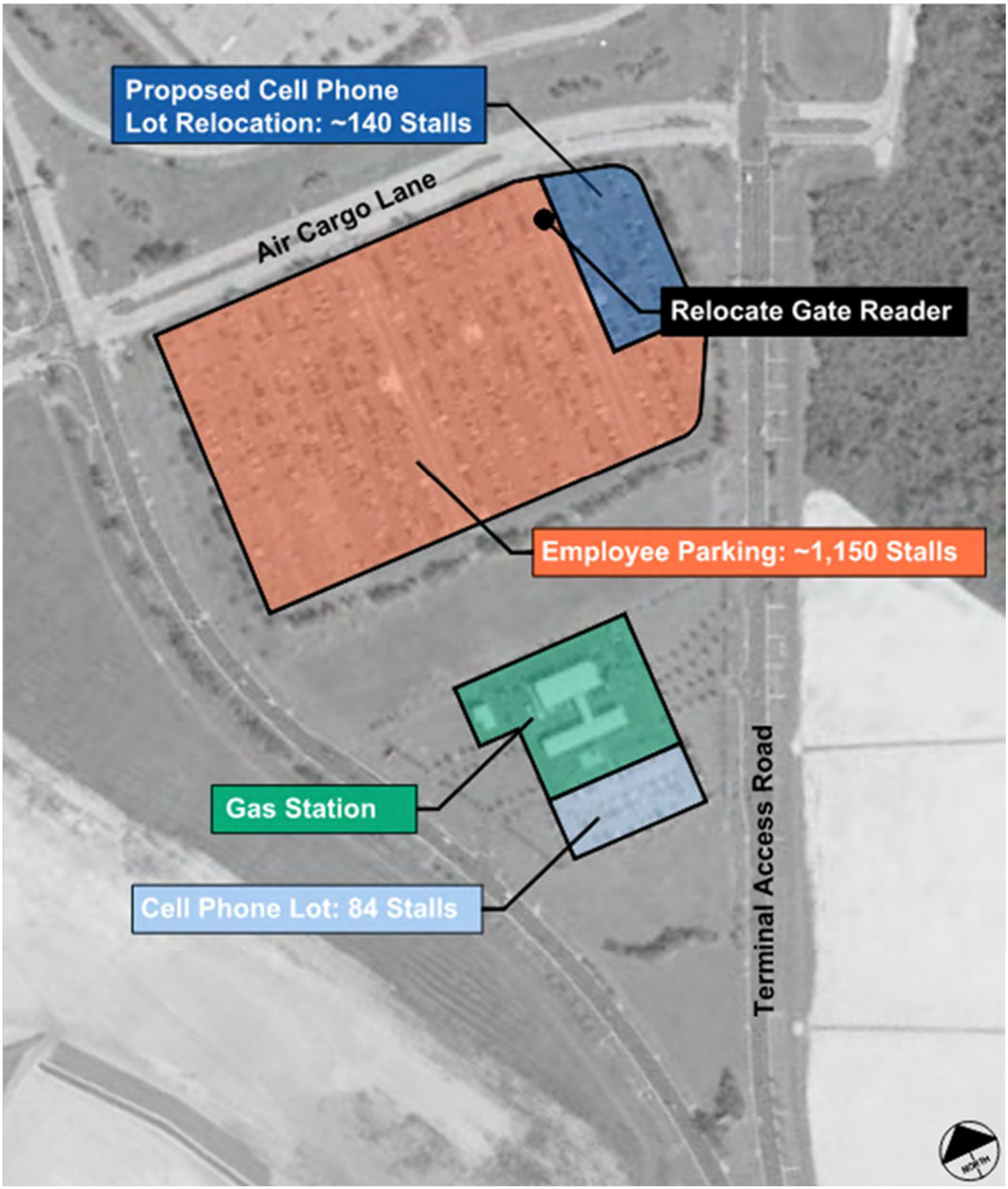
SOURCE: Kimley-Horn

Figure 5-36 Cell Phone Lot Alternative 1



SOURCE: Kimley-Horn

Figure 5-37 Cell Phone Lot Alternative 2

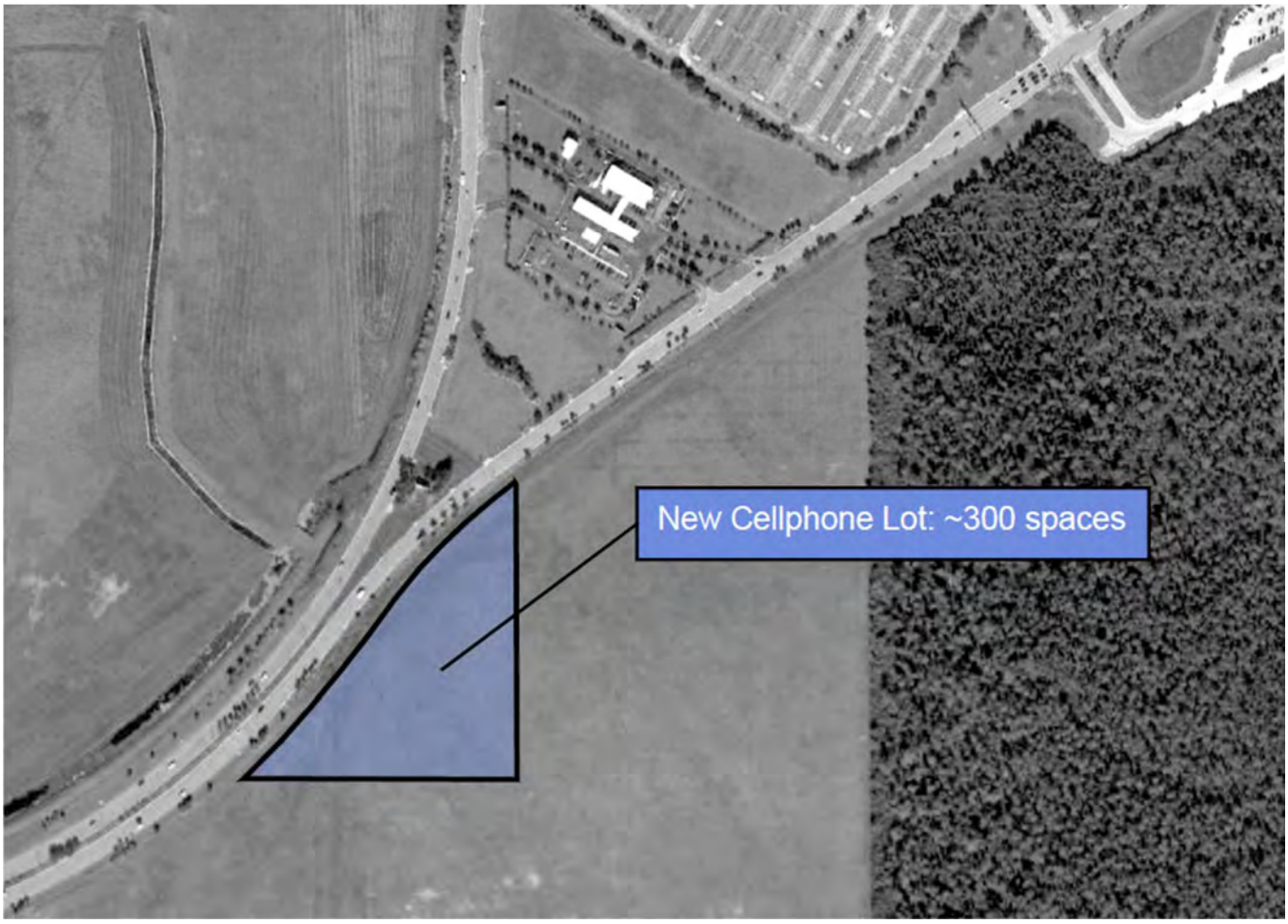


SOURCE: Kimley-Horn

Figure 5-38 Cell Phone Lot Alternative 3

SOURCE: LCPA

Figure 5-39 Cell Phone Lot Alternative 4



SOURCE: LCPA

Figure 5-40 Cell Phone Lot Alternative 5

Construction on this new lot in 2030 would satisfy anticipated demand through PAL 4.

Employee Lot

With strong passenger demand, the need for more airport employees for airlines, concessions, and LCPA staff will require more employee parking capacity. The current employee lot can accommodate 1,297 employee vehicles which will be sufficient to meet PAL 1 requirements. An expansion to the employee lot should be completed at that point or within a year as the excess capacity at PAL 1 will only be 22 spaces. It is anticipated that by PAL 4, there will be a need for an additional 420 spaces to meet employee parking requirements. A summary of demand requirements and proposed capacity improvements are located in **Table 5-5**.

To best meet the expanded employee parking requirements, a new expansion to the south of the existing lot would add the required 420 spaces and can be seen in **Figure 5-41**.

Table 5-5 Employee Parking Demand

PAL Level – Year	Demand Capacity	Employee Spaces (March)
Existing – 2022	—	1,297
PAL 1 – 2026	Demand	1,275
	Capacity	+22
2030 420-SPACE NEW EMPLOYEE LOT OPENS		
New Totals		1,717
PAL 2 – 2031	Demand	1,408
	Capacity	+309
PAL 3 – 2036	Demand	1,555
	Capacity	+162
PAL 4 – 2041	Demand	1,717
	Capacity	0

SOURCE: Kimley Horn & Associates

SOURCE: LCPA

Figure 5-41 Employee Parking Lot Expansion

Public Parking, Short-Term and Long-Term

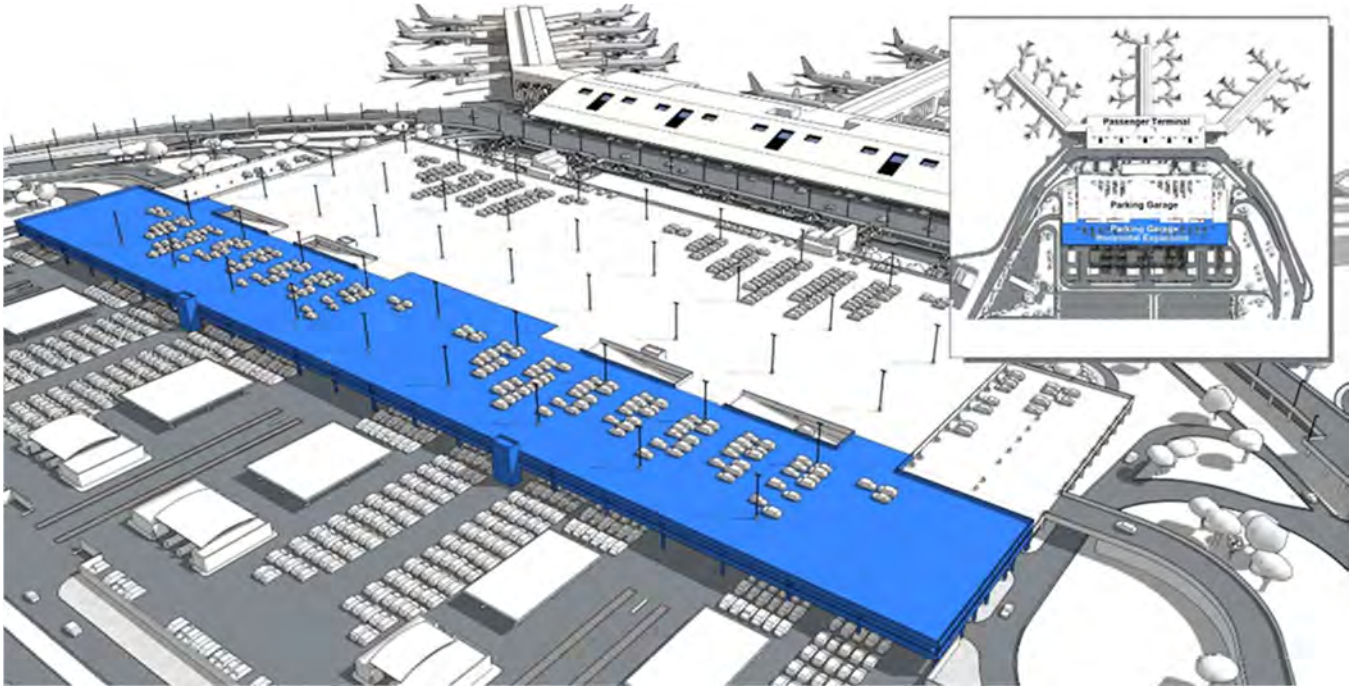
While the current total parking supply of 11,194 spaces is adequate to meet non-holiday demands (90% of the year) through PAL 4, additional surface parking is recommended to satisfy parking demand on the absolute peak day (Christmas). The parking system will need to be expanded in the near term to satisfy parking demand on the absolute peak day. The parking system could be expanded by either providing an additional surface parking facility or by expanding the parking garage vertically or horizontally.

Garage expansion options are proposed in order to increase public parking supply and to accommodate a rental car ready/return expansion. Due to the increased ready/return area, the QTA area will be pushed out into the public parking surface lot and will take up 150 public parking spaces. The three options are as follows:

1. The **first option** expands the two elevated parking garage levels horizontally to accommodate more stalls. Each expanded level can accommodate 575 more stalls each. The horizontal expansion also adds additional covered RAC space. This option results in the lowest net increase in total parking (+546). Stall tabulation for the parking is shown in **Table 5-6**. **Figure 5-42** shows this option.

Table 5-6 Garage Option 1 – Stall Tabulation Parking

Stall Tabulation – Parking	Stalls
Garage Parking	2,432
Garage Expansion	1,150
Surface Parking	8,158
Total	**11,740**



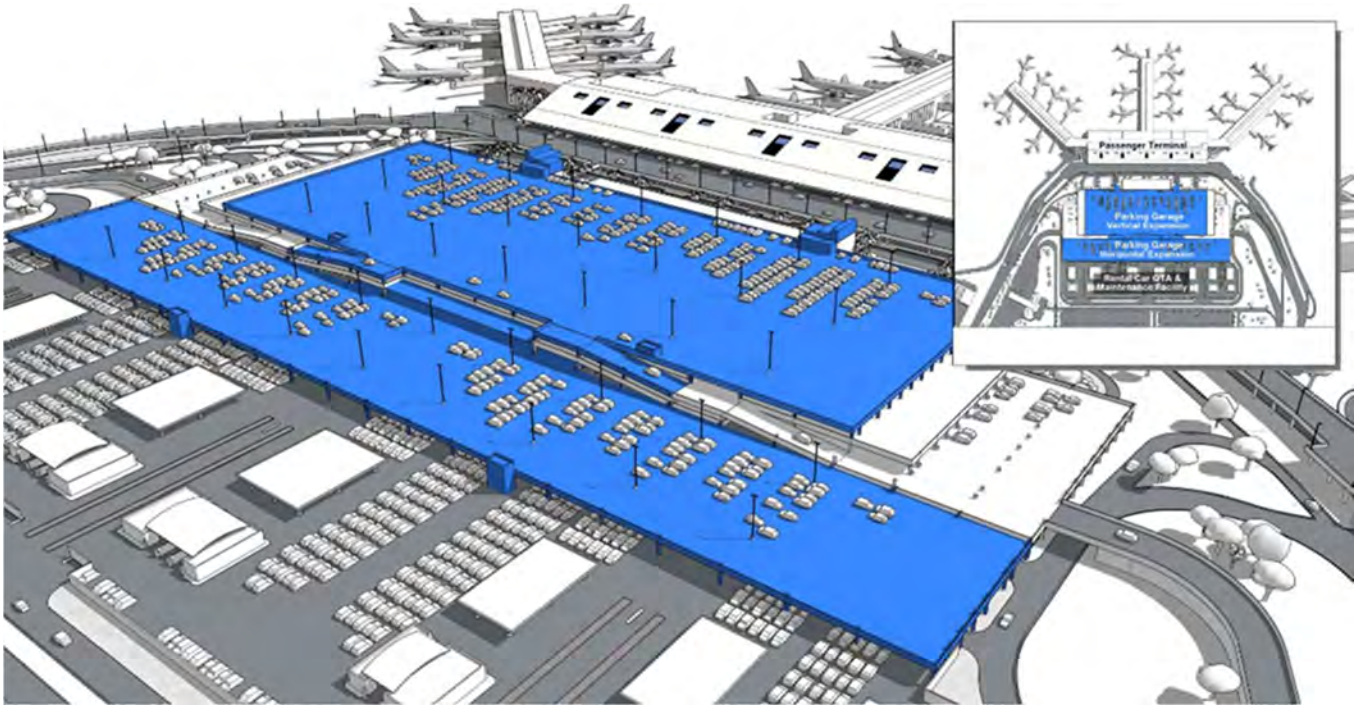
SOURCE: Kimley Horn, Rental Car Facility Sizing Analysis and Expansion Options, August 2019

Figure 5-42 Option A1.1 – View Looking Northwest Horizontal Expansion No Canopy

2. The **second option** expands the parking garage structure vertically by one level to accommodate 1,000 more stalls and expands the second level horizontally to accommodate 575 more stalls. The horizontal expansion also adds additional covered RAC space. This option results in a net increase in total parking (+971). Stall tabulation for the parking is shown in **Table 5-7**. **Figure 5-43** shows this option.

Table 5-7 Garage Option 2 – Stall Tabulation Parking

Stall Tabulation - Parking	Stalls
Garage Parking	2,432
Garage Expansion	1,575
Surface Parking	8,158
Total	**12,165**



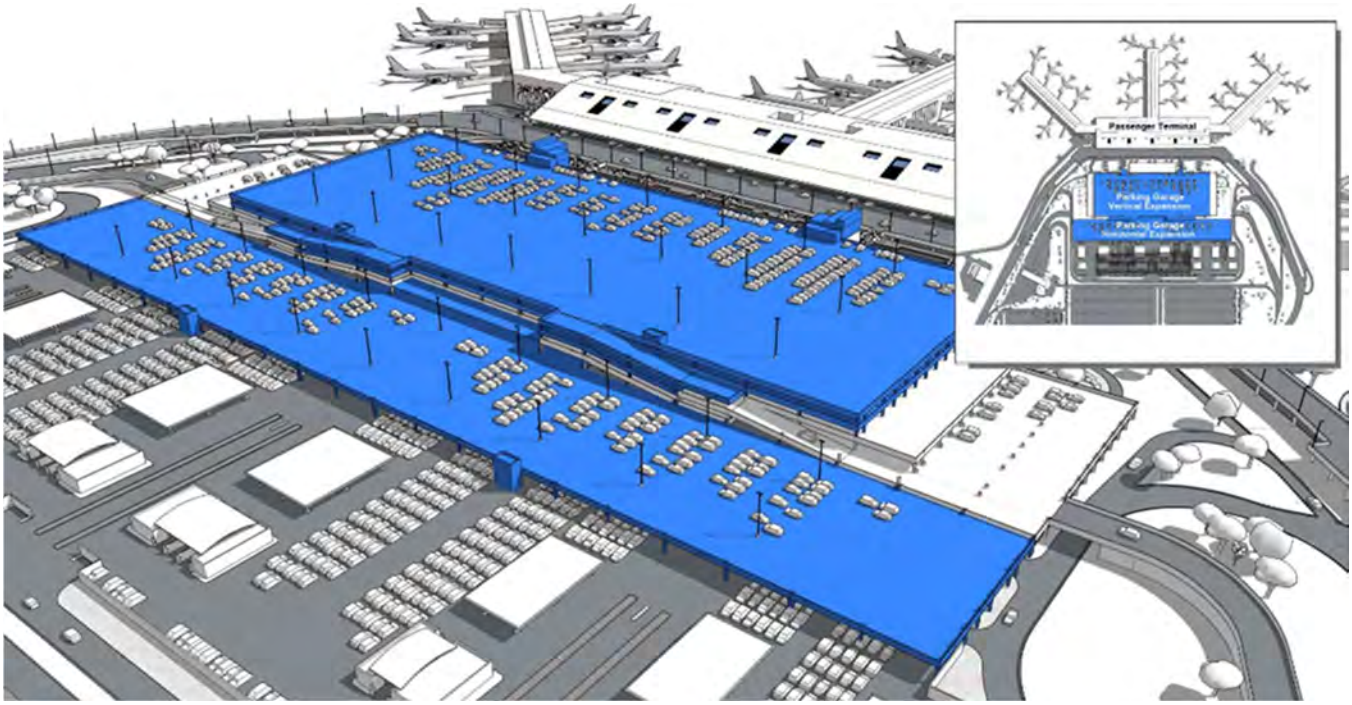
SOURCE Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-43 Option A3.1 – View Looking Northwest Vertical Structure Expansion (One Level) with Horizontal Parking Canopy

3. The third option expands the parking garage structure vertically two levels to accommodate 2,000 more stalls and also expands the second level horizontally to accommodate 575 more stalls. The horizontal expansion also adds additional covered RAC space. This option results in the greatest net increase in total parking (+1,971). Stall tabulation for the parking is shown in Table 5-8. Figure 5-44 shows this option.

Table 5-8 Garage Option 3 – Stall Tabulation Parking

Stall Tabulation – Parking	Stalls
Garage Parking	2,432
Garage Expansion	2,575
Surface Parking	8,158
Total	**13,165**



SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-44 Option A3.2 – View Looking Northwest Vertical Structure Expansion with Horizontal Parking Canopy

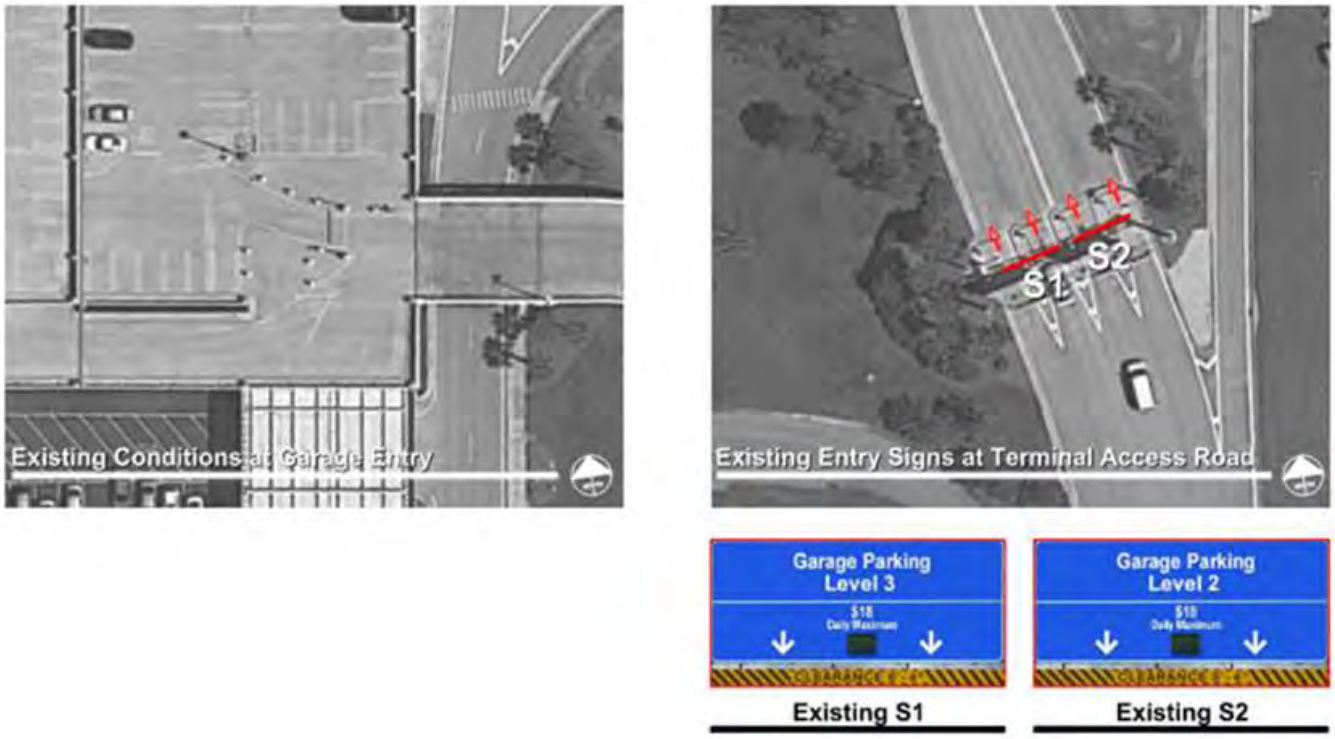
Short-Term Parking Garage

If no parking expansion to the garage occurs, options exist to improve efficiency and customer experience within the short-term parking garage. The following operational management strategies could be utilized:

1. The implementation of a separate pricing product on level three of the short-term garage could also address one of the existing observed operational constraints potentially impacting the customer experience and efficiencies within the short-term garage. The introduction of a second daily pricing products for the third level of the garage could encourage daily/overnight short-term parkers to still park where they prefer but incentivize to in the underutilized, uncovered areas on the third level of the parking garage at a reduced rate. Implementation of a reduced rate in the short-term garage could impact project revenue for both the short-term parking facility and the long-term parking facility.

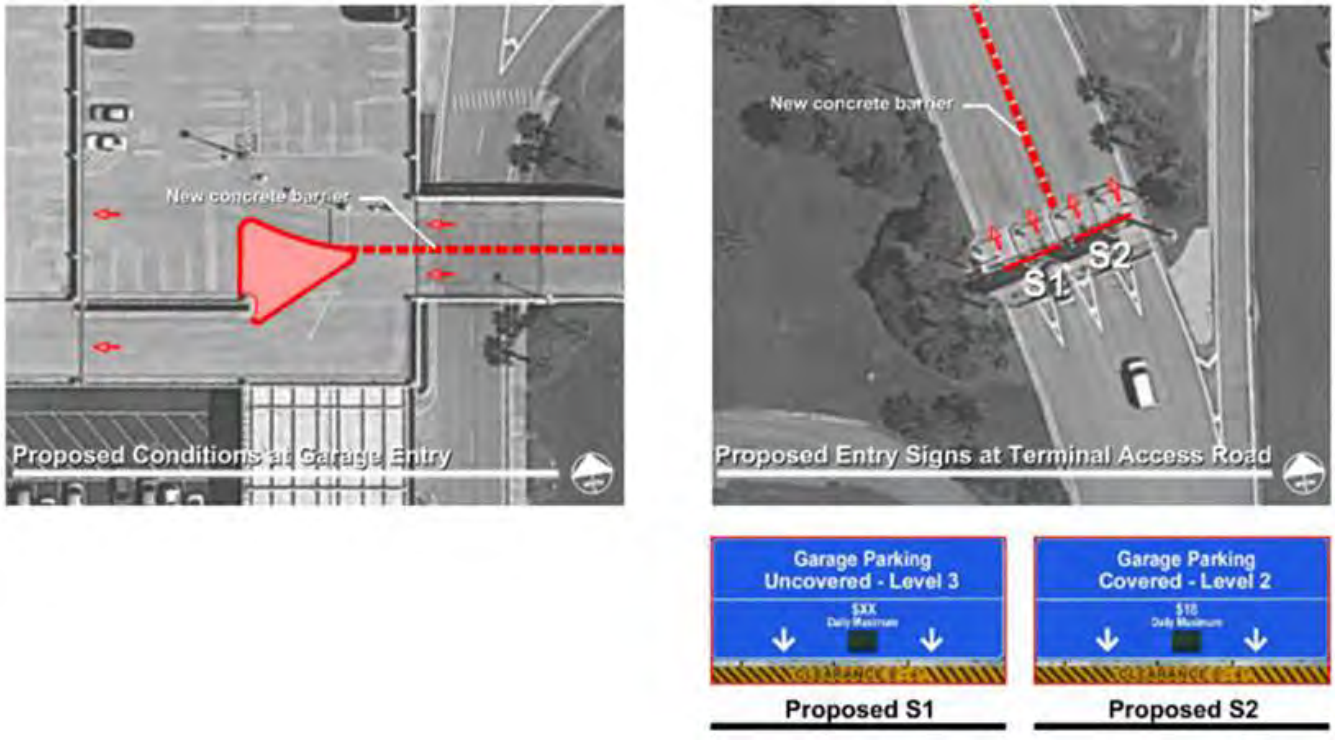
   The existing entry signs for the short-term garage are shown in Figure 5-45 and the proposed entry signs and concrete barrier are shown in Figure 5-46.

2. To improve high-frequency turnover in high demand areas of the garage, it is suggested that the parking spaces closest to the elevators/terminals on the second level be designated to short-term parking only, and overnight parking be prohibited in these spaces. Implementation would restrict daily/overnight parkers to parking in spaces furthest from the elevators on the second level and to the third level only. Enforcement would be required to ticket overnight vehicles parked in designated hourly spaces. Installation of meters could also be added.



SOURCE: Kimley Horn, *RSW Existing Parking Facility Capacity Evaluation*, March 2018

Figure 5-45 Parking Garage Entry – Existing Conditions



SOURCE: Kimley Horn, *RSW Existing Parking Facility Capacity Evaluation*, March 2018

Figure 5-46 Parking Garage Entry – Proposed Conditions

Long-Term Public Parking Lots

In order to address long-term parking needs, two areas have been identified for surface parking lot expansion in the PAL 2 and then the PAL 3 timeframes (**Figure 5-47**). The addition of a long-term surface lot to the west of the existing long-term lot is proposed to open add approximately 3,000 spaces due to open in 2035 or the PAL 2 timeframe allowing peak holiday parking requirements to be met. Likewise, a new long-term lot is proposed to open south of the employee-lot and existing cell phone lot adjacent to Terminal Road. This new lot will add approximately 3,000 spaces in 2035 allowing PAL 3 peak holiday long-term parking requirements to be met.

SOURCE: LCPA

Figure 5-47 Long-Term Surface Parking Alternatives

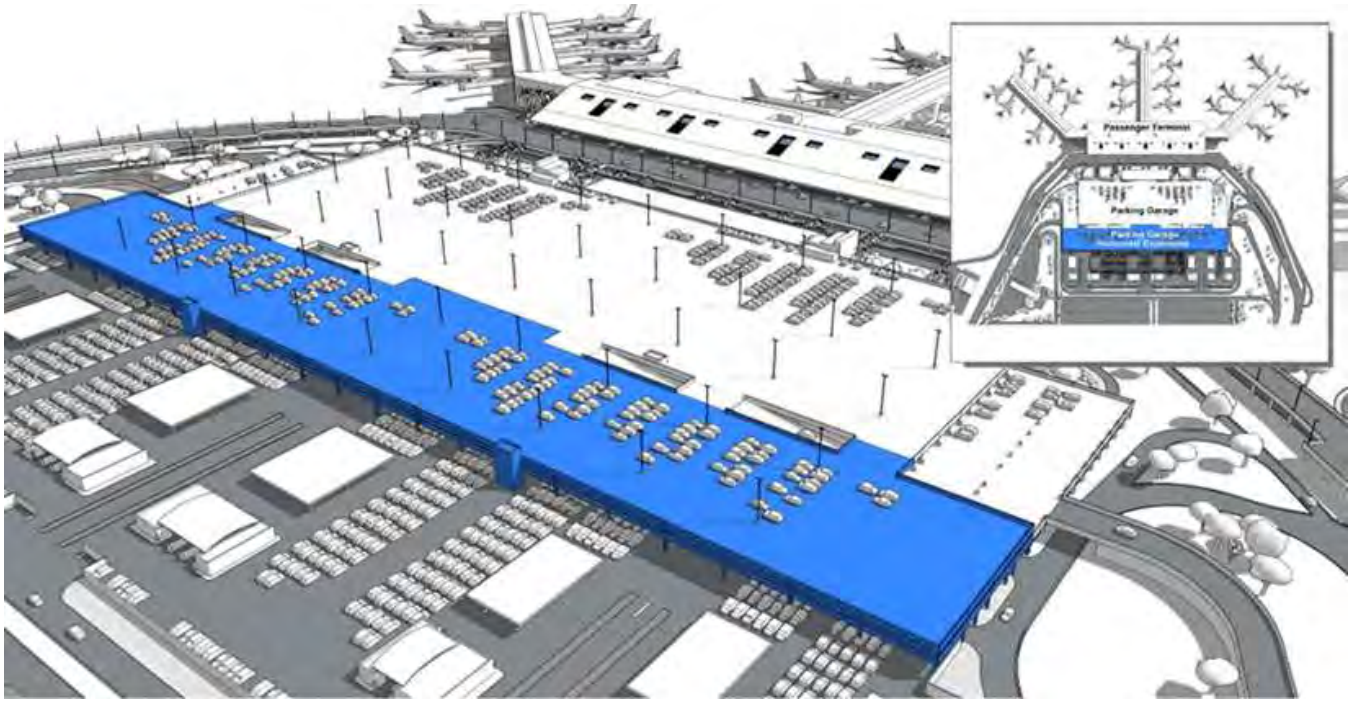
Rental Car Facilities

Option A1.1 – Horizontal Structure Expansion

Option A1.1 expands the two elevated parking garage levels horizontally to accommodate more stalls. Each expanded level can accommodate 575 more stalls each. The horizontal expansion also adds additional covered RAC space. Stall tabulation for the RAC facilities is shown in Table 5-9. Figure 5-48 is a rendering of this option.

Table 5-9 RAC Option A1.1 – Stall Tabulation

	Stalls
Ready Return	1,707
QTA Stacking/Storage	1,980
Remote Storage	3,700
Total	**7,387**



SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

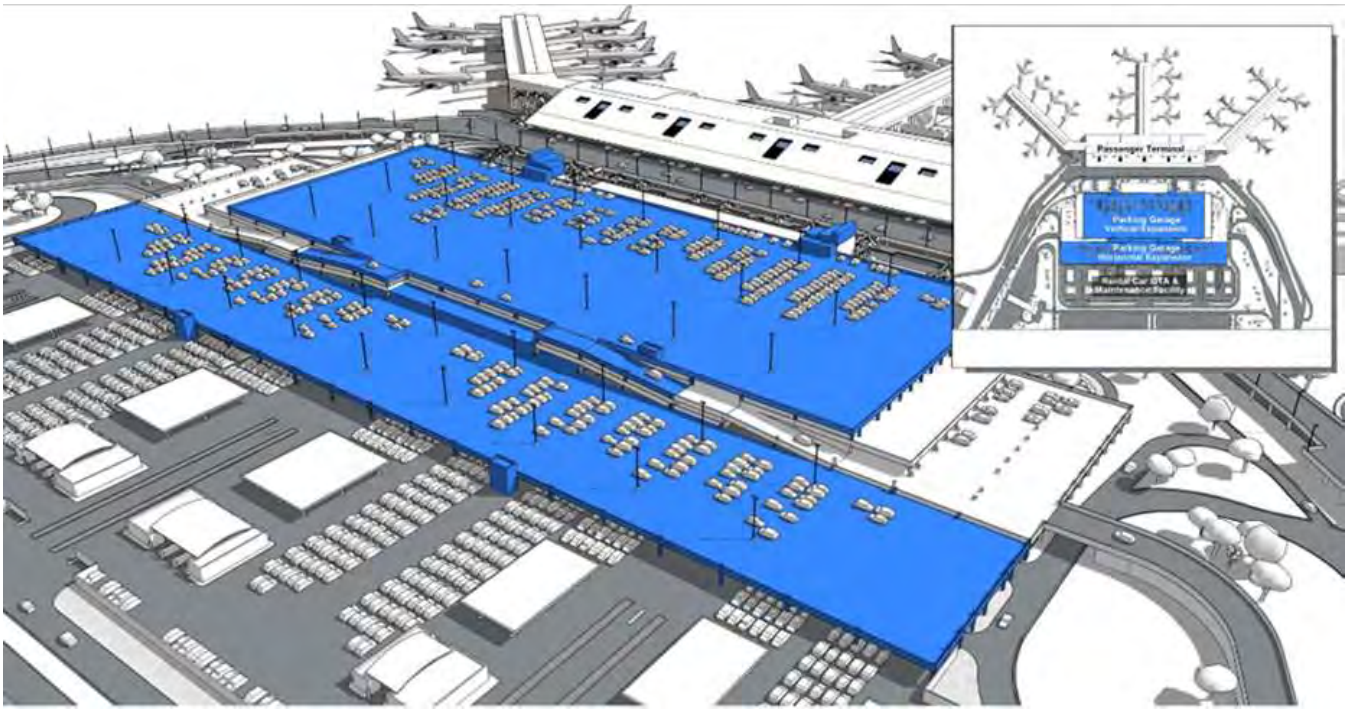
Figure 5-48 Option A1.1 – View Looking Northwest Horizontal Structure Expansion No Canopy

Option A3.1 – Vertical Structure Expansion with Canopy

Option A3.1 expands the parking garage structure vertically one level to accommodate 1,000 more stalls and expands the second level horizontally to accommodate 575 more stalls. The horizontal expansion also adds additional covered RAC space. Stall tabulation for the RAC facilities is shown in **Table 5-10**. **Figure 5-49** is a rendering of this option.

Table 5-10 RAC Option A3.1 – Stall Tabulation

	Stalls
Ready Return	1,707
QTA Stacking/ Storage	1,980
Remote Storage	3,700
Total	**7,387**



SOURCE: Kimley Horn, Rental Car Facility Sizing Analysis and Expansion Options, August 2019

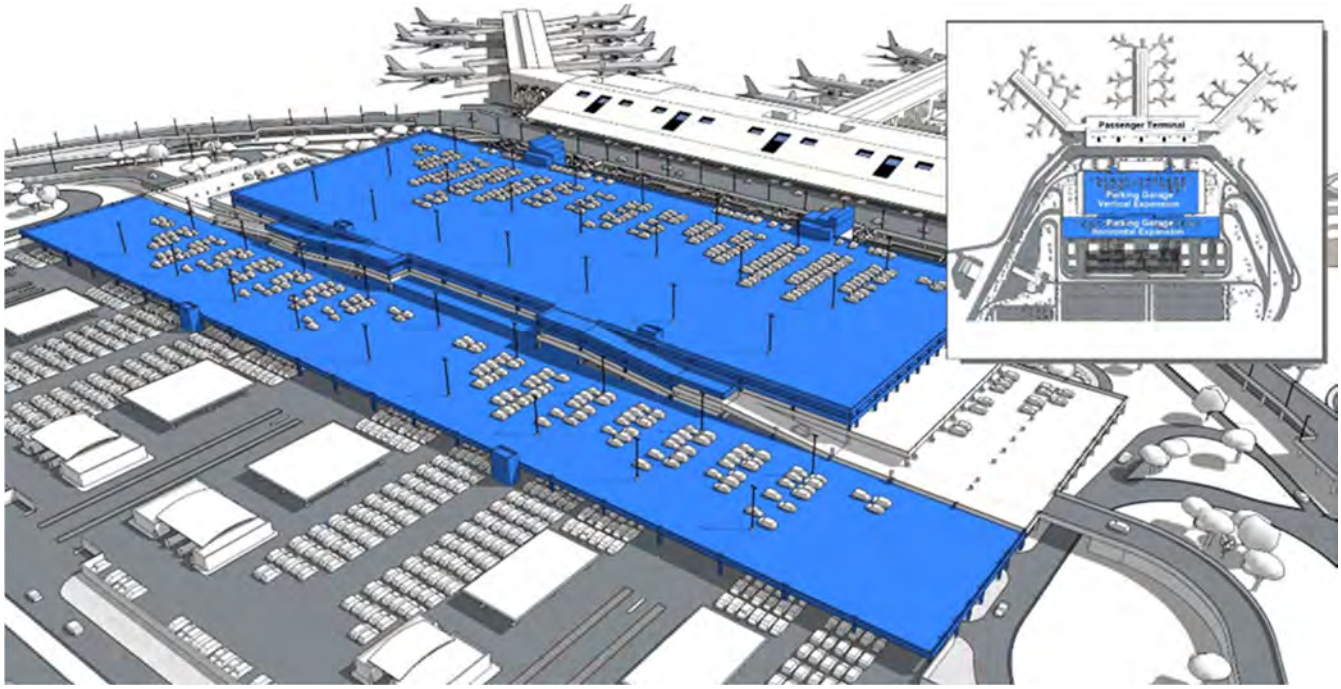
Figure 5-49 Option A3.1 – View Looking Northwest Vertical Structure Expansion (One Level) with Horizontal Parking Canopy

Option A3.2 – Vertical Structure Expansion with Horizontal Parking Canopy

Option A3.1 expands the parking garage structure vertically by two levels to accommodate 2,000 more stalls and expands the second level horizontally to accommodate 575 more stalls. The horizontal expansion also adds additional covered RAC space. Stall tabulation for the RAC facilities is shown in **Table 5-11**. **Figure 5-50** is a rendering of this option.

Table 5-11 RAC Option A3.2 – Stall Tabulation

	Stalls
Ready Return	1,707
QTA Stacking/ Storage	1,980
Remote Storage	3,700
Total	**7,387**



SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-50 Option A3.2 – View Looking Northwest Vertical Structure Expansion (Two Levels) with Horizontal Parking Canopy

Customer Service Building

The customer service building currently becomes crowded during peak times. To deal with this issue, two alternatives are proposed. Alternative 1 expands the lobby by 20 feet, thus adding 7,200 square feet to the lobby. This allows for more room to customers. Alternative 2 relocates the restrooms and uses the additional space for more counters, allowing the customers to be serviced quicker. These alternatives are shown below in **Figure 5-51** and **Figure 5-52**, respectively.

Ready/Return Expansion/QTA Reconfiguration

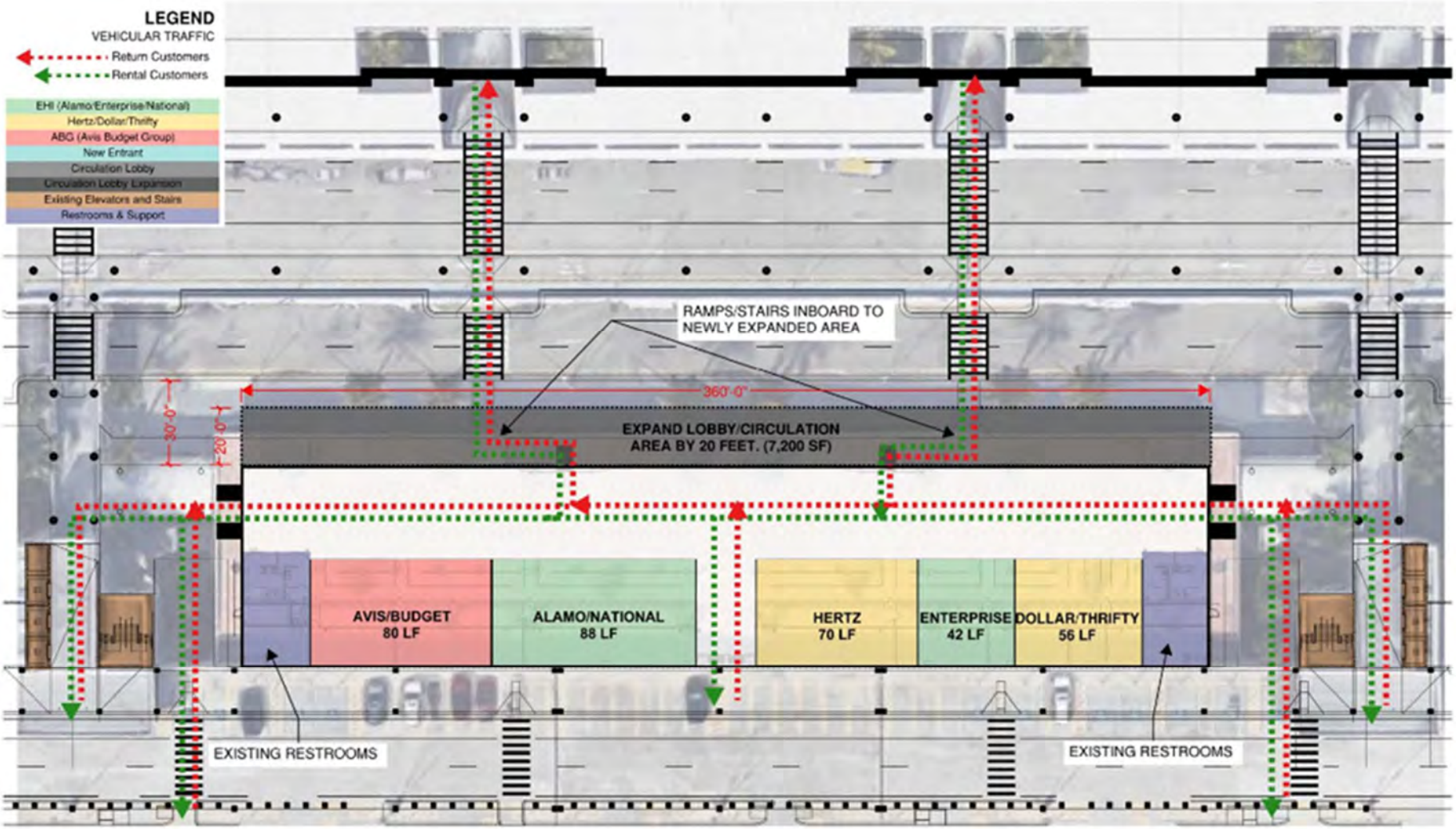
An improvement that can be made to the ready/return facility is to expand its footprint into the QTA area. This will allow the facility to close the gap between the 1,600-stall demand and the 1,200-stall supply.

A parallel improvement that can be made to the QTA facility is to relocate the existing footprint to make room for the ready/return expansion. This relocation will move the footprint into the long-term parking lot, taking 150 public parking spaces. In addition to relocating the QTA facility, it is also recommended that the operations be flipped 180 degrees to optimize the facilities' efficiency. Figure 5-53 demonstrates the reconfiguration.

Maintenance Facility Options

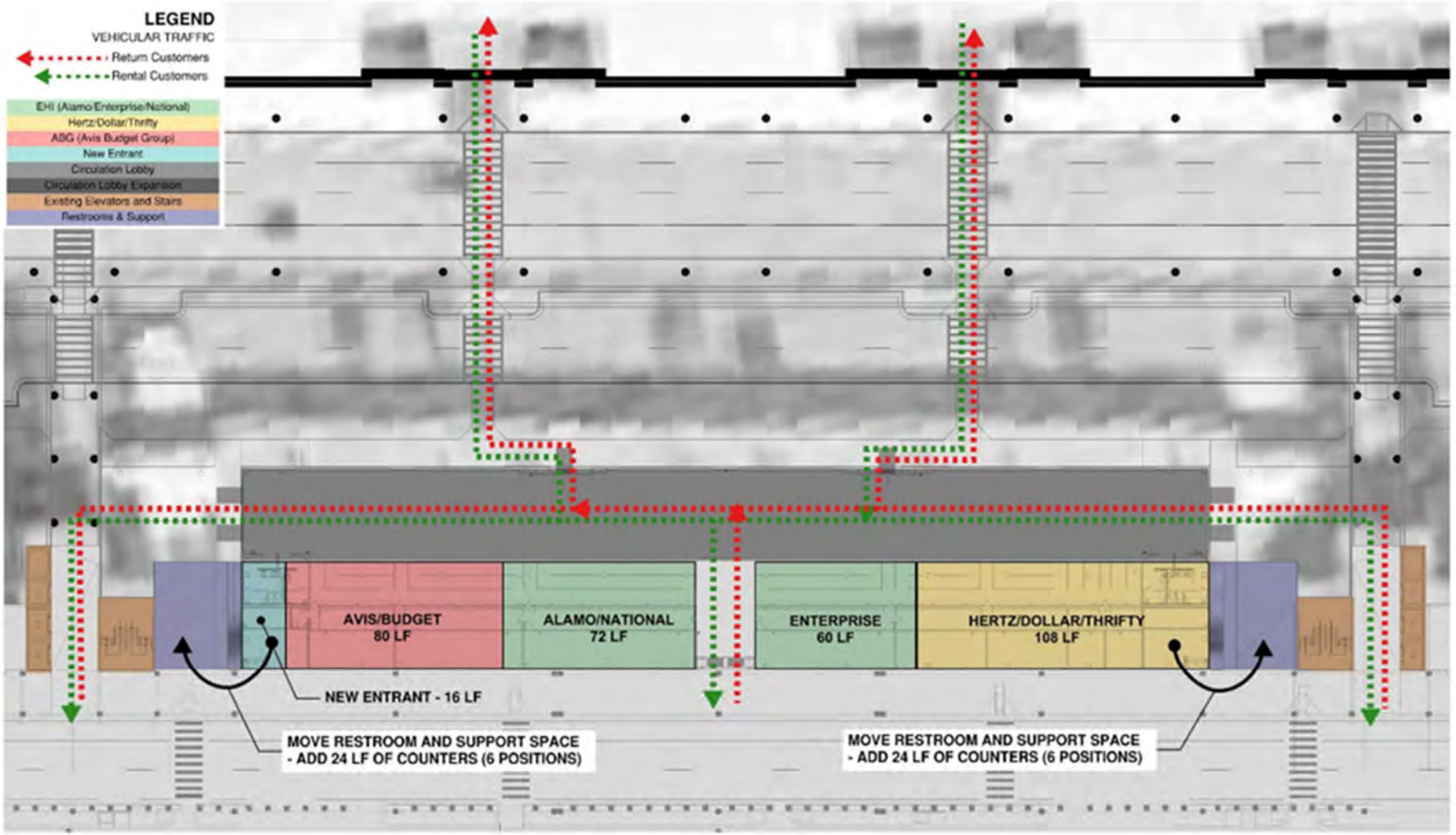
To accommodate the demands of today and to reserve space for future growth, different configuration options of the relocated maintenance facility have been developed. The relocation of which, is shown in Figure 5-54. Option 1, shown in Figure 5-55 is 40 acres and can house up to four rental car agencies with 40 maintenance bays, 20 fueling positions, seven car wash bays, 19,000 square feet of admin space, and +/- 4,800 stalls. Option 2, shown in Figure 5-56 has similar characteristics except for a slightly less stall capacity at +/- 4,550 stalls.

Option 2 has been identified by the LCPA as the preferred option. It allows for greater airport flexibility for future developments and provides for improved traffic movements. Vehicular ingress/egress of the site occurs off of Air Cargo Lane with this option.



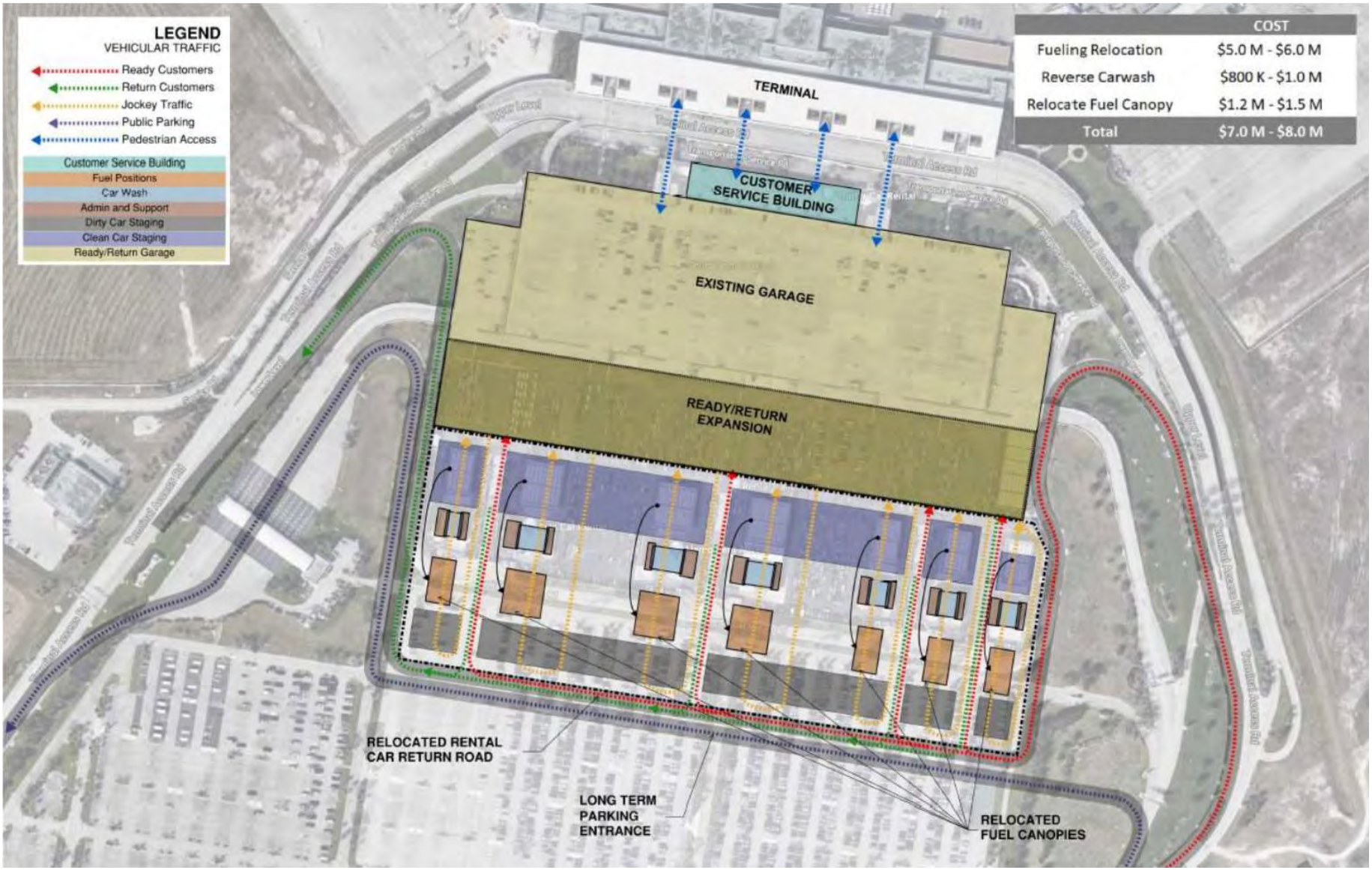
SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-51 CSB Reconfiguration: Expansion Options – Lobby Expansion



SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-52 CSB Reconfiguration: Expansion Options – Counter Expansion

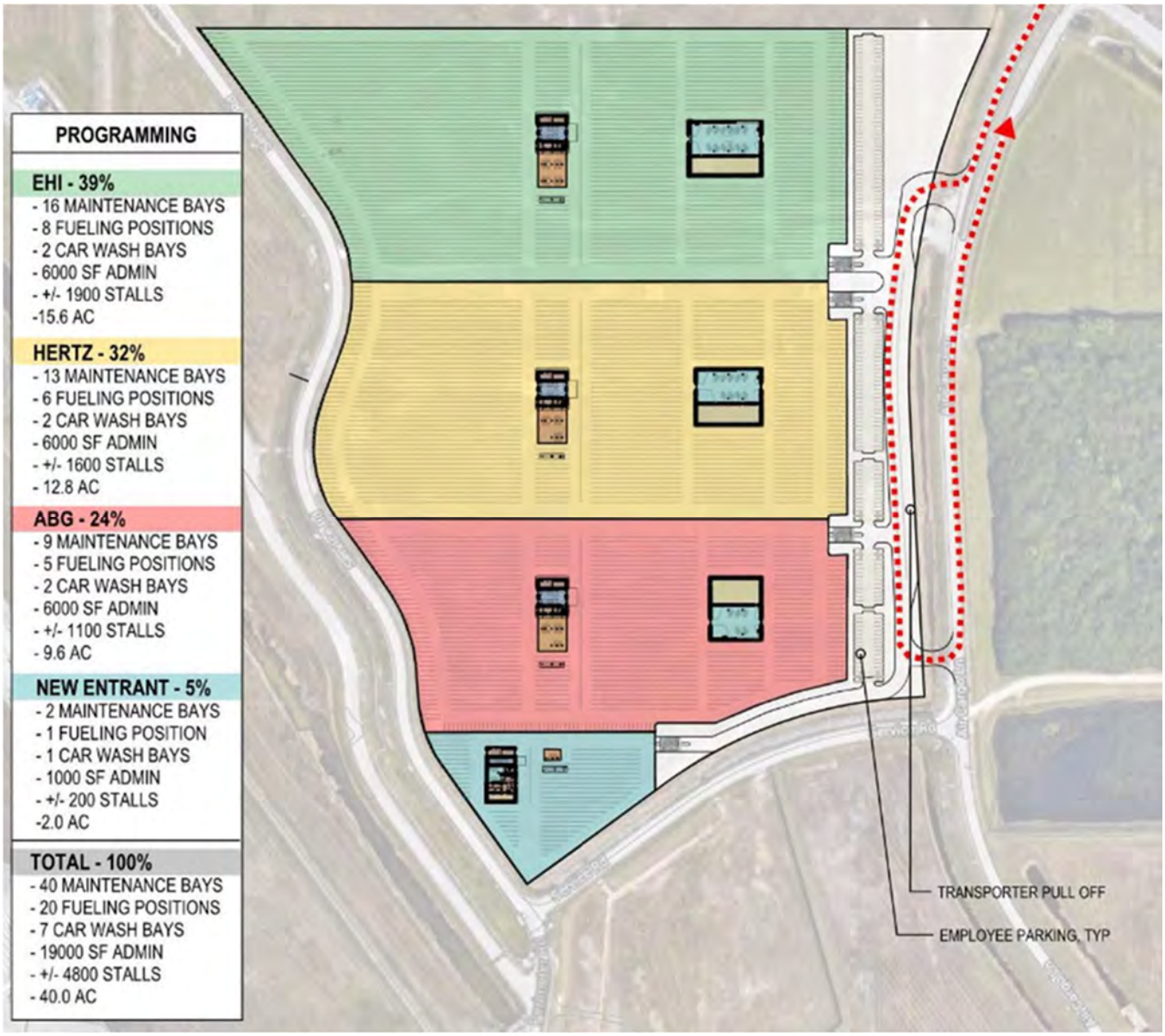


SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-53 QTA Reconfiguration: Relocate Fueling and Stacking

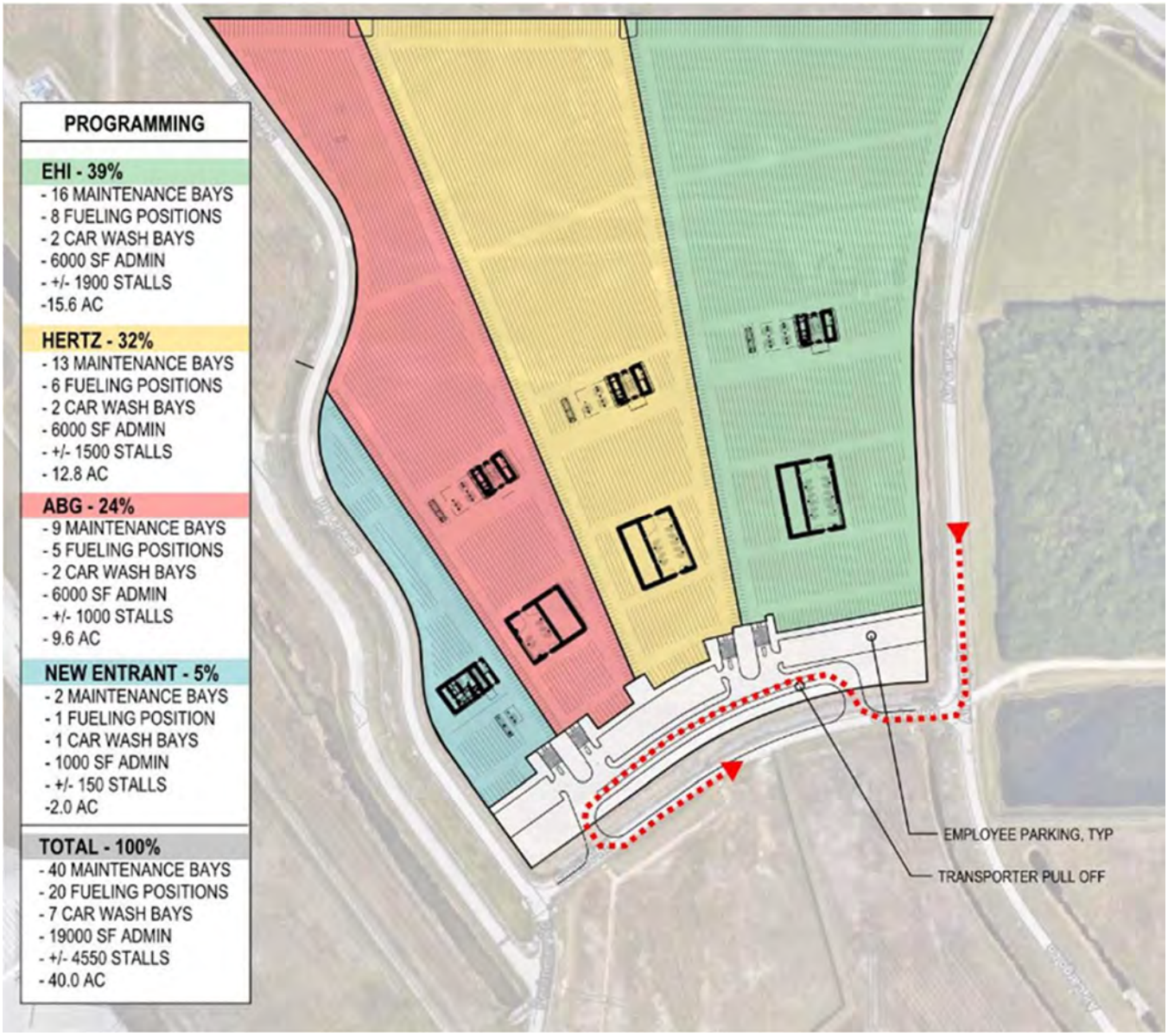
SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-54 Maintenance Facility Relocation Area



SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-55 Maintenance Facility Option 1



SOURCE: Kimley Horn, *Rental Car Facility Sizing Analysis and Expansion Options*, August 2019

Figure 5-56 Maintenance Facility Option 2

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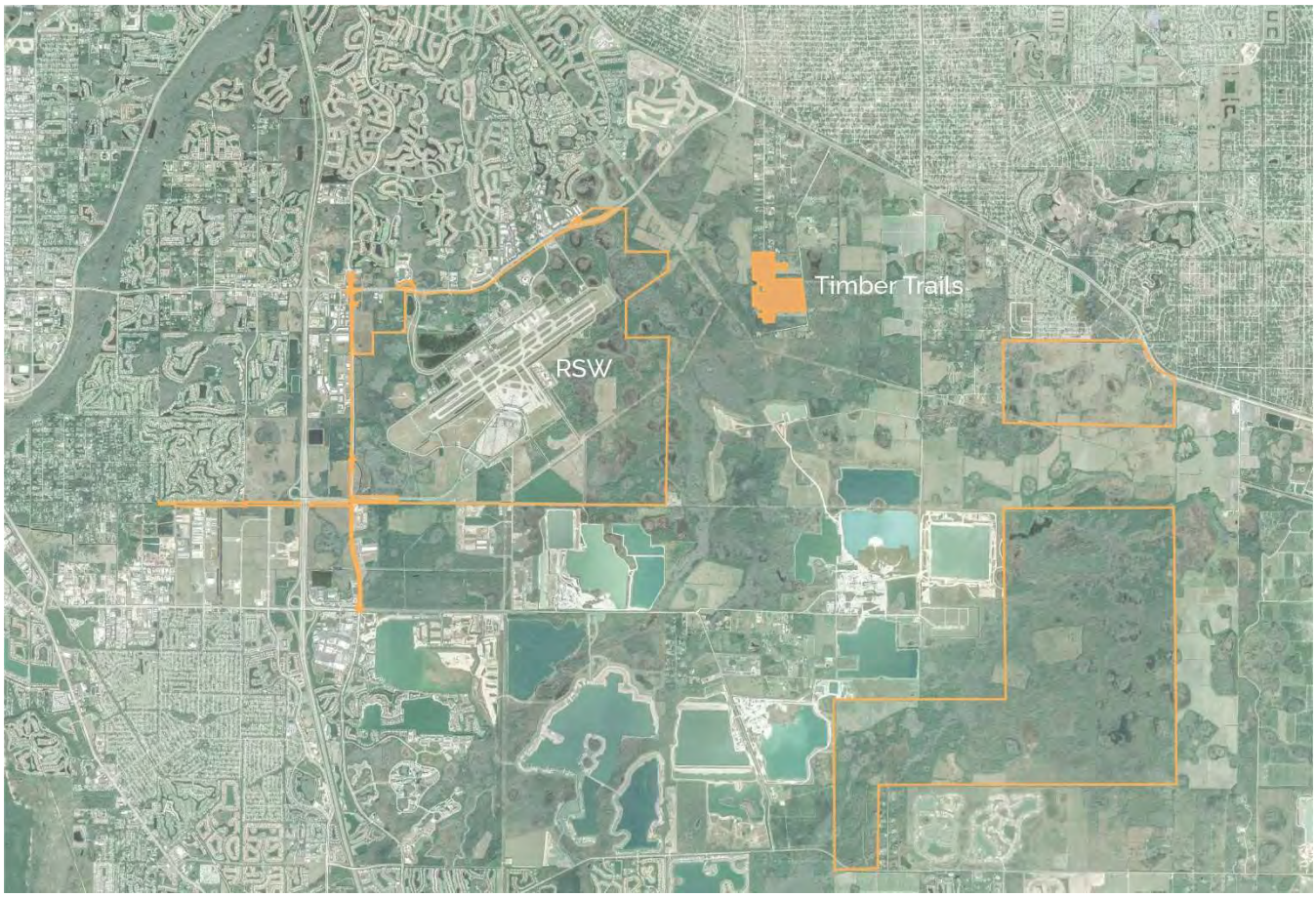
5.5 Non-Aviation Lands and Future Areas

The LCPA has an opportunity to diversify its airport revenues by designating land to meet the area's non-aviation development demand. To the north of Runway 6-24 is an area with opportunity to fulfill these needs, commonly referred to as Skyplex. Two additional areas (in the Midfield and in the southeast quadrant of the airport) have also been identified for this purpose. These areas have significance to operation of the airport because both the Aviation and Non-Aviation use of airport lands provide long-term revenue opportunities that will help offset the costs of RSW airline business partners and the LCPA's dependency on grants.

Skyplex features both Aviation and Non-Aviation related land uses. The Aviation related land uses are located south of Chamberlin Parkway directly adjacent to Runway 6-24 and are described herein as the North Area Plan of Skyplex. The lands of Skyplex planned for Non-Aviation uses will develop over time subject to local comprehensive plan and zoning regulations. The timing (short-term, long-term, or ultimate) of the development of Skyplex is uncertain at this time. The Non-Aviation Skyplex development areas are expected to take decades and will be greatly dependent on market conditions, the economy, surrounding developments, the Southwest Florida real estate market, and a number of other variables. Development could occur by single land leases or by a grouping of development opportunities into a larger lease agreement. Even though the ideal development of the Skyplex area would focus on high-end corporate offices, it may also include a small entertainment/retail area, as well as some industrial/warehouse areas. The timing and specifics of the actual development that is anticipated to occur over the next 30+ years is unknown at this time. Therefore, this area is shown on the Airport Layout Plan as "Non-Aviation Support." Individual developments for the Skyplex area, the Midfield non-aviation designated area, and the future development area in the southeast quadrant of the airport will continue to be analyzed (i.e., compatibility, airport revenues, airspace, environmental, etc.) and addressed if and when development is proposed to occur.

The 2004 Master Plan Update recommended the acquisition of lands known as the "Timber Trails". The purpose of the acquisition was to ensure compatible land-use with airport activity from a safety and noise perspective. The "Timber Trails" lands were then acquired by the LCPA (Figure 5-57). Based on the existing and potential future noise contour maps as well as the proposed layout of the future parallel runway, there will be no parts of the Timber Trails that will be incompatible with airport use based on existing zoning for that area. No areas within the Timber Trails will require noise mitigation or aviagation easements. It is proposed, consistent with FAA policy, to dispose of the Timber Trail lands.



SOURCE: LCPA, December 2021

Figure 5-57 Timber Trails

Chapter 6 Environmental Overview

RSW has outlined several proposed projects for development as part of this Master Plan Update. This overview of the environmental conditions at RSW helps provide insight into the potential impacts of proposed development projects. The primary focus of this section is to provide an overview of environmental considerations for airport planning purposes.

6.1 Background

Guidance issued by the Federal Aviation Administration (FAA) encourages the review of environmental factors in airport master planning to "help the sponsor thoroughly evaluate airport development alternatives and to provide information that will help expedite subsequent environmental processing." The Florida Department of Transportation (FDOT) 2016 Guidebook for Airport Master Planning, provides similar guidance. As a federally obligated airport, RSW is required to comply with the federal review process, regardless of the funding entity, if a federal action (funding, ALP approval, land release or acquisition, PFC approval, etc.) is required. Certain projects without a federal trigger that are 100 percent funded by FDOT (typically surface transportation projects) may receive approval through the FDOT Project Development and Environment (PD&E) process (state delegated DOT NEPA). However, both agencies clearly note that it is not the intent of a Master Plan to complete the federal and state environmental review processes. Instead, the information should identify and set the stage for understanding what future environmental review or actions may be needed and assist with the screening of potential alternatives.

6.2 Federal Environmental Review

This chapter provides a desktop review of publicly available and known environmental resources considered during the identification and evaluation of development alternatives in this Master Plan Update. The environmental resources discussed in this chapter include many of the categories delineated in FAA Order 5050.4B, National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions; FAA Order 1050.1F, Environmental Impacts: Policies and Procedures; and the President's Council on Environmental Quality (CEQ) Regulations Title 40 Code of Federal Regulations (CFR) § 1500-1508, CEQ Regulations for Implementing the Procedural Provisions of NEPA. However, this overview is not intended to meet the NEPA requirements for any planned development projects. This environmental overview does not constitute NEPA or regulatory level resource review; instead, it provides a compilation of readily available data to provide an environmental basis to identify where additional investigation or studies may be required. The FAA is responsible for ensuring compliance with NEPA with respect to actions at federally-obligated airports.

The processing of Airport Improvement Program (AIP) grant applications and Airport Layout Plan (ALP) approvals are two types of "federal actions" commonly undertaken by the FAA in support of airport development projects which require environmental review under NEPA. While NEPA requires varying levels of interagency coordination, development of environmental documents under NEPA does not exempt airport development projects from compliance with other federal environmental laws (e.g., Endangered Species Act) or state and local environmental regulations.

For those projects that involve a federal action and therefore trigger environmental review under NEPA, the three types of documentation that may be prepared are summarized in Table 6-1. Categorical Exclusions (CatEx) and Environmental Assessments (EA) are usually prepared by the Airport Sponsor and, if the documentation meets FAA requirements, they are accepted by the FAA and become federal documents. Environmental Impact Statements (EIS) are prepared by the FAA.

Table 6-1 Types of FAA NEPA Review Documentation

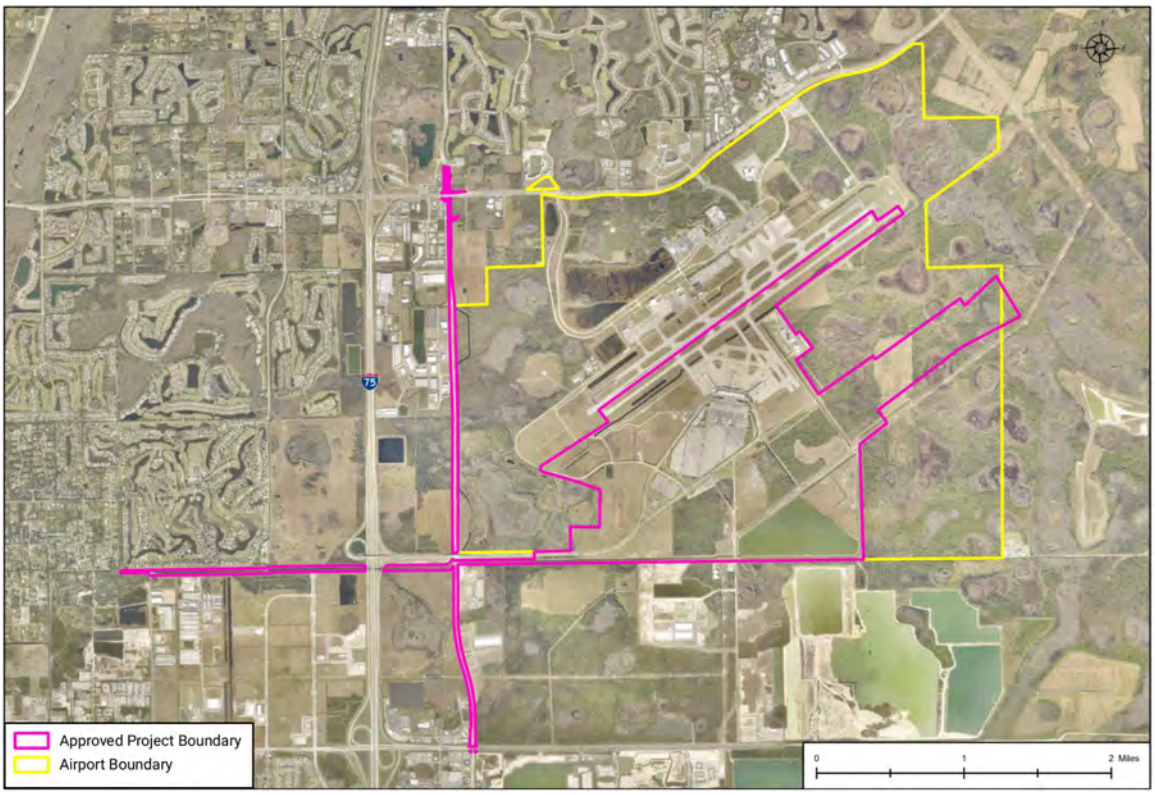
CATEX Categorical Exclusion	The FAA has identified certain actions that may be categorically excluded from a more detailed environmental review. However, extraordinary circumstances, such as wetland impacts, may preclude Categorical Exclusion (CATEX). A CATEX requires a review of impacts and completion of forms provided by the FAA. In some cases, documentation and agency coordination may be necessary to address extraordinary circumstances (see FAA ARP SOP No. 5.00). See FAA Orders 1050.1F and 5050.4B for a more detailed description of categorically excluded actions that may apply to development projects at RSW.
EA Environmental Assessment	An Environmental Assessment (EA) is prepared for proposed actions with expected minor or uncertain environmental impact potential. An EA requires analysis and documentation similar to that of an EIS, but with somewhat less detail and coordination. The FAA will review the EA and decide to either issue a Finding of No Significant Impact (FONSI) or prepare an Environmental Impact Statement (EIS).
EIS Environmental Impact Statement	An EIS is prepared for major federal actions, which are expected or known to significantly affect the quality of the human environment. At this time, no future airport development projects at RSW are expected to require the preparation of an EIS.

Source: ESA Compilation

Prior NEPA Determinations

Parallel Runway and Midfield Development

On March 10, 1994, the Federal Aviation Administration (FAA) issued a Finding of No Significant Impact (FONSI) in compliance with the National Environmental Policy Act (NEPA) for Southwest Florida International Airport (RSW) for a Parallel Runway and Midfield Development. Development (Figure 6-1) included the construction of a 9,100-foot runway with associated midfield development area, navigational aids, terminal access roadways, taxiways, marking, lighting, drainage and flood control systems, additional airport support service facilities (ATCT, ARFF, etc.), and land acquisition necessary for the runway, Midfield Terminal Complex, and related mitigation areas.

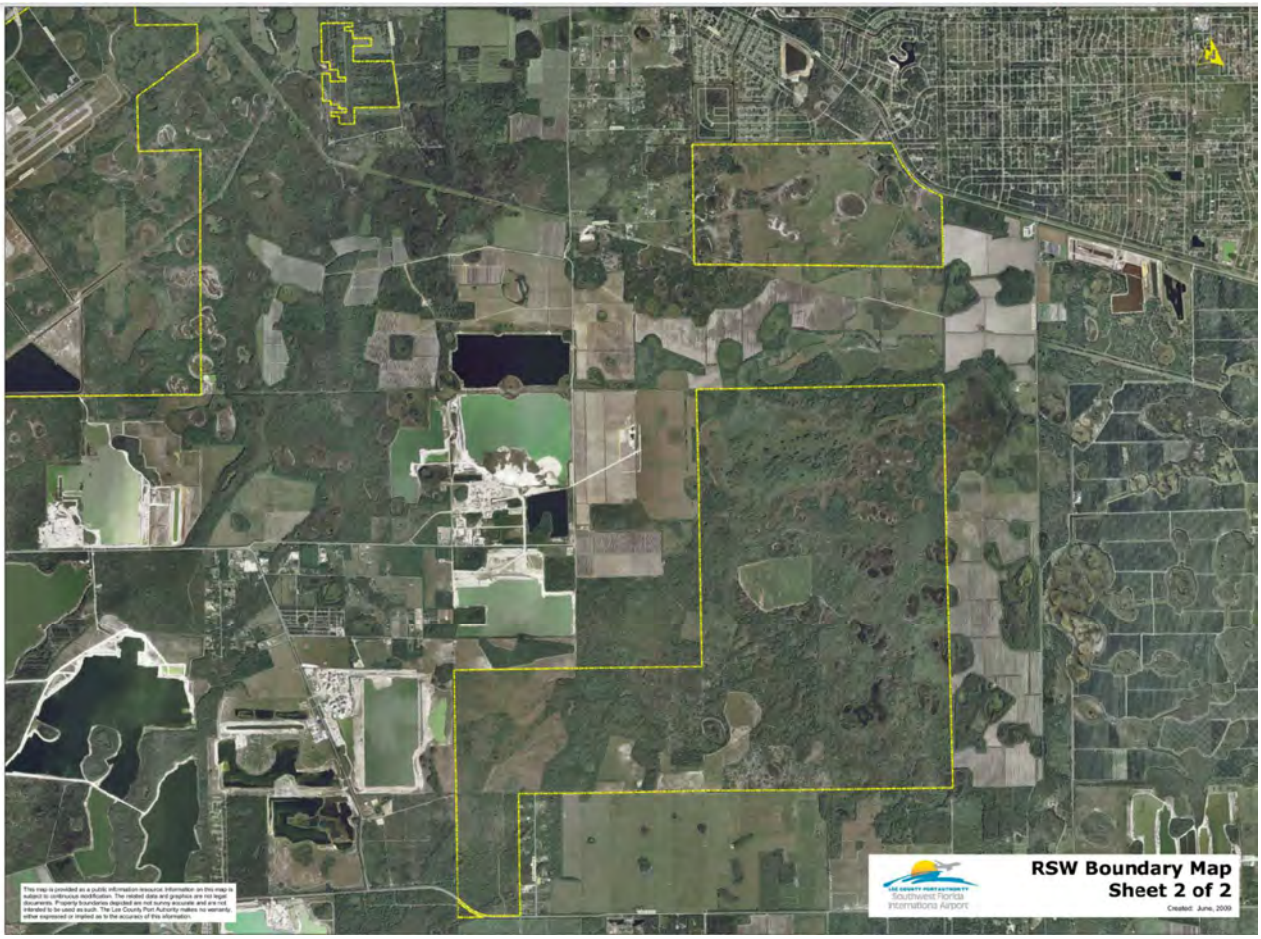


Source: LCPA

Figure 6-1 Approved Runway and Midfield Development Area

RSW property includes two areas dedicated for conservation known as the Southwest (SW) Conservation Area and the Northeast (NE) Conservation Area, both indicated on the ALP. LCPA also purchased 7,000 acres of mitigation lands as outlined in the Environmental Assessment (see Figure 6-2). These mitigation lands are located to the east of RSW and are known as Airport Mitigation Park. Airport Mitigation Park provides, and will continue to provide, an expansive wildlife corridor/habitat as well as wetland mitigation for impacts within the development area depicted in Figure 6-1.

In 2007, a detailed Project analysis was conducted to determine if the 1994 FONSI for the Parallel Runway and Midfield Development Area EA could be revalidated. The analysis concluded that the project effects remained below the threshold of significance for all categories and as a result, a FONSI revalidation request was submitted to the FAA on October 4, 2007. The FONSI revalidation was approved by the FAA on December 20, 2007.



Source: LCPA

Figure 6-2 RSW Boundary Map: Mitigation Park

During the site preparation design phase for the proposed Parallel Runway, several development modifications were evaluated. The recommended modification resulted in an 80-foot shift of the runway to the south after extensive coordination with the FAA. In a letter dated March 6, 2009, the FAA stated that "The FAA concurs that the proposed action to shift and construct Runway 6R/24L 80 feet to the south substantially conforms to plans and project information contained in the 1994 EA subject to the results of the airspace study for the runway at the proposed location. Furthermore, no additional environmental analysis of the proposed project is needed because the data and analysis contained in the 1994 EA remain substantially valid, and all pertinent conditions and requirements of the prior approval have been or will be met in the current action."

Since 1994, the LCPA has been implementing the Project identified in the 1994 EA / 2007 FONSI Revalidation / 2009 Confirmation. The LCPA began implementing the Project in 1994 by acquiring land to accommodate the Midfield Terminal Complex and Parallel Runway facilities and has continued to implement the originally envisioned development by acquiring mitigation lands needed to offset impacts associated with the Midfield Terminal Complex and Parallel Runway, the planning, design and construction of the midfield terminal, drainage and flood control systems, taxiways, navigational aids, terminal access roadways, marking and lighting. The new midfield Aircraft Rescue and Fire Fighting Facility (ARFF) was commissioned in 2013 and the new Air Traffic Control Tower is expected to be commissioned in 2023. The FAA has provided concurrence with Project implementation through FONSI concurrence letters in 2007 and 2009, and through issuance of grant applications for ongoing Project components.

Other Recent NEPA Determinations

While the 1994 EA addressed the development associated with the Parallel Runway and Midfield Development, NEPA compliance has been completed for a number of other projects at the Airport. Table 6-2 identifies the NEPA determinations that have been secured since 2016.

Table 6-2 NEPA FAA Approvals since 2016

Project Name	Type of NEPA Review	Date Submitted to FAA	FAA Approval Date
Sky Walk	EA	5/26/2016	6/3/2016
Skyplex Boulevard	EA	8/23/2016	9/29/2016
Gartner Office Complex	EA	8/10/2017	8/23/2017
Terminal Expansion	CatEx	6/11/2019	10/24/2019
Gartner Phase 1A Parking Lot Expansion	CatEx	7/2/2019	7/3/2019
Gartner Office Complex Phase 2	EA	1/24/2020	2/5/2020
Alta Realty "Contact Center" Office Builiding Development	EA	6/24/2020	7/14/2020
Air Freight Building	CatEx	7/25/2022	11/10/2022
Treeline Assemblage Access to Treeline Avenue	CatEx	12/22/2022	Not in file*

*Awaiting comments/approval from FAA at the time of writing
Source: LCPA, March 2023

6.3 State Environmental Reviews

In addition to compliance with NEPA, all recommended airport development must be consistent with other federal regulatory guidance, Florida Statutes (FS), growth management and concurrency requirements as well as regional and state transportation plans. For projects that require NEPA compliance, state environmental reviews typically initiate with the Florida State Clearinghouse which is administered by the Florida Department of Environmental Protection (FDEP). A primary function of the Florida State Clearinghouse is to serve as the state's single point of contact for the receipt of federal activities that require interagency review, which includes activities subject to consistency review under the Florida Coastal Management Program. Upon completion of their review, the Clearinghouse will typically issue a letter summarizing any potential concerns or inconsistencies regarding the proposed activity. The clearance letter will also include information on obtaining necessary state permits and will inform the applicant if there is a need to submit additional information to a specific state agency for review. In cases where NEPA compliance is not required, direct coordination with the relevant state and federal regulatory agencies may still be required. It is important to note that the State of Florida assumed Section 404 regulatory authority in 2020 and future Section 404 permits will be processed by the FDEP. Information related to the specific agencies and coordination and / or permits required, is discussed in the individual resources categories in this chapter.

6.4 Environmental Overview

A preliminary analysis of environmental conditions throughout the Airport was reviewed relative to the impact categories identified in FAA Order 1050.1F. These impact categories include:

- Air quality

- Biological resources (including fish, wildlife, and plants)
- Climate
- Coastal resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Hazardous materials, solid waste, and pollution prevention
- Historical, architectural, archeological, and cultural resources
- Land use
- Natural resources and energy supply
- Noise and compatible land use
- Socioeconomics, environmental justice, and children's environmental health and safety risks
- Visual effects (including light emissions)
- Water resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers

Air Quality

The federal Clean Air Act, as amended, required the USEPA to set National Ambient Air Quality Standards (NAAQS) for principal pollutants considered harmful to public health and the environment. Those areas where the NAAQS are not met are designated as "nonattainment." A state with a nonattainment area must prepare a State Implementation Plan (SIP) that details the programs and requirements the state will use to meet the NAAQS. Proposed development must then demonstrate that it meets or "conforms" with the SIP.

RSW is located in Lee County, Florida. The United States EPA has designated Lee County as an attainment area for the NAAQS for the following criteria air pollutants: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), sulfur dioxide (SO_2), particulate matter (PM) and lead (Pb).

An existing air emissions inventory was conducted for aircraft operations for the year 2021 as well as the planned year of opening of the new south parallel runway (Table 6-3). It is currently planned that the year of opening of the parallel runway will occur in 2043, just after the end of the planning period, and coincide with the airport reaching ASV (approximately 146,000 annual operations).

Table 6-3 Criteria Air Pollutant Emissions

Criteria Air Pollutant Emissions (tons)						
Emissions Source	**CO**	**VOC**	**NO_X**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
2021 Existing Year Emissions	432	64	341	38	4	4
2043/100% ASV of Single Runway System	618	92	563	58	7	7

NOTES: CO = carbon monoxide; NOx = oxides of nitrogen; PM2.5 = particulate matter less than or equal to 2.5 microns in diameter; PM10 = particulate matter less than or equal to 10 microns in diameter; SOX = oxides of sulfur; VOC = volatile organic compound

SOURCE: AEDT 3d; Environmental Science Associates, 2022.

Projects constructed throughout the course of the planning period have the potential to generate temporary air emissions. emissions from construction activities and fugitive dust could be reduced or offset by employing some or all the following voluntary measures:

- Curtailing construction activities during periods of high wind conditions
- Reducing exposed erodible surface area through appropriate materials and equipment staging procedures; stabilizing stockpiles of raw materials and other temporarily disturbed areas with water or ground cover
- Stabilizing soils and establishing persistent ground cover as soon as possible after grading and construction activities
- Reducing equipment idling times and onsite vehicle speeds
- Utilizing vapor-recovery systems for fuel-storage facilities
- Using low- or zero-emissions equipment
- Using covered haul trucks during materials transportation

Because the County is currently in attainment for all NAAQS, a general conformity determination is not currently required for future development. Certain projects and tenant activities, such as operating paint booths, will need to comply with applicable regulations and permit requirements.

Biological Resources

The following statutes, regulations, and Executive Orders require consideration in evaluating potential impacts on biological resources: Bald and Golden Eagle Protection Act, Endangered Species Act, Fish and Wildlife Coordination Act, Migratory Bird Treaty Act, Executive Order 13112 - Invasive Species, Executive Order 13186- Responsibilities of Federal Agencies to Protect Migratory Birds, Executive Order 13751 - Safeguarding the Nation from the Impacts of Invasive Species, and CEQ Guidance on Incorporating Biodiversity Considerations Into Environmental Impact Analysis Under the National Environmental Policy Act (January 1993). The Magnuson Stevens Fishery Conservation and Management Act and Marine Mammal Protection Act are not applicable since the Airport does not contain any marine resources nor are there any in immediate proximity.

The study area for biological resources considers both areas directly impacted (such as through vegetation and habitat removal within the construction footprint) and those areas indirectly impacted through facility lighting, noise, air emissions, and changes to water quality or quantity caused by construction equipment or facility operations.

The presence and extent of wildlife on RSW property has been extensively studied by professional environmental consultants visiting the airport site and conducting field assessments. A Wildlife Hazard Assessment (WHA) was completed for all of RSW under the guidelines of Federal Aviation Regulations (FAR) Part 139.337(c) and FAA AC 150/5200-36 "Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports." Florida Land Use Forms and Cover Classification System (FLUCCFCS), Level III mapping was conducted for the entire Airport with Level IV mapping where appropriate as part of the last master plan preparation in 2001. This included extensive ground verification and delineation of exotic/nuisance plant species. Surveys for threatened and endangered species have been conducted through 2002 and numerous site surveys have been conducted for the Midfield Terminal Complex as part of re-evaluation studies. Table 6-4 identifies listed species previously observed on site, and Table 6-5 lists potential species based on the habitat.

Table 6-4 Summary of Listed Animal and Plant Species Previously Observed

Birds	Scientific Name	Federal/State Listed
Bald eagle	Haliautus leucocephalus	F
Burrowing owl	Speotyto cunicularia	S
Florida sandhill crane	Grus canadensis	S
Least tern	Sterna antillarum	S
Limpkin	Aramus guarauna	S
Little blue heron	Egretta caerulea	S
Red-cockaded woodpecker[1]	Picoides borealis	F
Reddish egret	Egretta rufescens	S
Roseate spoonbill	Ajaia ajaja	S
Snowy egret	Egretta thula	S
Southern kestrel	Felco sparverius Paulus	S
Tricolored heron	Egretta tricolor	S
White ibis	Eudocimus albus	S
Wood stork	Mycteria americana	S
Mammals	**Scientific Name**	**Federal/State Listed**
Big Cypress fox squirrel	Sciurus niger avicennia	S
Florida black bear	Ursus americanus floridanus	S
Reptiles	**Scientific Name**	**Federal/State Listed**
American alligator	Alligator mississippiensis	F
Plants	**Scientific Name**	**Federal/State Listed**
Common wild pine	Tillandsia fasciculata	S
Leafless black orchid	Stenoffynochos lanceolata	S
Leather fern	Acrostichum spp.	S
Northern needle leaf	Tillandsia balbisiana	S
Pine lily	Lilium catesbaei	S
Pine pink	Bletia purpurea	S
Wild coco	Eulophia alta	S

[1]Abandoned red-cockaded woodpecker cavities observed on-site

SOURCE: 2004 Master Plan Update

Table 6-5 Other Species with Potential to Occur On-site based on Vegetation Communities (FLUCFCS)	
Birds	**Plants**
Arctic peregrine falcon	Beautiful paw-paw
Crested caracara	Curtis Milkweed
Snail kite	Fakahatchee burmannia
	Florida coontie
	Hand adder's tongue fern
	Satin leaf
	Simpson's stopper
	Twisted air plant
Mammals	**Reptiles**
Florida panther	Eastern indigo snake
Everglades mink	Florida pine snake
Sherman's fox squirrel	Gopher Frog
	Gopher Tortoise

SOURCE: 2004 Master Plan Update

No state or federal listed plants were observed during field verifications of the Midfield Terminal Complex or surveys for the Parallel Runway. Field verified vegetation mapping was also prepared as part of the SFWMD and COE permitting efforts for the Midfield Terminal Complex and Parallel Runway. Associated construction/impact permits were based on this site-specific mapping. The majority of remaining land areas on Airport property include forested uplands consisting mostly of pine habitats and old farm fields. Remaining wetlands to be impacted can be generally described as freshwater marsh, wet prairie, hydric pine, pine-cypress, cabbage palm, cypress, shrub wetlands, wetland-cut ditches, and disturbed hydric land with varying degrees of infestation by nuisance and exotic vegetation. The other surface waters consist of upland-cut ditches. Future impacts beyond those already permitted/mitigated will be to primarily low quality, degraded systems that are infested with exotic vegetation and are not contiguous with larger regional wetland systems.

Although it is anticipated that wildlife use within the natural habitats between the existing Runway 6-24 and the future Parallel Runway will continue, secondary impacts to wetlands were assessed due to the scale of the project, the potential for aircraft-wildlife strikes and potential impacts from the increase in noise and lighting. An additional assessment of secondary impacts was made due to estimated potential future tree removal required within the line of sight of two operational areas per FAA clearing criteria. This assessment includes secondary impacts to herbaceous wetlands adjacent to proposed tree removal areas in forested wetlands. In order to provide reasonable assurances that the tree removal areas reflect the post-condition designated in the functional analysis, a qualitative monitoring and planting plan will be implemented.

The WHA that was prepared for RSW included a list of recommendations that were ultimately incorporated into the RSW Wildlife Hazard Management Plan (WHMP). The initial RSW WHMP was approved by the FAA in October 2011. Since that time, LCPA has completed annual reviews and revisions which have been approved by the FAA as part of the airport's annual inspection and Airport Certificate Manual (ACM) approval. The most current, FAA approved WHMP was approved in May 2022. As part of the ongoing data collection and evaluation of the RSW wildlife hazard management program, LCPA conducts continual monitoring following the guidance in FAA Advisory Circular (AC) 150/5200-38 "Protocol for the

Conduct and Review of Wildlife Hazard Site Visits, Wildlife Hazard Assessments, and Wildlife Hazard Management Plans" (8/20/18).

LCPA has a long-standing wildlife hazard management program in place to help decrease wildlife use and attractants on the airfield. Potential impacts on biological resources from the operations described above were considered. The extent of potential impact is greatest in the Aircraft Operations Area (AOA), with impacts lessening the further away from the AOA the species is. However, even considering potential impacts in the AOA (including take of species), these activities do not result in:

- The long-term or permanent loss of unlisted plant or wildlife species, (i.e., extirpation of the species from a large project area);
- Significant adverse impacts to special status species (e.g., state species of concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;
- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or
- Significant adverse impacts on a species' reproductive success rates, natural mortality rates, non-natural mortality (e.g., road kills and hunting), or ability to sustain the minimum population levels required for population maintenance.

Potential impacts on biological resources from construction activities including the destruction or alteration of habitat and the disturbance or elimination of individuals or local populations of fish, wildlife, plants, or the introduction of invasive species were also considered. RSW implements wildlife management best management practices (BMPs) on airfield projects to minimize this disturbance.

While biological surveys have been conducted throughout the Airport property, planned development projects will involve the validation of conditions as part of future NEPA and permitting actions.

Climate

The airport operational environment was reviewed in accordance with the Clean Air Act. Executive Order 13514 Federal Leadership in Environmental Energy and Economic Performance; Executive Order 13653, Preparing the United States for the Impacts of Climate Change; and Executive Order 13693, Planning for Federal Sustainability were reviewed but are not applicable because LCPA is not a federal agency.

Increasing concentrations of greenhouse gases (GHGs) in the atmosphere are affecting global climate, and research has shown there is a direct correlation between fuel combustion and GHG emissions. GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Scientific measurements indicate Earth's climate is changing, with associated impacts including warmer air temperatures, increased sea level rise, intensified storm activity, and alteration of seasonal precipitation events.

The study area for climate was defined by the extent of the potential project changes (i.e., immediate vicinity of the airport) and full extent of aircraft movements as part of the future potential projects.

Existing and future anticipated aircraft operational greenhouse gas (GHG) emissions were modeled using the FAA's Airport Environmental Design Tool (AEDT) as depicted in Table 6-6. The analysis of climate includes both the potential emission of additional GHGs incrementally contributing to climate change, but also includes an assessment of a given project's resiliency to the potential effects of climate change. Resiliency is defined as "the ability of a system and its

component parts to anticipate, absorb, accommodate, or recover from the effects of a hazardous event in a timely and efficient manner, including through ensuring the preservation, restoration, or improvement of its essential basic structures and functions." When compared to many other airports in Florida, RSW is well prepared with respect to the impacts of climate change. The property is over 4 miles east of the coast and the runway is approximately 27 feet Above Mean Sea Level. Sea level rise is not expected to be an issue throughout the planning horizon due to distance from, and height above, the sea. There are current measures in place to adapt to the impacts of climate change (i.e., stronger or more frequent storms) through the RSW airport-wide hurricane plan. Storm preparedness briefing meetings are held when RSW is in a potential storm projection path, construction and operation hurricane BMPs are adhered to, and pre/post storm activities for drainage and debris removal/cleanup are implemented to recover for storms as soon as possible.

Table 6-6 Greenhouse Gas Emissions from Aircraft

Source	Carbon Dioxide (metric tons)
2021 Existing Conditions	90,893
2043/100% ASV of Single Runway System	138,571

SOURCE: AEDT 3d; Environmental Science Associates, 2022.

While aircraft related GHG emissions are projected to increase with the increase in aircraft activity at the Airport, development of the Parallel Runway will reduce aircraft operational delays at RSW as the Airport reaches its Annual Service Volume capacity. Delay reduction will reduce aircraft fuel burn and accordingly, the resulting GHG emissions. Additionally, GHG emission reduction is expected to continue from measures such as changes to more fuel-efficient equipment, use of renewable fuels, and operational changes (e.g., performance-based navigation procedures). GHG emissions associated with the construction of future projects are expected to be limited and temporary and BMP's can be employed to minimize emissions (vehicle idling, etc.).

Coastal Resources

The entire State of Florida, including RSW, is located in a coastal zone. Based on the definitions in the Coastal Barrier Resources Act, RSW is not on or adjacent to a coastal barrier. Based on the definitions in Executive Order 13089 Coral Reef Protection, RSW is not within or adjacent to a U.S. coral reef ecosystem. Future projects will require coordination with the State Clearinghouse to secure a consistency determination with the Florida Coastal Management Program (FCMP) and the Coastal Zone Management Act.

The Airport is almost four miles east of the closest coastal resource, which is the landward-most portion of the tidally influenced segment of Mullock Creek immediately downstream from the weir. Mullock Creek then flows west-southwest for approximately 2.6 miles to Estero Bay, which is a Florida designated aquatic preserve. Estero Bay is connected to the Gulf of Mexico.

Although the Airport is not within or adjacent to a coastal resource, it discharges surface water (stormwater) into a series of canals that eventually reach Mullock Creek. The onsite surface water management system is permitted and designed to meet State of Florida attenuation and water quality standards. Regular maintenance of the system and onsite water quality monitoring ensures that the water leaving the site meets water quality standards.

Previous coordination with the Florida State Clearinghouse has indicated that RSW's development is consistent with the Florida Coastal Management Program.

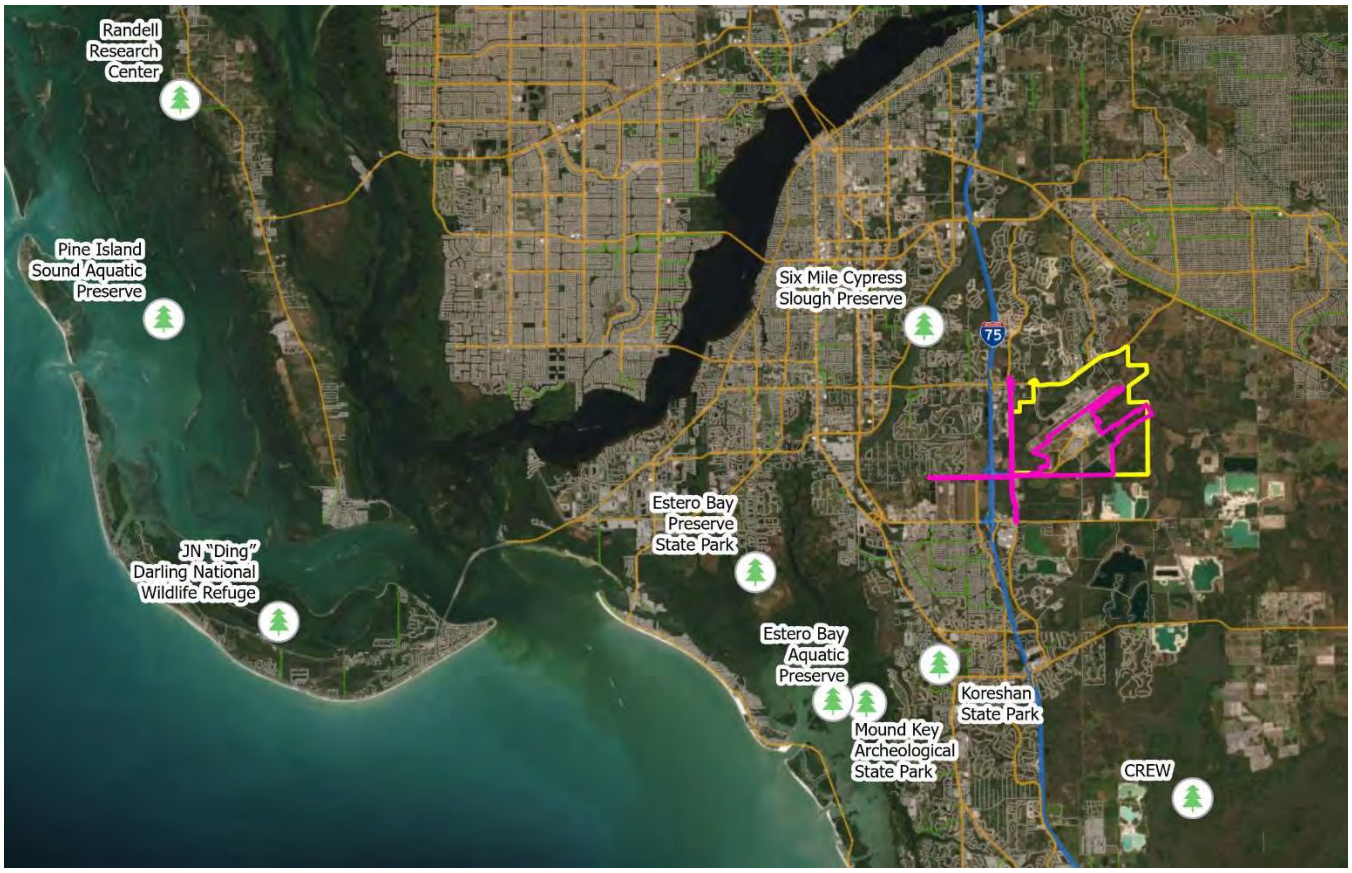
Department of Transportation Act, Section 4(f)

Potential airport development was reviewed based on the Land and Water Conservation Fund Act of 1965; U.S. Department of Transportation (DOT) Act – Section 4(f); Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU) – Section 6009; and U.S. Department of Defense Reauthorization. Section 4(f) of the DOT Act pertains to certain resources affected by transportation projects that are funded or approved by the DOT and its administrations and agencies. Per the 1050.1F Desk Reference, Section 4(f) properties include:

- parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public;
- publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public; and
- historic sites of national, state, or local significance in public or private ownership regardless of whether they are open to the public..

The study area for Section 4(f) resources considers both areas directly impacted within the construction footprint of a planned development project, as well as those areas indirectly impacted through noise or visual impacts, air emissions or facility operations.

No Section 4(f) lands will be required for use nor would any such lands be adversely impacted though implementation of any planned development projects (Figure 6-3). There are no 4(f) resources located on or in near proximity to the Airport. While activity is projected to increase at the Airport, neither the DNL 65 or 60 contours include any 4(f) resources. Visual effects to 4(f) resources are expected to be consistent with the visual effects today. Finally, the establishment of the Airport Mitigation Park enhances the Corkscrew Regional Ecosystem Watershed (CREW), a significant regional environmental resource.



Source: LCPA

Figure 6-3 Section 4(f) lands in the vicinity of RSW

Farmlands

The regulatory framework for farmlands includes several statutes and guidance documents, including the Farmland Protection Policy Act (FPPA), CEQ Memorandum on the Analysis of Impacts on Prime or Unique Agricultural Lands in Implementing the National Environmental Policy Act, and state & local regulations. Federal regulation defines prime, unique, and statewide and locally important farmlands (7 CFR § 657.5). Prime farmland is defined as land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, oilseed, and other agricultural crops with minimum inputs of fuel, fertilizer, pesticides, and labor and without intolerable soil erosion. Unique farmland is land used for producing high-value food and fiber crops and has the special combination of soil quality, location, growing season, and moisture necessary to produce high quality crops or high yields of crops. State-wide and locally important farmland is land that has been designated as "important" by either a state government (state Secretary of Agriculture or higher office), county commissioners, or an equivalent elected body.

The study area for farmlands is the Airport property boundary. However, indirect impacts were also considered so the entire RSW property and adjacent lands were reviewed by searching the Natural Resource Conservation Service (NRCS) inventory of prime farmland and unique farmlands. It was noted that while some on-airport soils are consistent with a prime or unique farmland classification, potential development would not convert agriculture land to non-agricultural use and no future lands are currently planned for acquisition.

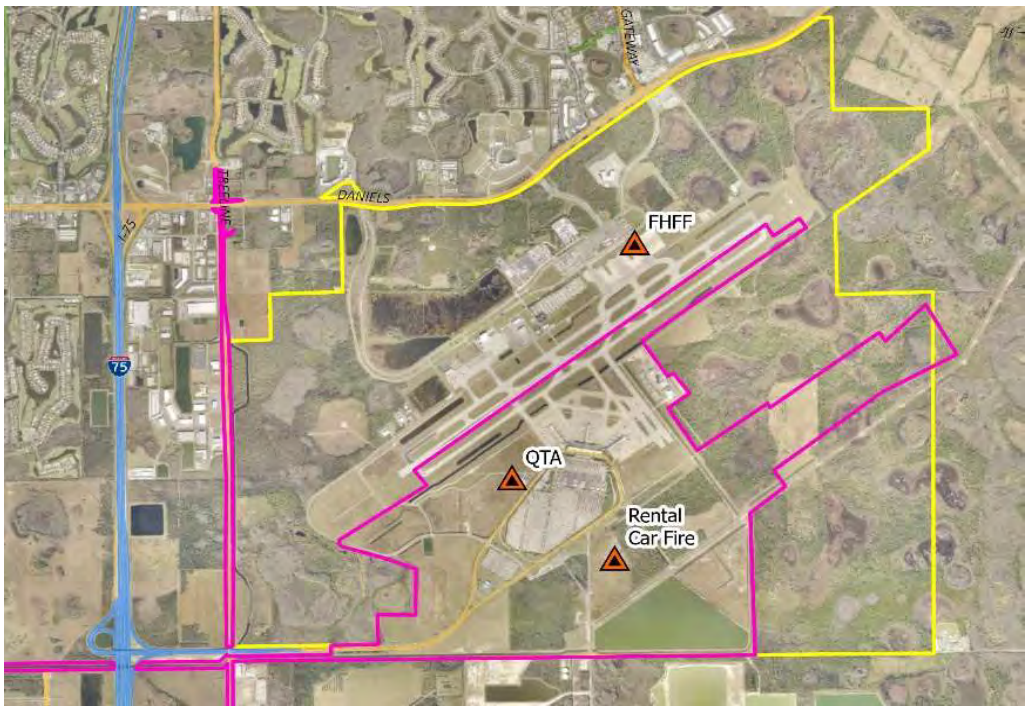
Hazardous Materials, Solid Waste, and Pollution Prevention

Materials are typically defined as being hazardous if they have specific characteristics defined as such or if they appear on a list of hazardous materials prepared by a federal, state, or local regulatory agency. The USEPA classifies a waste as hazardous if it is listed on the USEPAs list of hazardous waste and exhibits one or more of the following properties: ignitability (including oxidizers, compressed gases, and extremely flammable liquids and solids); corrosivity (including strong acids and bases); reactivity (including materials that are explosive or generate toxic fumes when exposed to air or water); or toxicity (including materials listed by the USEPA as capable of inducing systemic damage in humans or animals). Federal, state, and local laws regulate the use, storage, transport, and disposal of hazardous materials. Applicable federal laws include:

- Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) (42 U.S.C. § 9601 et seq)
- Resource Conservation and Recovery Act (RCRA) (42 U.S.C. § 6901 et seq)
- Superfund Amendments and Reauthorization Act of 1986 (SARA)(Public Law 99-499)
- Emergency Planning and Community Right-to-Know Act (42 U.S.C. § 11001 et seq)
- Toxic Substances Control Act (15 U.S.C. § 2601 et seq.)

The study area for hazardous materials, solid waste, and pollution prevention includes the Airport property boundary and its near proximity in relation to existing contaminated sites. The following information was also considered for known contaminated sites currently undergoing remediation on airport property (Figure 6-4).

- Former Hydrant Fueling Facility
- Rental Car Fire
- Quick Turn Around (QTA) Sump Spill



Source: LCPA

Figure 6-4 RSW known contaminated sites

LCPA maintains Operating Instructions (OI-1000) for hazardous materials management on-site. Persons working at RSW who handle hazardous materials must comply with all applicable local, state and federal regulations, FAA Advisory Circulars, and adopted NFPA codes, and shall maintain the provisions of any agreement with the LCPA for the protection of life and property in developing facilities and operating at RSW. All persons must perform their duties in a manner consistent with applicable safety standards and practices to prevent the release or discharge of a hazardous material into the environment. No person is allowed to cause or permit the discharge of a hazardous material to the soil, ground water, or surface waters at RSW unless the discharge is in compliance with federal, state, and local regulations. No person is allowed to cause or permit the unauthorized discharge of a hazardous material to a septic tank or other type of on-site sewage disposal system. No person is allowed to transport a vehicle knowing or having evidence of a discharge and shall report such knowledge or information to the LCPA immediately, following the procedures set forth in the OI. Inspections of all facilities are conducted by the owner/operator and any agency tasked with code compliance or inspection pursuant to any applicable regulations. In addition, the LCPA conducts regular inspections through the ARFF, Facilities, and Operations Departments.

Spill Prevention Control Countermeasures (SPCC) plans that address the containers, equipment, facilities, and associated infrastructure regulated or required under 40 CFR Part 112 have been implemented and are maintained on applicable RSW facilities/operations. The plans are periodically reviewed and updated as required. All underground and aboveground storage tanks are managed and maintained in accordance with local, state, and federal regulations.

A solid waste system is currently in operation to support the airport and ongoing on-site and surrounding development. Lee County has an integrated solid waste management system consisting of a mix of recycling, waste-to-energy and landfill resources.

Waste and recycling are a large part of LCPA's existing sustainability initiatives. Solid waste is hauled by Lee County Solid Waste and recycling is hauled by Waste Pro. Solid waste data is collected at 19 facilities at RSW.

A Storm Water Pollution Prevention Plan (SWP3) for RSW has been prepared and implemented to maintain LCPA and associated tenants' compliance with the requirements of the FDEP National Pollutant Discharge Elimination System (NPDES) Multi-Sector Generic Permit for Storm Water Discharge Associated with Industrial Activities (MSGP).

LCPA has implemented an MSGP compliance strategy that is focused on achieving consistent implementation of storm water pollution prevention measures airport-wide. In general, LCPA has assumed the role of principal permittee and tenants that perform MSGP-regulated industrial activities in common spaces are enjoined into this compliance program as co-permittees, subordinate to LCPA, unless the LCPA determines that certain common space tenants need to obtain separate coverage and maintain their own SWP3 based on their specific activities/practices.

No wastes are expected to impact environmental resources or the impacts on waste handling and disposal facilities that would likely receive the wastes. Pollution prevention procedures are in place to address potential hazardous materials that could be used during construction and operation of the project. All planned projects will be evaluated for potential to encounter hazardous materials at contaminated sites during construction and operation, and potential to interfere with any ongoing remediation of existing contaminated sites is unlikely.

Historical, Architectural, Archeological, and Cultural Resources

Several laws and regulations require that possible effects on historic, archaeological, and cultural resources be considered during the planning and execution of federal undertakings, including the *National Historic Preservation Act* (NHPA), the *Archaeological Resources Protection Act*, and the *Native Graves Protection and Repatriation Act*.

In accordance with Section 106 of the National Historic Preservation Act, consultation with the State Historic Preservation Officer (SHPO) is required to determine if any archeological and historical resources exist within a planned project area. Additionally, SFWMD-issued Environmental Resource Permits require consultation with the Florida Department of Historical Resources if archeological or historical resources are discovered during construction.

The Airport property includes previously disturbed areas and non-disturbed areas. Future projects outside the footprint of the previously evaluated and/or disturbed areas may require consultation with the SHPO.

Portions of RSW are within Archeological Sensitivity 2 zones, however no historic properties (including archeological sites), traditional cultural properties, Native American sacred sites or other properties afforded consideration have been identified. Land Use

The Airport and Airway Improvement Act of 1982 and the Airport Improvement Program (AIP) is followed for project using AIP grants. Under Section 1502.16(c) of the CEQ Regulations, discussion of environmental impacts associated with proposed development must include consideration of "possible conflicts between the proposed action and the objectives of federal, regional, state, and local (and in the case of a reservation, Indian tribe) land use plans, policies and controls for the area concerned."

All of Lee County is considered for the affected environment related to land use, with a focus on the Airport Lands and Tradeport future land use categories identified in the Lee County Comprehensive Plan (Lee Plan). The Lee Plan is designed to depict Lee County as it will appear in the year 2045. Goal 1 of the Lee Plan is to maintain and enforce the Lee County Future Land Use Map (Figure 6-5) showing the proposed distribution, location, and extent of future land uses by type, density, and intensity.

The RSW property is designated as Airport Lands in the Lee County Comprehensive Plan and is zoned Airport Operations Planned Development (AOPD). All proposed projects in the county must be in compliance with the Lee Plan before any potential rezoning action could take place. Additionally, all projects must meet the requirements of the Lee County Land Development Code (LDC), including the Airport Compatibility District standards adopted in the Lee County LDC to address height obstructions, airport hazards, wildlife attractants, noise, runway protection zones, light emissions, reflectivity and power interference, aircraft overflights, and the public investment in air transportation facilities in accordance with provisions of F.S. chs. 330 and 333 (as amended), as well as Federal regulations (as amended) including 14 CFR Parts 77, 150 and 151 and FAA Advisory Circulars 150/5300-13A as amended, renumbered or replaced, and 150/5200-33B as amended, renumbered or replaced.

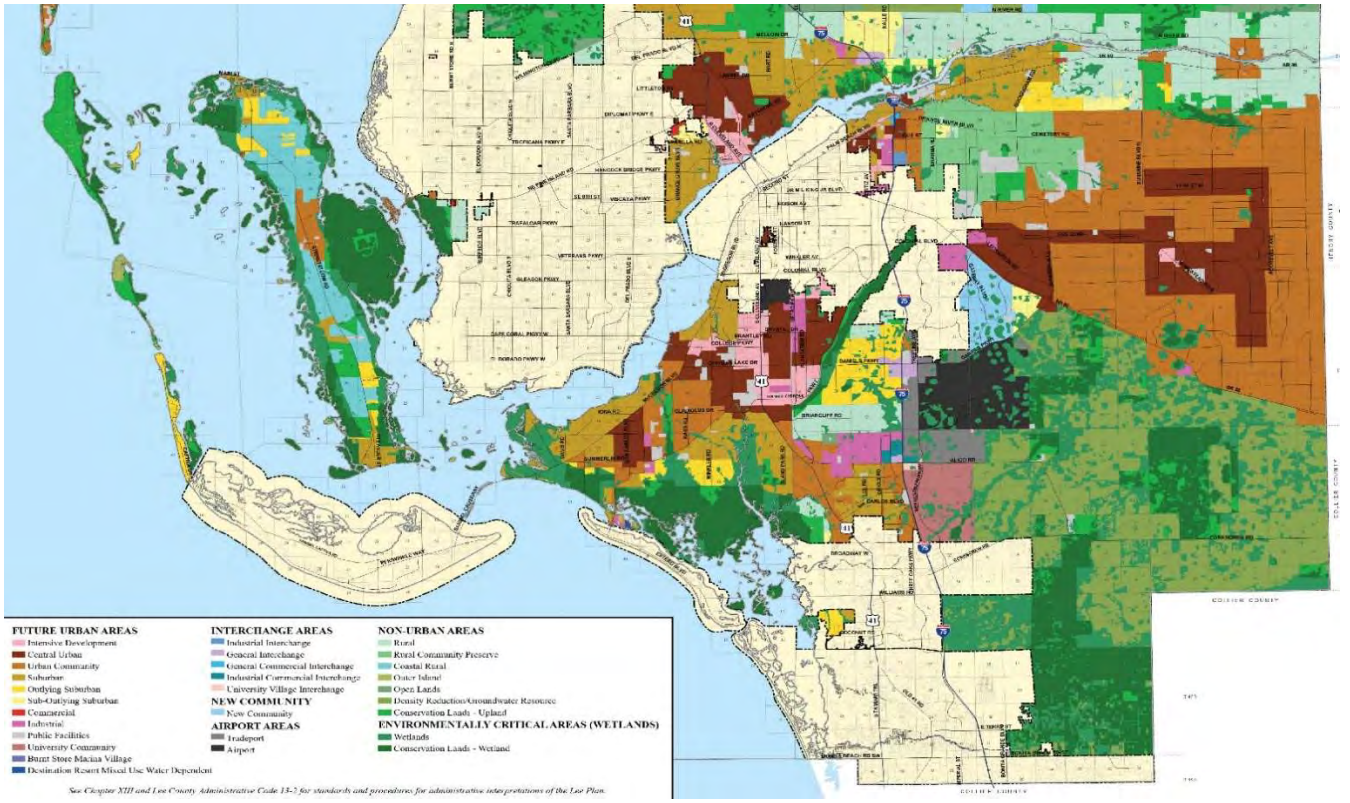


Figure 6-5 Future Land Use Map, Lee Plan

Policy 1.1.12 of the Lee Plan is related to the Airport Lands future land use category that accommodates LCPA airports and its projected growth needed, as economic engines, to meet the region's demands for air travel and for the non-aviation related uses necessary to continue viable airport operations. Allowable land uses and intensities within the Airport Lands future land use category are according to the Airport Master Plan. Development includes aviation related facilities such as hangars, terminals, and runways and non-residential, non-aviation related uses as approved through the AOPD zoning process. In cooperation with local, state, and federal regulatory agencies, the LCPA works to minimize and address any wildlife hazards arising from existing wetlands or water bodies located on properties designated Airport Lands in accordance with FAA directives. Site improvements on properties designated Airport Lands will be designed to minimize attractiveness to wildlife of natural areas and man-made features such as detention/retention ponds, landscaping, and wetlands, which can provide wildlife with ideal locations for feeding, loafing, reproduction, and escape.

Planned development projects identified as part of this Master Plan Update are consistent with the allowable land uses and applicable policies of the local comprehensive plan (Lee Plan).

Natural Resources and Energy Supply

Natural resources refer to the raw materials that would be committed to a proposed project, such as water, asphalt, aggregate, and wood, etc. Energy supply refers to the coal, natural gas, and fuel available to support the construction, operation, and maintenance of an action. The statutes and executive orders governing natural resources and energy supply that were considered include the Energy Independence and Security Act, the Energy Policy Act and Executive Order 13834, Efficient Federal Operations. No federal permits or certifications are required under this impact category. Consultation with state and local entities has verified that no state or local permits are required. Coordination with Lee

County Utilities, Lee County Solid Waste and Florida Power and Light (FPL) occurs as needed based on project requirements and demands.

The amount of water, asphalt, aggregate and wood that is used in relation to a project is based on construction and design criteria, as well as availability. These resources are supplied by local and contracted vendors as needed.

Where possible, sustainability practices are employed to conserve energy and reduce demand for these resources. A sustainability program with goals, objectives and performance metrics is utilized to implement the program. Sustainability practices currently employed include, but are not limited to, a recycling program, low flow toilets, LED lighting upgrades, natural lighting in building design, etc. Additionally, pollution prevention plans are in place to reduce the potential for unintentional impacts to adjacent resources.

Construction and operation of the Airport and the incremental growth from future projects would use consumable natural resources including electricity, gas, water, and sewage treatment. Presently, there exists an adequate supply to service the Airport including its planned growth. Future projects are not anticipated to exceed current supply for any energy or natural resource category and sustainability practices will help mitigate impacts of future growth. However, further review of energy and resource needs of a given project versus availability will be completed as a part of the Lee County development and building permit process.

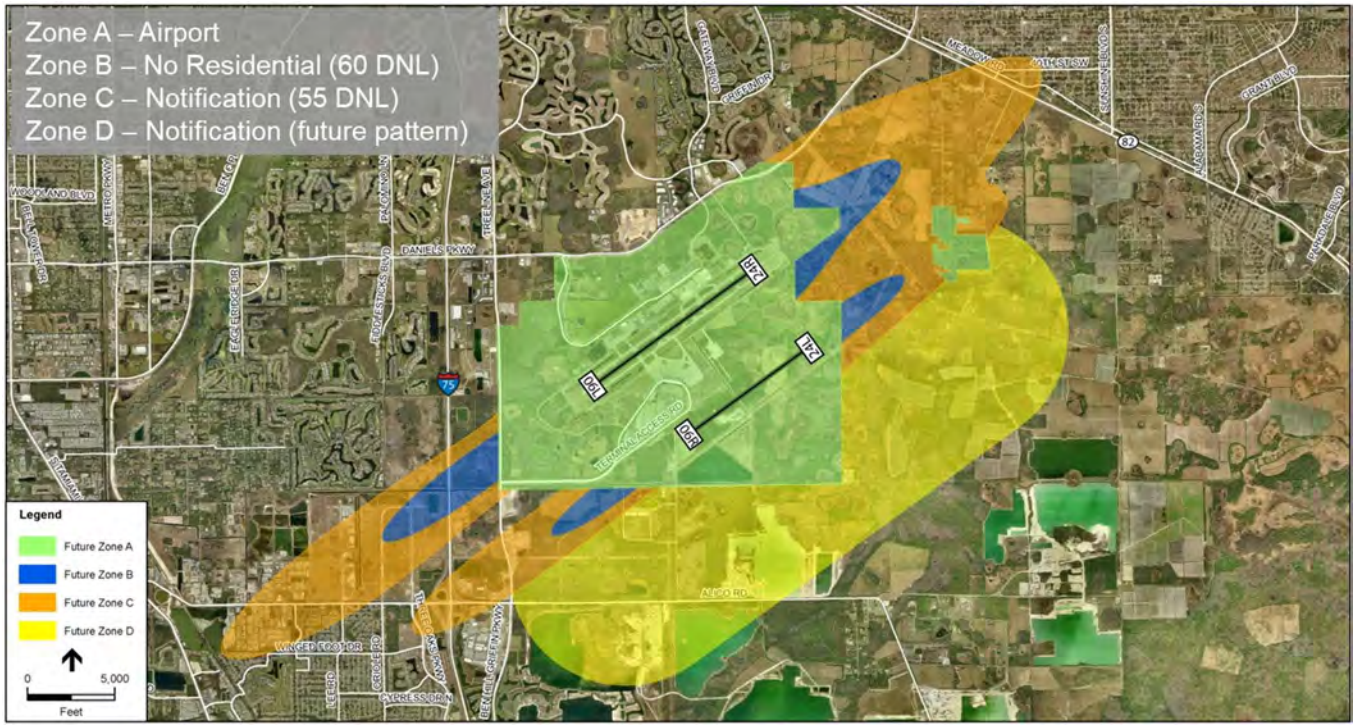
Noise and Noise-Compatible Land Use

The FAA requires preparation of a noise exposure analysis for any project that may result in a change in cumulative noise exposure to noise sensitive areas around an airport. FAA Order 1050.1F defines noise sensitive areas as areas where noise interferes with normal activities associated with its use. Noise sensitive areas may include residential, educational, health, religious structures and sites, parks and recreational areas, areas with wilderness characteristics, wildlife refuges, and cultural and historical sites. Common development actions that may change the cumulative noise environment include changes to runway configuration, aircraft operations and/or movements, aircraft types using the airport, or aircraft tracks and profiles. The FAA established land use compatibility guidelines relative to certain noise levels in Title 14 Code of Federal Regulations (CFR) Part 150, Noise and Land Use Compatibility, Appendix E. Most land uses are compatible with noise levels less than DNL 65 dBA.

FAA Order 1050.1F, FAA Order 5050.4B, and Title 14 CFR Part 150 specify the methods required for evaluation of the airport noise environment. The FAA defines DNL 65 dBA as the threshold of exterior noise compatibility for residential and other noise-sensitive land uses.

Following the 1994 EA approval for the Parallel Runway and Midfield Terminal Complex, a Part 150 noise study update was conducted in 1995 that expanded the resulting Noise Overlay Zones to incorporate areas that would be affected by aircraft activity on the future Parallel Runway. The 1995 Noise Compatibility Program also included additional noise abatement operational measures/procedures. A 2006 14 CFR Part 150 Study Update included further refinements to the noise overlay zone including limiting noise sensitive land uses within the 60 DNL contour and establishing a public notification area within the 55 DNL contour.

In 2011, the LCPA began another update to the Part 150 study for RSW. The study was completed in 2013 (2013 Study) and was used as the basis for further updating the noise overlay zones in proximity to the airport. The updated zones were based on projected aircraft activity for 2030 with the future two runway system as depicted in Figure 6-6. The DNL 65 is wholly contained on airport property.

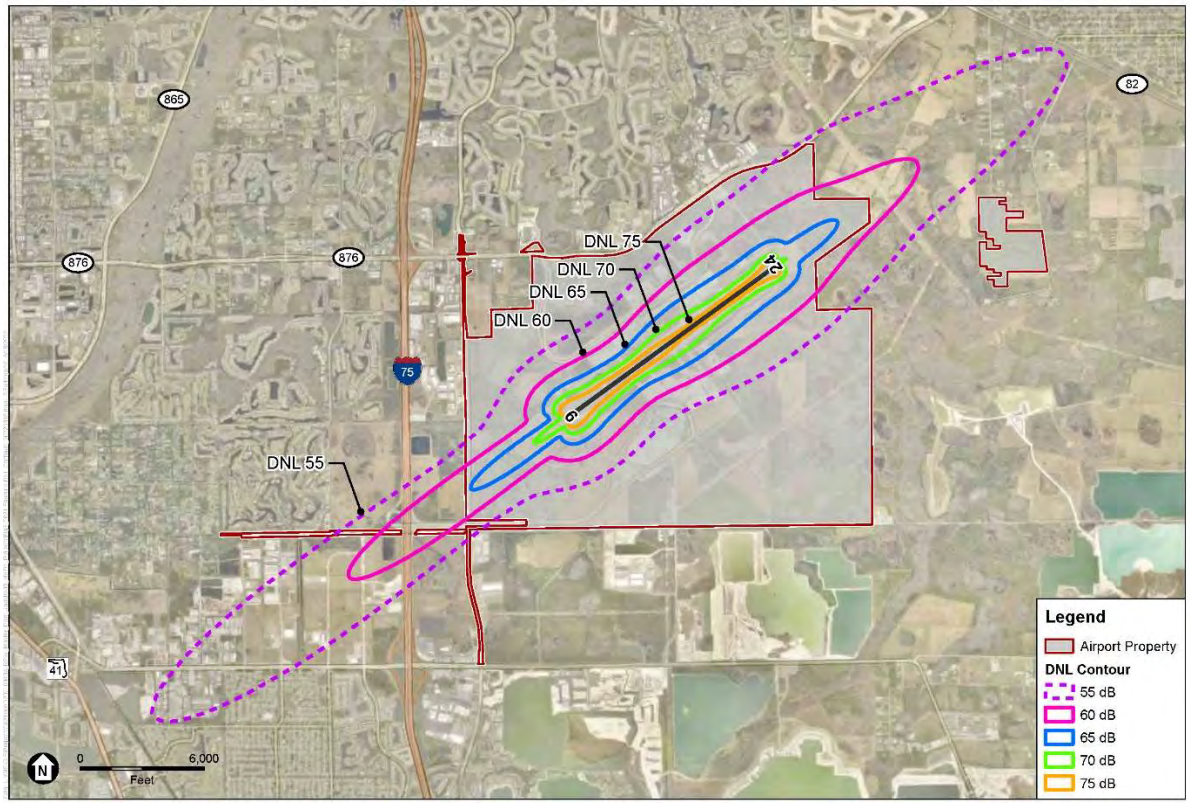


Source: LCPA

Figure 6-6 Existing Airport Overlay Zones

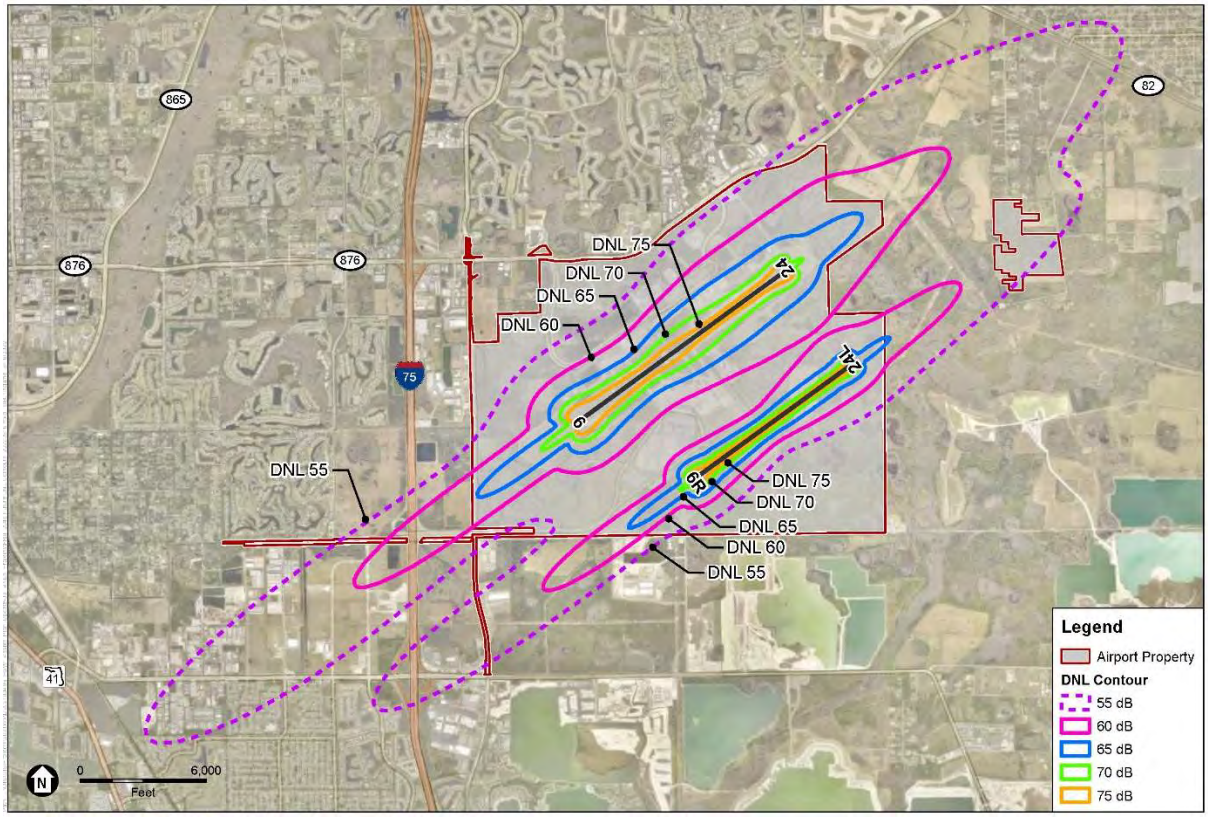
An additional noise modeling analysis was prepared as a part of the RSW Master Plan Update to determine the existing noise exposure conditions and the anticipated conditions when the Parallel Runway comes online. For this analysis, AEDT Version 3d (AEDT 3d) was used to model aircraft noise exposure at RSW for the 2021 Baseline Condition and Year of Opening/100% ASV (theoretical capacity) condition. A detailed existing fleet profile including time of day and stage lengths was also developed from landing fee reports and 2021 historical fleet data obtained from FlightAware™. Projected fleet evolution and estimated future fleet profile (airframe and engine types) was developed for the purposes of this analysis based on the FAA approved forecast and industry trends.

Noise exposure contours depicting the 55, 60, 65, 70, and 75 DNL levels were overlaid on an aerial for the Airport and the immediate vicinity. One set of contours was generated to reflect Baseline 2021 noise exposure (existing runway configuration) (Figure 6-7). A second set of contours was generated that reflects the anticipated Year of Opening/100% ASV Future noise exposure associated with future airfield (Parallel Runway) conditions (Figure 6-8). Projected fleet evolution and estimated future fleet profile (airframe and engine types) were developed for the purposes of this analysis based on the FAA approved forecast and industry trends.



Source: ESA

Figure 6-7 Existing DNL contours (2021)



Source: ESA

Figure 6-8 Future DNL contours (2043)

While beyond the federal thresholds of significance, the DNL 55 and 60 contours are shown because Lee County has adopted the 2030 projected noise exposure contours for these contours for long term land use planning. This requires notification/disclosure within the DNL 55 Contour (Zone C) and restricts future noise sensitive development within the DNL 60 contour (Zone B). The 2043 Future Condition DNL contours depicted on Figure 6-8 incorporate the ultimate planned southern Parallel Runway and reflect use distribution between the two runways.

The FAA approved noise contours have continued to generally decrease with each noise contour analysis, due to the required federal phase-out of Stage 2 aircraft in the early 2000s and the continued transition to quieter Noise Stage 4 and 5 aircraft. There are no people living within the current 65 DNL noise contour since it is located entirely on RSW property, nor are there any forecasted to be in the 65 DNL contour through the year 2043. Additionally, there are no noise sensitive land uses or Section 4(f) properties or historic resources within or in near proximity the 65 DNL contour.

Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Socioeconomic impacts are generally associated with the loss or creation of jobs or significant tax base, depression or stimulation of economic activity, and induction of additional population to relocate to the area. Environmental justice describes whether these or other environmental impacts are born primarily by a low-income or minority group.

Socioeconomics

FAA Order 1050.1F describes socioeconomics as "an umbrella term used to describe aspects of a project that are either social or economic in nature." A socioeconomic analysis evaluates how elements of the human environment such as population, employment, housing, and public services might be affected by proposed actions and alternatives (FAA, 2015). 49 CFR part 24 (implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970), as amended, addresses displacement of persons associated with implementing a project.

As commercial aviation grew in Southwest Florida, by the 1970's it became clear that Page Field was too small and constrained to meet regional demand. A site selection process for a new airport was undertaken and an undeveloped area east of I-75 was selected. RSW became the primary commercial airport supporting Southwest Florida upon the opening of the Airport in 1983. Significant state, local and regional planning efforts were and continue be undertaken to ensure that the Airport and its surrounding development was consistent with the long-term needs of the region. In 2022, the Florida Department of Transportation estimated that RSW supports more than 60,000 jobs and has a total economic impact of $8.3 billion.

Planned development at the Airport is not expected to result in disruption to communities or businesses and future land acquisition is not anticipated. Additionally, planned development aligns with the Lee Plan (Lee County Comprehensive Plan) and is expected to generate additional jobs and economic benefit. The relocation of the commercial passenger terminal from the north side of the runway to the midfield location in 2005 and the addition of the I-75 Airport direct connection in 2015 resulted in reduced impact to off-airport roads. It was determined that the existing (2022) roadway capacity is sufficient to meet traffic demands throughout the planning period (2041).More detailed analyses may be required to maintain on-airport operational requirements at intersections, and identify the need for longer turn lanes, adjusted signal timing, additional turning movements, etc. at intersections as development occurs.

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994), directs federal agencies to identify and address the disproportionately high and adverse human health or environmental effects of their actions on minority and low-income populations. DOT Order 5610.2 (1997), Environmental Justice in Minority and Low-Income Populations, implements EO 12898.

The boundary of RSW contains no residential dwellings. The Airport is bound by major roadways and mixed-use commercial, mixed use industrial and vacant lands. Low income and minority populations are not within or directly adjacent to the Airport. However, low income and minority populations exist within Lee County and Southwest Florida. Based on EPA's EJScreen database and the 2016-2020 American Community Survey, total population in Lee County is just under 780,000. Minorities represent approximately 34 percent of the total population and approximately 18 percent of the population is below the poverty line. A review of the adjacent census tracts indicates that all have lower relative percentages of minority and low-income population. As a result, disproportionately high and adverse environmental effects on minority and low-income populations are not anticipated as a result of the ongoing operations and continued development of the Airport property through the planning horizon.

Children's Environmental Health & Safety Risks

The regulatory setting associated with this environmental impact category includes Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks.

The affected environment for Children's environmental health and safety risks was analyzed in the context of other environmental impact categories, including air quality, noise, water resources, etc. within Lee County. The Airport is not located immediately adjacent to any schools, daycare facilities, parks, or children's health clinics. Gateway Charter Elementary School and Gateway Charter High School are located approximately one mile to the north of Airport property, while San Carlos Park Elementary and Rayma C. Page Elementary are located approximately three and five miles southwest of the Airport. All are located outside the future DNL 55 dB contour.

The airport is not located adjacent or in near proximity to any schools, daycare facilities, parks, or children's health clinics. Zoning regulations adopted in the Lee County Land Development Code establish protections so that construction of an educational facility is prohibited in the 60 DNL Noise Contour based on the most recent Part 150 Study approved by FAA for RSW. Aviation related educational facilities are exempt from this restriction. Considering the existing conditions and protective measures in place, planned development at RSW is not anticipated to have a disproportionate health or safety risk to children. No significant impacts to children's environmental health and safety risk are anticipated as a result of the planned airport development projects.

Visual Effects

Visual effects address the potential for interference with existing visual resources or the visual character of a site. This resource category also considers the extent to which a project would generate light emissions that create annoyance or interfere with existing activities. Visual resources consist of the natural and manmade physical features that give a particular landscape its aesthetic character and value. Light emissions include any light that emanates from a light source into the surrounding environment, such as lighting associated with airports, parking facilities, roadways, and other business and residential uses. People, wildlife, and land uses that could be affected by light emissions must be considered, including the extent to which they are currently affected by existing light emissions. The current level of light emissions include those typical to airport operations and parking.

The Airport is largely shielded from view by its location. With major divided highways/roadways to its west and north and limited development to the south and east, the light emissions and visual character of the Airport are largely contained on Airport property. The nearest developments include the residential area known as Gateway which is north of Daniels Parkway, Jet Blue Park, and the adjacent industrial development along the Daniels corridor. Airport light emissions are contained entirely on-site. No unique resources with the potential to be affected by light emissions or changes to the visual character of the Airport exist. No historic properties, parks, traditional cultural properties, and light-sensitive wildlife species are located in or immediately adjacent to the Airport. Planned development on Airport property will be consistent with the current visual character of the site. While activity at the Airport is projected to change over time, land use controls limit residential development in near proximity to the Airport. The light emission effects from the planned development are unlikely to create annoyance or interference with normal activities, will not affect the visual character of the area, would not contrast with other visual resources, and will not block/obstruct the views of visual resources. As a result, negative visual effects associated with the future Airport development are not anticipated.

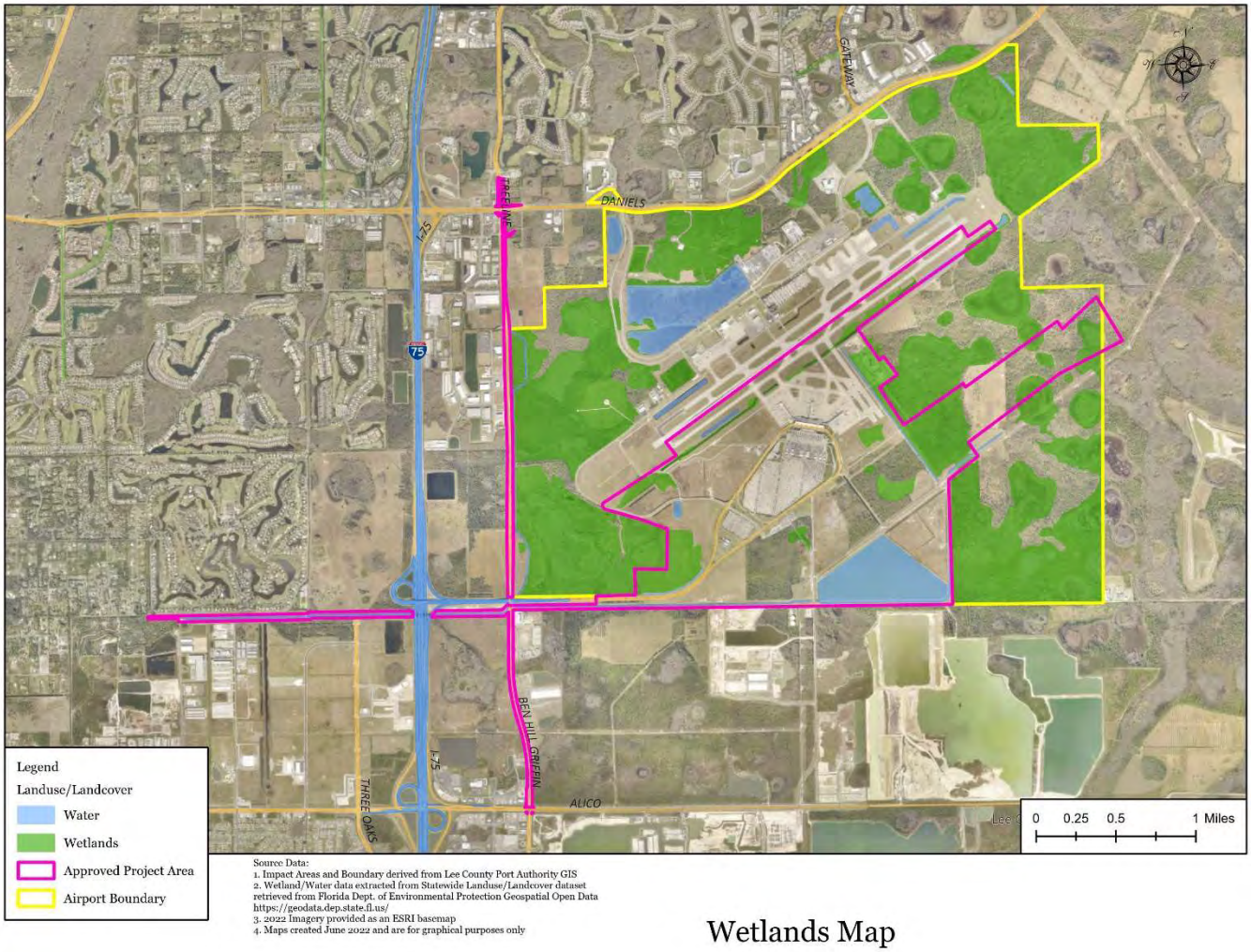
Water Resources

Wetlands

The Statutes and Executive Orders associated with wetlands that were evaluated include the Clean Water Act, Fish & Wildlife Coordination Act, Executive Order 11990, DOT Order 5660.1A and Chapter 373, F.S. These Statutes and Executive Orders require consultation and concurrence with pertinent agencies having wetlands-related interests, permits and other approvals prior to any works in, on or over wetlands.

As indicated in Figure 6-9, the Airport property boundary encompasses many areas where wetlands are present. Much of the area encompassed by the north area plan has been previously developed and contains few wetland areas. However, further environmental review of specific sites will be required as development plans become more defined and refined and future mitigation may be required to address associated impacts.

Early coordination regarding the Parallel Runway and the midfield development area was conducted with the FAA, USFWS, COE, SFWMD and other agencies. Efforts were made to avoid and minimize wetland impacts while still maintaining consistency with FAA requirements regarding wildlife hazard attractants. Additionally, Section 404 permits and Environmental Resource Permits from the SFWMD were obtained prior to any works in, on or over wetlands associated with the Project. Mitigation is in place for wetland impacts, including purchased mitigation bank credits and the 7,000-acre Airport Mitigation Park.



Source: LCPA

Figure 6-9 RSW Wetlands map

For much of the Airport property, wetland impacts have been completed. A detailed mitigation plan was developed and implemented to the satisfaction of the COE (for Section 404) and SFWMD (for State ERP) at the time of the Parallel Runway and Midfield Terminal Complex permitting.

The 7,000-acre Airport Mitigation Park is maintained in accordance with Federal and State permits, and provides wetlands compensation and mitigation for the project area depicted in Figure 6-9. Airport Mitigation Park contains a mosaic of wetlands within the landscape, including flow-ways, strands, cypress swamps and domes, marshes and hydric flatwoods. The Mitigation Park protects the largest freshwater marsh in Lee County, Imperial Marsh, and hydrologically connects with other publicly owned wetland preserves and mitigation areas. These include the Corkscrew Regional Ecosystem Watershed (CREW), Corkscrew Mitigation Bank and Imperial Marsh Preserve. Additionally, Airport Mitigation Park provides a myriad of ecosystem services valuable for wetland functional value, including:

- Flood storage and protection
- Water quality improvement
- Groundwater recharge
- Fish and wildlife habitat (including for listed species)

Significant wetland conservation and compensatory mitigation are in place, and LCPA maintains compliance with the permit requirements for perpetual maintenance of the Airport Mitigation Park.

Floodplains

Floodplains are often discussed in terms of the 100-year flood, or base flood. Several Executive Orders and State and Federal Statutes govern the regulatory setting associated with floodplains. The primary requirements are provided in Executive Order 11988 and DOT Order 5650.2.

The study area includes the Airport property area and downstream discharge areas. The Airport property is currently classified as FEMA floodplain Zone X. Zone X is the area of minimal flood risk outside the 0.2% annual chance (500-year) floodplain.

As discussed in the Surface Water section below, Airport-related stormwater discharge is controlled by gated weirs with permit specific control elevations. This ensures no indirect impacts to downstream Floodplains through discharge of too much or too little water during a typical wet season.

Although the Airport does not impact a floodplain, the 7,000-acre Airport Mitigation Park preserves a portion of a natural flow-way system known as Imperial Marsh and Flint Pen Strand that provides many of the natural and beneficial values of floodplains as identified in DOT Order 5650.2. These benefits include:

- Sustaining aquatic and terrestrial species by providing needed food, cover and water requirements.
- Recharging groundwater and reduce flooding by providing slow water flow and retaining water.
- Maintaining water quality by providing a natural flow of water over rough surfaces, through vegetation so the natural biological and chemical processes can reduce pollutant loads.
- Providing open space with natural beauty inhabited by fish, wildlife and plants.

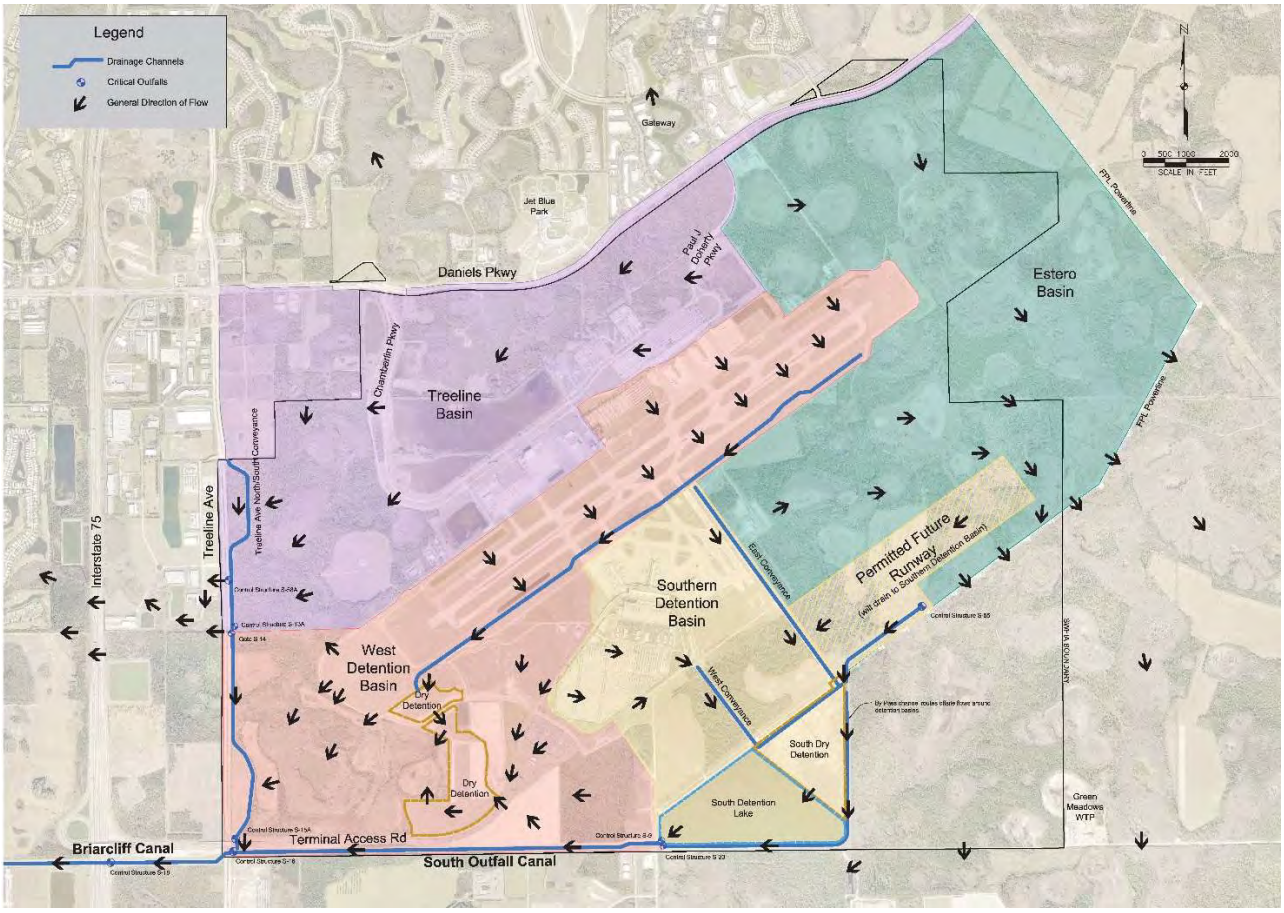
According to FAA Order 1050.1F, floodplain impacts would be significant for any action that would cause notable adverse impacts on natural and beneficial floodplain values. No impacts to floodplains, either directly or indirectly, are expected as a result of the planned development on Airport property.

Surface Waters

The study area includes the Airport property area and associated discharge points (Figure 6-10). Exisiting Runway 6-24 and midfield development area utilizes a permitted master stormwater management system for all surface water. This system includes a series of swales, culverts, detention and retention areas, stormwater ponds, and canals with gated weirs to collect, treat and discharge water offsite as needed. A current SWP3 exists for all of RSW as required by the NPDES MSGP.

Commonly accepted measures to minimize erosion and sedimentation and maintain water quality throughout land clearing and construction activities are available and would be required during construction for future projects as appropriate. Measures outlined in FAA Advisory Circular 150/5370.10H, Standards for Specifying the Construction of Airports, will be implemented to minimize the potential for water quality impacts. Prior to any construction, the contractor will be required to obtain a state NPDES permit for discharges from construction activities and comply with the conditions of the approval.

Regular water quality sampling is conducted to verify the surface water quality prior to discharge from Airport property. Surface water impacts are minimized, avoided, and mitigated through compliance with the SWP3, State, Federal, and local permits.



Source: Johnson Engineering, 2018

Figure 6-10 RSW Onsite Drainage map

Based on the significance threshold for surface waters outlined in FAA Order 1050.1F, the impacts of planned development through the planning horizon is below the threshold of significance for impacts to surface waters. Specifically, as a result of required permitting compliance, the anticipated development will not:

- Exceed water quality standards established by federal, state, local, and tribal regulatory agencies
- Contaminate public drinking water supply such that public health may be adversely affected

Additionally, based on the FAA's list of other factors to consider with regard to impacts to surface waters, the anticipated development will not:

- Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or
- Present difficulties based on water quality impacts when obtaining a permit or authorization

Groundwater

The Airport requires withdrawal of mid-Hawthorn aquifer groundwater for landscape irrigation. Additionally, occasional temporary dewatering may occur during the course of construction projects for the purpose of installing sub-surface project-related components and appurtenances. All activity associated with groundwater withdrawals and dewatering is conducted in accordance with the conditions of SFWMD-issued permits.

A Density Reduction Groundwater Recharge area (DRGR) has been incorporated into the southeastern portion of Lee County for the purpose of protecting groundwater recharge within the most critical area of the region. The Airport is located immediately west of the DRGR, however the 7,000-acre Mitigation Park is entirely within the DRGR, providing further protection of the groundwater recharge area.

Regarding safe drinking water, Lee County Utilities has established wellfield protection zones for the purpose of protecting drinking water wells within the County. A small portion of the Green Meadows Wellfield Protection Zone exists within the southeastern portion of RSW. The Green Meadows and Corkscrew Wellfield Protection Zones include portions of Airport Mitigation Park. The preservation status of the Mitigation Park ensures protection of groundwater within the wellfield protection zones.

Any activities affecting groundwater are conducted under strict requirements outlined in the consumptive-use and master dewatering permits issued by the state. Groundwater withdrawals remain limited to permitted irrigation and construction activities, and state rules apply regarding drawdown and wetlands. No significant impacts to groundwater are anticipated as a result of planned development through the planning horizon.

Injection or importation of water or substances into groundwater (i.e. deep well injection, aquifer storage & recovery, etc.) is not anticipated on Airport property. Groundwater quality associated with potential spills is addressed through the incorporation of a Spill Prevention, Control and Countermeasure (SPCC) Plan, as required per 40 CFR Part 112.

Based on the FAA's significance threshold for groundwater in Order 1050.1F, the planned development through the master plan horizon is not anticipated to:

- Exceed groundwater quality standards established by federal, state, local, and tribal regulatory agencies; or
- Contaminate an aquifer used for public water supply such that public health may be adversely affected.

In analyzing other factors to consider, the planned development through the master plan horizon does not:

- Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values.
- Adversely affect groundwater quantities such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained, and such impairment cannot be avoided or satisfactorily mitigated; or
- Present difficulties based on water quality impacts when obtaining a permit or authorization.

Wild and Scenic Rivers

The Airport is not on, adjacent to, or within the corridor of a Wild and Scenic River or any NRI listed river as defined by the Wild and Scenic Rivers Act. Florida has two rivers designated as Wild and Scenic River System rivers: the Loxahatchee River in southeast Florida and the Wekiva River in central Florida, north of Orlando. No designated Wild and Scenic Rivers exist within Lee County. However, three NRI listed rivers exist in Lee County, including Orange River, Hendry Creek and Estero River. The Project is at least five miles from each of these designated river corridors and does not utilize or discharge into these systems, either directly or indirectly. Further, these rivers are well outside the 60 dB DNL contour and are not affected by noise, light or other activities associated with any other airport development projects.

Summary

Based on continual analysis of panned RSW development project impacts:

- The midfield development area as defined in the FONSI has been and continues to be implemented, with the majority already constructed.
- . All wetland impacts completed and permitted to date have been fully offset.
- Regulatory permits (COE, SFWMD, etc.) and mitigation have been secured which allow for construction of the Parallel Runway and various other projects within the Airport boundary.
- 7,000 acres of off-site mitigation (Airport Mitigation Park) has been purchased and continues to be preserved and restored in compliance with permit conditions.
- Wetland mitigation credits and panther habitat units have been purchased to mitigate for the future Parallel Runway.

As development projects evolve through planning, various levels of environmental documentation and studies may be required before construction can begin. The impact categories with the highest potential for future impacts are likely to be wetlands and biological resources. While wetland and biological resource impacts should be avoided and minimized to the extent possible, future mitigation may be required to address associated impacts.

Chapter 7 Sustainability Initiatives and Airport Recycling, Reuse and Waste Reduction

Per the FAA Modernization and Reform Act of 2012, master plans for airports receiving Airport Improvement Program (AIP) funding for eligible projects must ensure that updated master plans address issues related to solid waste recycling at the Airport.

In accordance with the FAA's Memorandum of Guidance of Airport Recycling, Reuse and Waste Reduction Plans dated September 30, 2014, this chapter summarizes the related efforts underway at RSW as part of the Airport's sustainability planning initiatives. As part of the overall sustainability planning effort, a more focused set of objectives has been established to address certain aspects of recycling, reuse and waste reduction as summarized below.

7.1 Sustainability Plan

The Port Authority began the process of developing a Sustainability Plan (Plan) for RSW in 2019. The framework for the Plan is based on the Florida Department of Transportation (FDOT) Airport Sustainability Guidebook (2017), and the development of the mission statement, goals, objectives, and performance metrics are tailored to meet the conditions and needs of RSW. The Port Authority has a Green Team comprised of employees who engage in the development and continuation of sustainability initiatives.

The Green Team and consultant are developing the Sustainability Plan in four phases. The Phase 1 organizational aspects are complete, and the following sustainability categories for the focus of the RSW Sustainability Plan have been identified:

- Economic Resiliency
- Energy
- Waste and Recycling
- Water Quality and Quantity
- Sustainable Business, Planning, Design, Construction, and Operations
- Community Outreach and Employee Engagement

The Phase 2 baseline assessment is also complete. The facility description and background are contained in the *LCPA Sustainability Plan – RSW Sustainability Baseline Assessment* dated 12/8/2020. Data was collected to establish baseline conditions as of 2020. Goals, Objectives, and Performances Metrics are established to determine success at achieving sustainability goals listed below, based on the performance metrics listed below each goal:

- Goal 1. Protect and enhance water quality and quantity
    - Stormwater runoff rate
    - Levels of nitrogen, phosphorus, and suspended solids
    - Gallons potable water use per passenger
    - Irrigation - gallons per year
- Goal 2. Use energy resources efficiently
    - Total electricity use kilowatt hours (KwH) per passenger
    - Percent energy use intensity (EUI) reduction
    - Total energy saved (KwH)
- Goal 3. Reduce waste to landfill
    - Waste diversion rate (per passenger)
    - Total solid waste (tons/pounds) diverted from landfill
    - Percent of total construction & demolition waste diverted from landfill (tons/cubic yards)
- Goal 4. Incorporate sustainable business, planning, design, construction, and operational practices
    - Percent of vendor, concession, contractors, and tenant contracts that incorporate sustainable requirements
    - Dollar value of projects utilizing sustainable design and construction guidelines
    - Percent of sustainable goods and products purchased. Sustainable products refer to products that contain or are certified by: recycled content, Forest Stewardship Council wood products, bio-based materials, reused materials, GreenScreen v1.2 Benchmark, Cradle to Cradle Certified, REACH Optimization, Product Manufacturer Supply Chain Optimization, Low Emissions of Volatile Organic Compounds.
    - Roadway congestion during peak travel periods
- Goal 5. Enhance the economic resiliency of RSW

- Aeronautical vs. Non-aeronautical revenue (terminal vs. landside)
- Acres of developed land vs total developable land in Skyplex
- Revenue per square foot for food & beverage vs. retail vendors usage space within the terminal

- Goal 6. Continue effective community outreach and employee engagement
  - Number of community events held at and/or sponsored by LCPA
  - Number of employee engagement opportunities and activities
  - Dollars raised for United Way and other charities or non-profits

The Green Team is currently working on different concepts to further RSW's work in achieving the established goals, and development of a formal sustainability plan is under consideration.

7.2 Waste Audit

Lee County Solid Waste Division provides solid waste collection service through franchised hauling contractors. Disposal for RSW's solid waste is accomplished at the Lee County Resource Recovery Facility and the Lee-Hendry Regional Landfill.

Solid waste data is collected at 19 facilities at RSW. Five (5) of these locations are off-site tenants that are not operated by the Authority, and one (1) facility is dedicated for collecting international (regulated) waste, which is hauled off-site and destroyed by Lee County Solid Waste. The available waste data has been analyzed for 13 facilities at RSW that are owned and/or operated by the LCPA as part of the *LCPA Sustainability Plan - RSW Sustainability Baseline Assessment* dated 12/8/2020. Total solid waste at RSW increased 5 percent from FY 2017/2018 (78,433 tons) to FY 2018/2019 (82,671 tons), then a 22 percent decrease was observed from FY 2018/2019 to FY 2019/2020 (64,321 tons).

LCPA's waste and recycling initiatives throughout the RSW property include: implementation of recycling programs, installation of water bottle filling stations throughout the terminal, recycling bins provided in main terminal and LCPA offices and breakrooms, and recycling of IT electronics.

7.3 Review of Recycling Feasibility

The LCPA recycles paper, cardboard, wood, ferrous, nonferrous metals, glass, plastic, construction debris, and electronics. Recycling services are performed and tracked by service provider Waste Pro. Recycling data is comprised of single stream recycling, construction, and metal. Recycling at RSW increased by 60-percent from 2015/2016 to 2019/2020. In FY2021-22, LCPA and its tenants recycled 184.5 tons, an increase of 35 tons more than the prior year. LCPA utilizes *Stream Recycling* to conduct and certify the recycling of electronic equipment. Electronic equipment collected includes computers, printers, and monitors. Those that include hard drives or media are physically destroyed in accordance with the Department of Defense standards.

7.4 Operation and Maintenance (O&M) Requirements

Local regulations require recycling. The Lee County Board of County Commissioners adopted Ordinance 07-25, the Mandatory Business Recycling Program, which LCPA implements and mandates for all LCPA owned/operated buildings, tenants and construction crews.

Port Authority maintenance personnel are responsible for operating and maintaining the airport's recycling program. To promote recycling, notifications are distributed and flyers are provided to LCPA employees and tenants to advise of the requirements and the methods for recycling on airport property.

Containers are provided for in-office recyclables. Staff and tenants are required to deliver recyclables to large recycling dumpsters provided at a corral airside. Six (6) vertical compactors are located at the loading dock, available to all LCPA employees and tenants. A separate dumpster is provided for metals excluding aluminum located at the Chiller Building.

Construction contractors are also required to separate construction debris for recycling.

LCPA will continue to track recycling activity and performance on an annual basis and communicate results to employees, tenants and contractors to ensure compliance with recycling requirements.

7.5 Review of Waste Management Contracts, Potential for Cost Savings & Minimizing Solid Waste Generation

Recycling services are collected and tracked by service provider Waste Pro. LCPA utilizes *Stream Recycling* to conduct recycling of electronic equipment and contracts Diversity Facility Solutions (DFS) for collection.

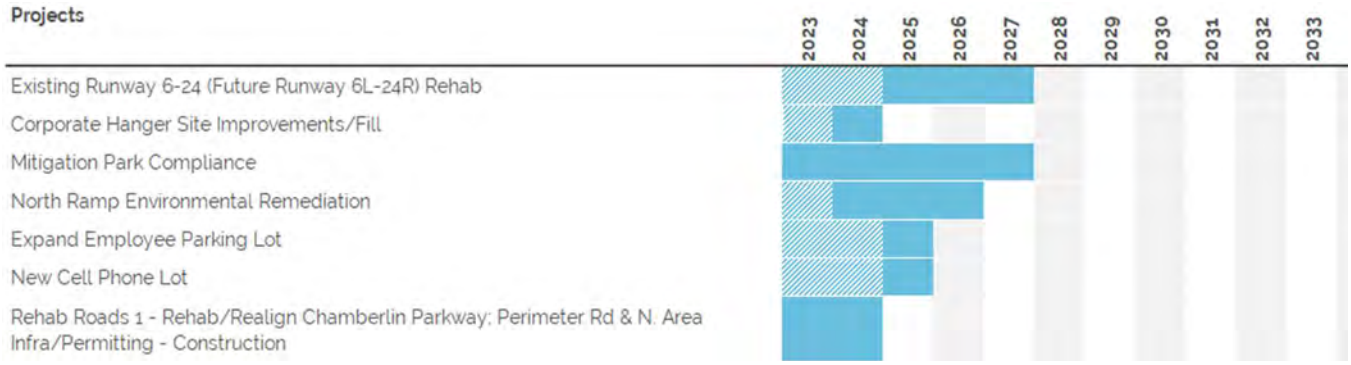
LCPA incorporates sustainability language into contracts and the bidding process as new contracts arise. Evaluation of bids and contracts is also performed to capture opportunities for minimization of solid waste generation and potential for cost savings.

LCPA adopted Purchasing Guidelines in July 2017, including the following recycling, reuse and waste reduction considerations when purchasing products and materials (Lee County Port Authority - Purchasing Guidelines, Section 10, Green Policy Program):

- Reducing materials consumption
- Providing a useful outlet for collected recycled material
- Waste reductions, recycle, and compost
- Increasing the use of renewable products

As part of the program, the LCPA states that it is "committed to reducing any harmful effects on the environment and promoting the understanding of sustainability in its broadest context."

sion/Fill Lakes (Airside Pavement Rehab 3) - Phase 2	Apron construction and relocation/elimination of stormwater retention ponds to support future north area developments	Airfield	2027	1
sion/Fill Lakes (Airside Pavement Rehab 3) - Phase 3	Apron construction and relocation/elimination of stormwater retention ponds to support future north area developments	Airfield	2028	1
smission Line	Relocation of existing FPL high-voltage transmission line to eliminate future airspace penetrations to future Runway 6R-24L approach/departure surfaces	Airfield	2036	2
	Pavement rehabilitation and maintenance for existing apron pavements	Airfield	2027	1
arallel Taxiway to Existing Runway 6 End	Extension of the southern parallel taxiway constructed with Concourse E to the end of Runway 6	Airfield	2037	2
	Pavement rehabilitation and maintenance for Taxiway A and Taxiways A1-A10;			



Chapter 8 Capital Improvement Plan

The Capital Improvement Program (CIP) presented in Table 8-1 describes the timing of proposed Master Plan improvements, estimated rough-order of magnitude (ROM) development costs, and potential funding sources. This CIP is intended to provide general sequencing and implementation guidance for the Lee County Port Authority (LCPA) staff to support decision-making relative to recommended development at the Airport. The information provided in this document can also be used to update and inform the annual Airport Capital Improvement Program (ACIP) shared with the Federal Aviation Administration (FAA) and Florida Department of Transportation (FDOT), and to facilitate discussions with airport stakeholders.

The CIP includes projects that increase or improve the capacity, operational efficiency, and/or processing capabilities of RSW's airfield, terminal, landside facilities, general aviation facilities, cargo facilities, and other airport or airline support areas which are necessary to accommodate future demand levels. These projects have been identified and analyzed at a conceptual level through the master planning process.

To develop a comprehensive CIP, the ongoing maintenance, existing facility rehabilitation needs, and programmed development projects must also be considered. Therefore, the projects identified on LCPA's FY2023-FY2027 Capital Improvement Program, the current CIP available at that time, were incorporated into the sequencing of this CIP included in this Master Plan Update. Table 8-2 presents the development schedule of the CIP in a simplified Gantt Chart format.

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Table 8-1 Capital Improvement Program

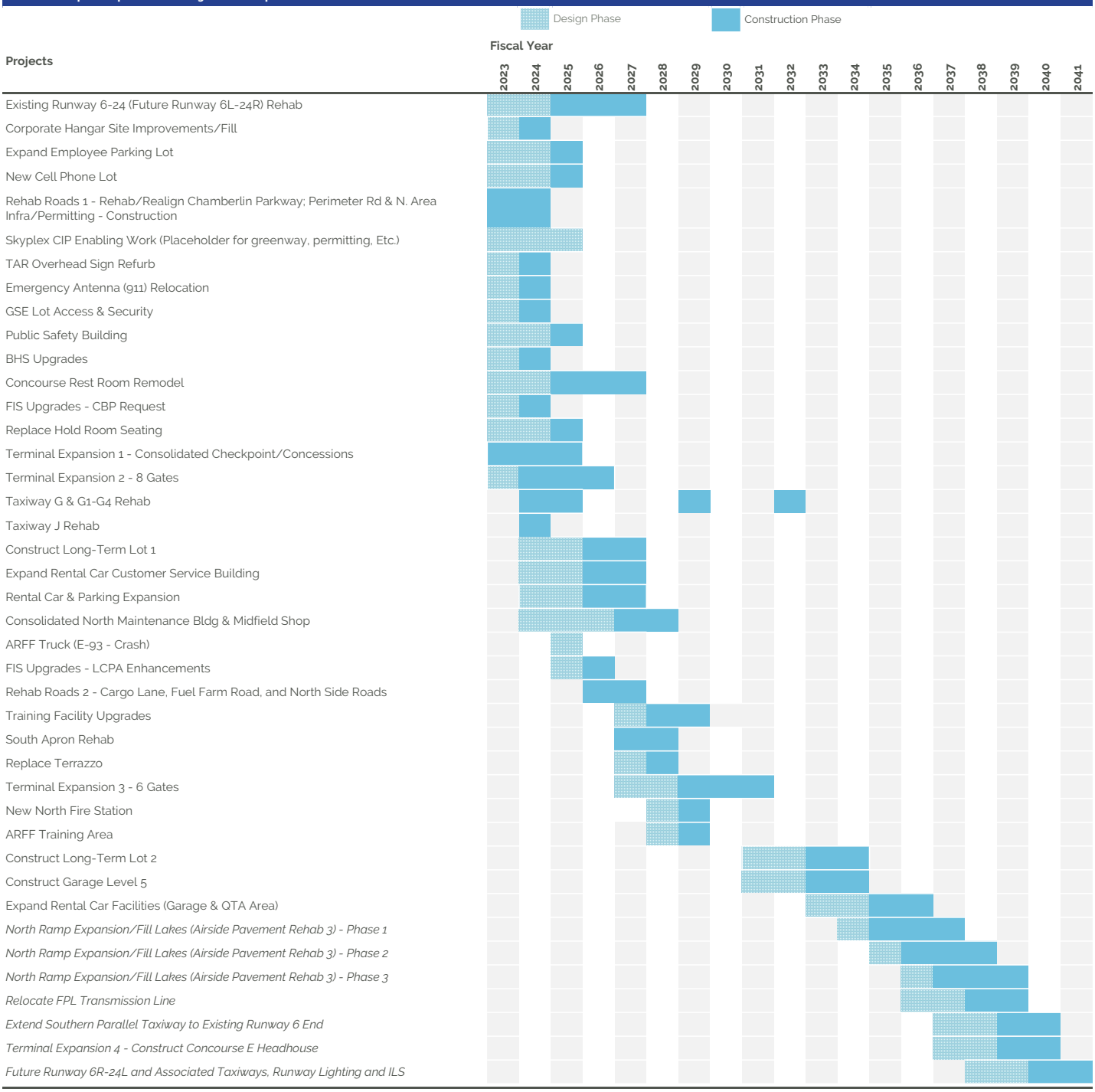
Project Name	Project Description	Cost Center	Design Start Date	Design Phase Duration	Project Construction Start Date	Project Construction Duration	Total Project Costs
Existing Runway 6-24 (Future Runway 6L-24R) Rehab	Pavement rehabilitation and maintenance for existing runway and hotspot mitigation on Taxiways A and F	Airfield	2023	3	2026	2	$ 46,000,000
South Apron Rehab	Pavement rehabilitation and maintenance for existing apron pavements	Airfield	2027	1	2028	1	$ 17,293,000
Taxiway G & G1-G4 Rehab	Pavement rehabilitation and maintenance for Taxiway G and Taxiways G1-G4; also includes installation of LED taxiway edge lights and sign panels, and mitigation of drainage pipe issues	Airfield	ongoing	N/A	ongoing	4	$ 6,071,000
Taxiway J Rehab	Pavement rehabilitation and maintenance for Taxiway J	Airfield	ongoing	N/A	2024	1	$ 2,720,000
Corporate Hanger Site Improvements/Fill	Improvements associated with the corporate hangar development	General	ongoing	1	2024	1	$ 692,498
Training Facility Upgrades	Improvements to training facility	General	2027	1	2028	2	$ 2,365,818
Construct Garage Level 5	*Construction of 5th level on parking garage - est. 1,300 spaces*	*Ground Transportation*	*2031*	*2*	*2033*	*2*	*$ 140,000,000*
Construct Long-Term Lot 1	*Construction of new long-term public parking spaces (+3,000 spaces)*	*Ground Transportation*	*2024*	*2*	*2026*	*2*	*$ 27,000,000*
Construct Long-Term Lot 2	*Construction of additional long-term public parking spaces (+3,000 spaces)*	*Ground Transportation*	*2031*	*2*	*2033*	*2*	*$ 27,000,000*
Expand Employee Parking Lot	Expansion of existing employee parking lot - est. 420 additional spaces	Ground Transportation	2023	2	2025	1	$ 2,200,000
Expand Rental Car Customer Service Building	*Construction and Reconfiguration of Rental Car Customer Service Building*	*Ground Transportation*	*2024*	*2*	*2026*	*2*	*$ 10,000,000*
Expand Rental Car Facilities (Garage & QTA Area)	*Long-Term expansion of rental car facilities - Ready/Return & QTA*	*Ground Transportation*	*2033*	*2*	*2035*	*2*	*$ 18,000,000*
New Cell Phone Lot	Construction of new cell phone lot to meet future demand levels	Ground Transportation	2023	2	2025	1	$ 3,200,000
Rehab Roads 1 - Rehab/Realign Chamberlin Parkway; Perimeter Rd & N. Area Infra/Permitting - Construction	Rehabilitative measures to correct existing pavement distresses in order to maintain the level of service needed for Perimeter Road and Chamberlin Parkway; Realignment of Chamberlin to optimze land usage in north area	Ground Transportation	complete	0	2023	2	$ 20,095,845
Rehab Roads 2 - Cargo Lane, Fuel Farm Road, and North Side Roads	Rehabilitative measures to correct existing pavement distresses in order to maintain the level of service needed	Ground Transportation	complete	0	2026	2	$ 4,057,308
Rental Car & Parking Expansion	Construction of relocated service facilities closer to Terminal Area; Expansion of Ready/Return area and QTA; Construction of Garage Level 4 (Est. 1450 spaces) to account for displaced public spaces	Ground Transportation	2024	2	2026	2	$ 210,498,743
Skyplex CIP Enabling Work (Placeholder for greenway, permitting, Etc.)	Enabling projects associating with the long-term nonaeronautical development of the Skyplex area	Ground Transportation	2023	3	N/A	0	$ 500,000
TAR Overhead Sign Refurb	Refurbishment of the overhead signage on the Terminal Access Road	Ground Transportation	2023	1	2024	1	$ 467,371
ARFF Training Area	Development of new ARFF training facility	Support Facilities	2028	1	2029	1	$ 10,000,000
ARFF Truck (E-93 - Crash)	Procurement for new ARFF truck	Support Facilities	2025	1	N/A	0	$ 1,500,000
Consolidated North Maintenance Bldg & Midfield Shop	Construction of new facility to support the majority of maintenance staff and functions of the department	Support Facilities	2024	3	2027	2	$ 27,060,000
Emergency Antenna (911) Relocation	Construction cost for relocating antenna	Support Facilities	2023	1	2024	1	$ 2,276,268
GSE Lot Access & Security	Improvements to GSE lot access and security	Support Facilities	2023	1	2024	1	$ 215,000
New North Fire Station	Construction of a 2nd fire station to allow the airport to meet non-ARFF fire service requirements for areas on the northern area of airport property	Support Facilities	2027	1	2028	1	$ 10,000,000
Public Safety Building	Construction of facility to contain the majority of LCPA police functions and have the ability ot host the communications center and other command and control functions as needed	Support Facilities	2023	2	2025	1	$ 15,000,000
BHS Upgrades	Upgrades to Baggage Handling System	Terminal	2023	1	2024	1	$ 3,500,000
Concourse Rest Room Remodel	Remodeling of existing restrooms	Terminal	2023	2	2025	3	$ 7,022,404
FIS Upgrades - CBP Request	Upgrades to FIS Facility	Terminal	2023	1	2024	1	$ 2,067,610
FIS Upgrades - LCPA Enhancements	Upgrades to FIS Facility	Terminal	2025	1	2026	1	$ 3,838,996
Replace Hold Room Seating	Procurement and Installation of new hold room seating	Terminal	2023	2	2025	1	$ 4,200,000
Replace Terrazzo	Procurement and Installation of new Terrazzo flooring	Terminal	2027	1	2028	1	$ 10,500,000
Terminal Expansion 1 - Consolidated Checkpoint/Concessions	Passenger Terminal extension of the north side of the terminal to create a connector between the 3 existing concourses, consolidating the Transportation Security Administration (TSA) security checkpoints, and providing additional public seating and hold room areas	Terminal	complete	2	2023	3	$ 331,586,401
Terminal Expansion 2 - 8 Gates	Passenger Terminal Expansion - Construction of Concourse E Phase 1	Terminal	ongoing	2	2024	3	$ 623,056,455
Terminal Expansion 3 - 6 Gates	Passenger Terminal Expansion - Construction of Concourse E Phase 2	Terminal	2027	2	2029	3	$ 250,000,000
Total							**$ 1,839,984,717**

LEGEND:

Project on Existing CIP

Project on Existing CIP / Master Plan Recommendation

Table 8-2 Capital Improvement Program Development Schedule



LEGEND:

Italics = Project is beyond 10-year CIP

Chapter 9 Airport Layout Plan Set Update (ALP) Narrative

9.1 Airport Layout Plan Set Narrative

This narrative briefly describes the information specific to each of the drawing sheets in the traditional Airport Layout Plan (ALP) drawing set developed for Southwest Florida International Airport (RSW or the Airport). These drawings were developed and produced as a set on 36-inch by 48-inch sheets using AutoCAD 2023 and AutoCAD Civil 3D software. To provide vertical and horizontal accuracy for the ALP set, a digitized map, developed by Martinez Geospatial, Inc., was used as a base map for all drawings. The aerial imagery was completed in April 2022. The coordinates, elevations, and aerial photogrammetry are in U.S. survey feet. The horizontal datum is the Florida State Plane Coordinate System, East Zone, North American Datum of 1983/1990 adjustment. The vertical datum is the North American Vertical Datum of 1988. Reduced reproductions of these drawings are included in Appendix W for illustration purposes and are not to scale. A copy of the Federal Aviation Administration (FAA) Standard Operating Procedure 2.00 ALP Review Checklist is included in Appendix X. A full-size set of the drawings will be submitted along with this report to the FAA and the Florida Department of Transportation (FDOT) for review and approval.

The critical design aircraft is defined as the most demanding aircraft that will substantially use the Airport, with "substantially" defined as either 500 or more annual itinerant operations or scheduled service. Also, the critical design aircraft can be either a single aircraft or a composite of the most demanding characteristics of several aircraft.[1] The Master Plan Update identified the critical aircraft as an Airplane Design Group (ADG)-V aircraft. Representative ADG-V aircraft would be the Boeing 747.

Runway Design Code

The Runway Design Code (RDC) is a coding system described in FAA Advisory Circular (AC) 150/5300-13B, *Airport Design*, it is the basis for specifying applicable runway design standards. The intent of the RDC is to provide a simple method for compiling the numerous dimensional and performance specifications for aircraft operating at or forecasted to operate at an airport; the specifications are translated into criteria that define the dimensional and design standards for a given runway. The RDC consists of three parameters: Aircraft Approach Category (AAC), ADG, and approach visibility minimums. RSW has one runway: Runway 6-24. The following describes the RDC for existing and future Runway 6-24:

[1] Federal Aviation Administration, Advisory Circular 150/5300-17, *Critical Aircraft and Regular Use Determination*, Draft.

- Aircraft Approach Category - Based on approach speed, the B757 is the critical aircraft; this aircraft is categorized as AAC D.
- Airplane Design Group - Based on the wingspan, the B757 is the critical aircraft; this aircraft is categorized as ADG-IV.
- Visibility Minimums - Runway 6 is equipped with an instrument landing system approach, providing a visibility minimum of 0.5 miles, and Runway 24 utilizes a very high frequency omni-directional range (VOR) approach, providing a visibility minimum of .75 miles.

Combined, these parameters result in an RDC of D/IV/1800 for Runway 6 and an RDC of D/IV/4000 for Runway 24; and an RDC of D/V/1200 for future Runway 6 and an RDC of D/V/2400 for Runway 24. Similarly, the RDC for the Ultimate Runway 6R-24L is D/V/2400. The following further describes the RDC for Ultimate Runway 6R-24L:

- Aircraft Approach Category - Based on approach speed, the B787/A330/A350 is the critical aircraft; this aircraft is categorized as AAC D.
- Airplane Design Group - Based on the wingspan, the B787/A330/A350 is the critical aircraft; this aircraft is categorized as ADG-V.
- Visibility Minimums - Runway 6R is equipped with an instrument landing system (ILS) approach, providing a visibility minimum of 0.5 miles, and Runway 24L utilizes an ILS approach, providing a visibility minimum of .50 miles.

Table 9-1 summarizes the RDCs for RSW. The Airport's current Airport Reference Code (ARC) is designated as D-IV.

Table 9-1 Southwest Florida International Airport Runway Design Codes

RUNWAY	Aircraft Approach Category	Airplane Design Group	Visibility Minimums	Runway Design Codes
Existing				
6-24	D	ADG IV	6 – (0.50 miles)	6 – D/IV/1800
	(Boeing 757)	(Boeing 757)	24 – (0.75 miles)	24 – D/IV/4000
Future				
6-24	D	ADG V	6 – (< 0.25 miles)	6 – D/V/1200
	(Boeing 787/Airbus A330 & A350)	(Boeing 787/Airbus A330 & A350)	24 – (0.75 miles)	24 – D/V/2400
Ultimate				
6L-24R	Same	Same	6L – (< 0.25 miles)	6L – D/V/1200
			24R – (0.50 miles)	24R – D/V/2400
6R-24L	D	ADG V	6R – (0.50 miles)	6R – D/V/2400
	(Boeing 787/Airbus A330 & A350)	(Boeing 787/Airbus A330 & A350)	24L – (0.50 miles)	24L – D/V/2400

NOTES:
ADG – AIRPLANE DESIGN GROUP
VIS – Visual
SOURCE: Federal Aviation Administration, Advisory Circular 150/5300-13B, Airport Design, March 31, 2022.

Runway Reference Codes

The Runway Reference Codes, or the Approach Reference Code (APRC) and the Departure Reference Code (DPRC), describe the current operational capabilities of a runway and adjacent taxiways where no special operating procedures are necessary. The APRC consists of the same three parameters as the RDC (AAC, ADG, and visibility minimums), whereas the DPRC consists of the AAC and ADG only. The APRC and DPRC coding system is described in FAA AC 150/5300-13B, *Airport Design*.[2]

The APRC and DPRC are determined based on the existing runway-to-taxiway separation and visibility minimums. At RSW, the runway centerline separation from the associated full-length parallel taxiway centerline is 400 feet. The runway-to-taxiway separation combined with the visibility minimums results in the following APRCs: D/IV/1800 for Runway 6 and D/IV/4000 and D/V/4000 for Runway 24; The future APRCS for Runway 6 would be D/IV/1200 and Runway 24 would be D/IV/2400 and D/V/2400; The ultimate APRCs for Runway 6R-24L would be D/IV/2400. The DPRCs at RSW are D/IV and D/V for Runway 6-24; future DPRCs are D/IV and D/V for Runway 6 and D/IV for Runway 24. The ultimate DPRCs for Runway 6-24 would remain the same as future DPRCs and the ultimate DPRCs for Runway 6R-24L would be D/VI. Table 9-2 summarizes the APRCs and the DPRCs at RSW.

Table 9-2 Southwest Florida International Airport Approach and Departure Reference Codes

Runway	Existing		Future		Ultimate	
	Approach Reference Code (APRC)	Departure Reference Code (DPRC)	Approach Reference Code (APRC)	Departure Reference Code (DPRC)	Approach Reference Code (APRC)	Departure Reference Code (DPRC)
6 (Ult: 6L)	D/IV/1800	D/IV D/V	D/V/1200	D/IV D/V	Same	Same
24 (Ult. 24R)	D/IV/4000 D/V/4000	D/IV D/V	D/IV/2400 D/V/2400	D/IV	Same	Same
6R	N/A	N/A	N/A	N/A	D/IV/2400	D/VI
24L	N/A	N/A	N/A	N/A	D/IV/2400	D/VI

NOTE: N/A – Not Applicable
SOURCE: Federal Aviation Administration, Advisory Circular 150/5300-13B, Airport Design, March 31, 2022.
Prepared by: Ricondo & Associates, Inc., March 2023.

Cover Sheet (Sheet 1)

Sheet 1, the Cover Sheet, lists the drawings within the RSW ALP set. Also included are the location and vicinity maps. The location map is a scaled representation of the Airport's location in the State of Florida, and the vicinity map shows the location of the Airport in the Fort Myers area, including major roadways and highways in the Airport vicinity.

Airport Data Sheet (Sheet 2)

Sheet 2, the Airport Data Sheet, contains a set of six data tables, as well as listings of abbreviations and acronyms used throughout the ALP set, and wind rose data.

- Airport Data Table – This table lists existing and ultimate information specific to the Airport, such as Airport elevation, service level, role, reference code, design aircraft, Airport reference points, temperature information, magnetic variation, and available NAVAIDS.

[2] Federal Aviation Administration, Advisory Circular 150/5300-13B, *Airport Design*, March 31, 2022.

- Runway Data Table – This table is a compiled tabulation of information specific to the existing and ultimate runway profile characteristics, coordinates, dimensions, ADG, available lighting and NAVAIDS, and safety clearance areas, as defined in FAA AC 150/5300-13B, *Airport Design*.
- Taxiway Data Table – This table provides information regarding the existing and ultimate taxiways at the Airport, including taxiway width, shoulder width, taxiway safety area (TSA) and taxiway object-free area (TOFA) dimensions, taxiway edge safety margin, and lighting for each taxiway.
- Wind Rose and Wind Coverage Tables – These tables include the Airport's wind roses (visual flight rules, instrument flight rules, and all-weather). The wind data depicted in these tables were obtained from the National Oceanic and Atmospheric Administration's National Climatic Data Center. Wind data are provided for all weather conditions, visual meteorological conditions (ceiling at or above 1,000 feet and visibility greater than or equal to 3 miles), and instrument meteorological conditions (ceiling below 1,000 feet and/or visibility less than 3 miles). These components provide information on the percentage of time a runway end or a combination of runway ends or runways are available for arrivals. When combined, the coverage is intended to be as near as possible to 100 percent.
- Declared Distances – This table provides the take-off run available (TORA), take-off distance available (TODA), the accelerate stop distance available (ASDA), and the landing distance available (LDA) for the existing and ultimate runways at RSW.
- Abbreviations and Acronyms – A list of abbreviations and acronyms referenced throughout the ALP set and their respective definitions.

Existing Airport Layout Plan (Sheet 3)

The existing ALP is provided as a reference document to identify existing facilities (including airfield pavement, buildings, and other structures). The ALP sheet represents the Airport in its entirety at a scale of 1-inch equals 600 feet. The ALP drawing is a graphic presentation of the actual layout of physical facilities at RSW. Major features of the ALP drawing include runways, taxiways, aprons, NAVAIDS, other existing Airport facilities, and the roadway system. This drawing also includes information from the data sheet for each runway approach, runway end elevations, the orientation of the airspace surfaces for each runway end, and the angle of declination (magnetic north), including the annual rate of change for the magnetic declination. It also includes pertinent clearance and dimensional information associated with the runways and taxiways, such as runway safety areas (RSAs), runway object-free areas (ROFAs), and runway protection zones (RPZs). Other data referenced on the existing ALP sheet includes existing Airport reference point (ARP), ground terrain contours, and other dimensional data recommended by the FAA.

Ultimate Airport Layout Plan (Sheet 4)

The ultimate ALP depicts the proposed Airport development-related projects necessary to meet forecasted demand over the 20-year planning horizon and beyond. The proposed development is consistent with those projects discussed in Chapter 7: Implementation Plan. The ultimate ALP sheet illustrates the Airport in its entirety at a scale of 1-inch equals 600 feet. Major features of the ultimate ALP include runways, taxiways, aprons, NAVAIDs, existing facilities, roadway system, and non-Airport facilities surrounding Airport property. This drawing also includes information from the data sheet for each runway approach, runway end elevations, runway high and low points, true azimuths for each runway, and the angle of declination (magnetic north), including the annual rate of change for the magnetic declination. The ultimate ALP also includes pertinent clearance and dimensional information associated with runways and taxiways, such as RSAs, ROFAs, and RPZs. The ultimate ALP demonstrates the Airport's compliance with standards set forth in FAA AC 150/5300-13B, *Airport Design*.

The proposed airfield and other related development that are presented graphically on the ultimate ALP are consistent with those projects discussed in the Implementation Plan of the Airport Master Plan Update. Primary proposed improvements depicted on the ultimate ALP include the following:

- Construct the southern parallel taxiway to the existing Runway 6-24 (Future 6L-24R)
- Construct the northern parallel taxiway to the existing Runway 6-24 (Future 6L-24R)
- Construct future Runway 6R-24L and associated taxiways
- Install future Runway 6R-24L Medium Intensity Approach Light System with Runway Alignment Indicator Light (MALSR)
- Install future runway 6R-24L Instrument Landing Systems (ILS) – CAT I capability for both runway ends
- Relocate FPL transmission line (including transmission towers, construction of new patrol road, and construction of applicable fences/gates)
- Upgrade existing Runway 6 (Future Runway 6L) Instrument Approach – From CAT I to CAT II
- Improve taxiway intersection and turns to meet TDG-5 standards
- Relocate Airport Rotating Beacon in the vicinity of the new air traffic control tower
- Relocate Taxiway G1 to the west to eliminate the direct taxi access from the passenger terminal apron
- Install Runway Guard lights at five locations
  - Taxiway F1 and Runway 6
  - Taxiway A4 and Runway 6-24
  - Taxiway A5 and Runway 6-24
  - Taxiway A7 and Runway 6-24
  - Taxiway F9 and Runway 24
- Remove direct runway access at three locations:
  - Taxiway A4 between Taxiway A and the Cargo Ramp
  - Taxiway A5 between Taxiway A and the General Aviation Ramp
  - Taxiways A6 and A7 between Taxiway A and the North Ramp
- Incorporate land use per exhibit 5-11
- Expand existing fuel farm
- Construct Public safety building
- Construct a secondary fire station
- Construct Concourses (A,B,C, and E)
- Consolidated Maintenance Facility
- Chamberlin Parkway realignment
- Intersection improvements on Daniels Parkway/CR 876 at Paul J. Doherty Parkway/Gateway Boulevard
- Terminal access road and curbside improvements
- Expand and relocate cell phone lot
- Expand employee parking lot and parking garage
- Expand long-term surface parking lot
- Expand rental car facilities
- Relocate rental car maintenance facilities
- Future potential non-aviation development
  - North of Runway 6-24 (Skyplex)
  - Midfield
  - Southeast quadrant of the airport

Terminal Area Plan Drawing (Sheet 5)

Sheet 5 includes a scaled drawing depicting close-in features of all major aviation-related development in the main terminal area at RSW, as consistent with the ultimate ALP drawing. This drawing depicts detailed reference to buildings, apron/ramp areas, and motor vehicle–related features, including geometric dimensional areas, safety setbacks, NAVAID critical areas, and separation standards. Key areas shown on these drawings include aircraft parking positions, existing and future building footprints, aprons, taxiways and taxilanes, and primary access roadways and fencing. Also included are building data tables that identify the major existing and proposed structures and their associated elevation. Buildings and structures are identified by numerical codes.

Part 77 Airport Airspace Plan Drawings (Sheet 6 and 7)

Sheets 6 and 7 of the ALP drawing set provide the Airport Airspace Drawings, East and West sides, respectively. To enhance the safe operation of aircraft in the airspace around an airport, the FAA has adopted 14 Code of Federal Regulations (CFR) Part 77, *Safe, Efficient Use, and Preservation of the Navigable Airspace*. Subpart C of 14 CFR Part 77 establishes imaginary surfaces for determining obstructions to air navigation, which are illustrated on the Airport Airspace Drawings. The Airport Airspace Drawings also illustrate physical features on and around the Airport, including any existing obstructions that penetrate the 14 CFR Part 77 imaginary surfaces. These obstructions are listed numerically on the 14 CFR Part 77 Airport Airspace Drawings, and the obstruction data table included in Sheet 5 provides a description of the obstruction, the obstruction elevation, the affected 14 CFR Part 77 surface, the surface elevation, the amount of penetration, and the proposed manner in which the obstruction will be mitigated. The dimensions of the 14 CFR Part 77 surfaces are based on the NAVAIDs and the types of approaches available to a runway end. Table 9-3 summarizes the primary 14 CFR Part 77 dimensions associated with each runway end at the Airport. The specific imaginary surfaces depicted on these drawings include:

- Primary Surface – Longitudinally centered on each runway, this surface extends 200 feet beyond each end of the runway; it has an elevation equal to that of the runway centerline. The width of the primary surface is that prescribed for the most precise instrument approach procedure, existing or planned, for either end of the runway. The primary surfaces at RSW are 1,000 feet wide for existing Runway 6-24 and Ultimate Runway 6L-24R.
- Approach Surfaces – These surfaces are longitudinally centered along the extended centerline, and they extend outward and upward from each end of the primary surface. The size and slope of the approach surface are based on the type of approach, existing or planned, for that runway end. The inner edge of the approach surface is the same width as the primary surface. However, its overall length, slope, and outermost width may vary; refer to Table 9-3.
- Transitional Surfaces – These surfaces extend outward and upward from the lateral edges of all primary and approach surfaces at a slope of 7:1. The overall width of the transitional surfaces is 5,000 feet, which is measured perpendicularly from the runway centerline.
- Horizontal Surface – This surface is a plane located 150 feet above the established Airport elevation, which calculates out to 179.2 feet. Its perimeter consists of arcs of specific radii connected by lines tangential to the arcs. The arcs are centered on the midpoint of the ends of all primary surfaces.
- Conical Surface – This surface extends outward and upward from the periphery of the horizontal surface at a slope of 20:1, for a horizontal distance of 4,000 feet.

Table 9-3 14 Code of Federal Regulations Part 77, Existing Primary Imaginary Surfaces by Runway End

	Runway Approach End			
	Existing Runway 6	Existing Runway 24	Ultimate Runway 6L	Ultimate Runway 24R
Approach Type	PIR-PIR	PIR-PIR	PIR-PIR	PIR-PIR
Primary Surface Width (feet)	1,000	1,000	1,000	1,000
Horizontal Surface Radius (feet)	10,000	10,000	10,000	10,000
Approach Surface Width (inner; feet)	1,000	1,000	1,000	1,000
Approach Surface Width (outer; feet)	16,000	16,000	16,000	16,000
Approach Surface Length (feet)	100,001	100,001	100,001	100,001
Approach Slope	50:1/40:1	50:1/40:1	50:1/40:1	50:1/40:1

NOTES: PIR – Precision
SOURCE: Federal Aviation Administration, *Airport/Facility Directory*, March 2023.

Inner Portion of the Approach Surface Drawings and Obstruction Data Tables (Sheets 8 through 11)

The Inner Portion of the Approach Surface Drawings (Sheets 8 through 11) were prepared for each of the existing runway approaches; they consist of scaled drawings of the area immediately beyond the existing and proposed runway ends at RSW, including the RPZ off each runway end. These drawings depict the location of roadways, structures, natural ground elevations, and other manmade or natural features within the limits of each RPZ. The drawings also detail objects that penetrate the existing and proposed approach surfaces. Note that on Sheet 9, only trees that penetrate the 14 CFR Part 77 existing approach surface are labeled in the profile view. These obstructions are listed numerically on the Inner Portion of the Approach Surface Drawings. The obstruction data tables included on these sheets provide a description of the obstruction, the obstruction elevation, the affected 14 CFR Part 77 surface, the surface elevation, the amount of penetration, and the proposed way the obstruction will be mitigated. Obstruction information was obtained from the 2022 aerial photo survey that was completed by Martinez Geospatial, Inc.

Only trees penetrating the Terminal Instrument Procedures (TERPS) and/or Threshold Siting surfaces (TSS) were recommended for trimming and/or removal. Objects fixed by function and/or marked with obstruction lights would remain in place. The obstruction survey identified over 5,000 points of treetops or obstructions within 10 feet of the TERPS and/or TSS surfaces. Due to this large data set, the complete list of obstruction data is not shown in the ALP but will be submitted in electronic format.

Ultimate Land Use Plan (Sheet 12)

Land use planning allows coordinating uses of the airport property in a manner compatible with the functional design of the airport facility. Airport land use planning is important for the orderly development and efficient use of available space. The two primary considerations for airport land use planning are to secure areas essential to the safe and efficient operation of the airport and to determine compatible land uses for property areas that could be utilized most effectively in the airport's surrounding area.

The Ultimate Land Use Plan shows the use of property areas within the existing airport property boundary at RSW. Sheet 12 identifies Ultimate land use designations for airport owned property for Airport Operations Areas and non-aviation use areas. The land uses are depicted on the Sheet 12:

- Existing Aviation/Airport Related Use Area - Land used for aviation activities such as aircraft and vehicle parking, storage and maintenance hangars, Fixed Based Operators (FBOs), aircraft maintenance and fueling facilities, cargo and/or Maintenance, Repair, and Overhaul (MRO) facilities, terminal area and gates, and landside terminal parking.
- Ultimate Aviation/Airport Related Use Area - Proposed land use for aviation activities such as aircraft and vehicle parking, storage and maintenance hangars, FBOs, aircraft maintenance and fueling facilities, cargo and/or MRO facilities, terminal area and gates, and landside terminal parking.
- Ultimate Non-Aviation Related Development Area - Proposed areas used for non-aviation revenue support. These areas are intended for commercial, industrial, and appropriate agricultural development.
- Existing Airport Operations Area - Areas of the airport utilized for the safe and efficient operation of aircraft including airfield facilities such as runways and taxiways and the areas within the limits of the RPZ, ROFA, and Taxiway Object Free area (TOFA).
- Ultimate Airfield Operations - Proposed areas of the airport with the intent to be developed to maintain the safe and efficient operation of aircraft including proposed airfield facilities such as runways and taxiways and the areas within the limits of the RPZ, ROFA, and TOFA.
- Environmental Areas/Compatible Land Use - Controlled area at or near the airport of special architectural, historic, agricultural, and/or wildlife interest.

Property Map Sheets (Sheet 13 and 14)

The Airport Property Map, Sheets 13 and 14, provides an overview of land conveyances associated with the Airport and how they were acquired. The Airport Property Map also illustrates the properties that were released and the avigation easements that have been obtained. These land conveyances aid in creating the approximate Airport property boundary used in the ALP drawing sheets. A table is included that details the following information for each parcel: parcel identification number, acreage, property interest, acquisition date, and federal project number.

Chapter 10 Public Involvement

10.1 Introduction

As a part of this Master Plan update effort, an extensive public involvement program was implemented to keep the public appraised of the team's effort, as well as to gather feedback and to adjust planning if needed.

As the beginning of the Master Plan update effort coincided with the Covid-19 public health emergency, online engagement was also provided in addition to public meetings. Online engagement was an optimal method to share Master Plan updates and to receive public comments. A public website portal was created on the airport website (www.FlyLCPA.com – Figure 10-1), with notices published in local newspapers as well as through social media. Members of the public could listen to prepared presentations and review project material safely at home and to provide feedback instantly if needed.

Figure 10-1 Master Plan Update website

A total of four outreach campaigns were organized throughout the Master Plan Update effort. More detailed information on these campaigns is contained in Appendix Y: Public Involvement.

CPA2023-00012

Babcock Lee
Text Amendment

SUMMARY SHEET
CPA2023-00012 BABCOCK LEE
ADOPTION HEARING

REQUEST:
The applicant is requesting to amend Lee Plan Policy 1.1.15, New Community, to change the density allowance from one (1) unit per 2.5 (1 du/2.5 acres) acres to one (1) unit per 1.9 acres (1 du/1.9 acres), Policy 29.9.1 regarding residential density for Babcock Ranch from 1 unit per 2.5 acres for a maximum of 1,630 units to 1 unit per 1.9 acres for a maximum of 2,078 units, Policy 29.9.2 regarding nonresidential intensities for Babcock Ranch to decrease the total number of permitted hotel rooms from 600 to 250, and Note 19 of Table 1(a) to reflect the changed density of the New Community Future Land Use Category in Babcock Ranch.

PUBLIC INPUT:
No public comment was made at the transmittal hearing. One member of the public made a comment at the Local Planning Agency meeting in favor of the amendment, citing the intent of the Northeast Lee County Community Plan Area to prioritize clustered development and open space.

TRANSMITTAL HEARING:
At the August 21, 2024, Transmittal Hearing, a motion was made to ***transmit*** CPA2023-00012 as recommended by staff and the LPA. The motion passed 4 to 0.

VOTE:

MIKE GREENWELL	**ABSENT**
BRIAN HAMMAN	**AYE**
CECIL L. PENDERGRASS	**AYE**
KEVIN RUANE	**AYE**
RAY SANDELLI	**AYE**

STATE REVIEW:
The State Reviewing Agencies had **no comments or objections** to the amendments.

STAFF RECOMENDATION:
Staff recommends that the Board of County Commissioners ***adopt*** the amendments to the Lee Plan as transmitted and as provided in Attachment 1.

LEE COUNTY ORDINANCE NO. 25-XX
(Babcock Lee)
(CPA2023-00012)

AN ORDINANCE AMENDING THE LEE COUNTY COMPREHENSIVE PLAN, COMMONLY KNOWN AS THE "LEE PLAN," ADOPTED BY ORDINANCE NO. 89-02, AS AMENDED, SO AS TO ADOPT AMENDMENT PERTAINING TO BABCOCK LEE (CPA2023-00012) APPROVED DURING A PUBLIC HEARING; PROVIDING FOR PURPOSE, INTENT, AND SHORT TITLE; AMENDMENTS TO ADOPTED MAP AND TEXT; LEGAL EFFECT OF "THE LEE PLAN"; PERTAINING TO MODIFICATIONS THAT MAY ARISE FROM CONSIDERATION AT PUBLIC HEARING; GEOGRAPHICAL APPLICABILITY; SEVERABILITY, CODIFICATION, SCRIVENER'S ERRORS, AND AN EFFECTIVE DATE.

WHEREAS, the Lee County Comprehensive Plan ("Lee Plan") and Chapter XIII, provides for adoption of amendments to the Plan in compliance with State statutes and in accordance with administrative procedures adopted by the Board of County Commissioners ("Board"); and,

WHEREAS, the Board, in accordance with Section 163.3181, Florida Statutes, and Lee County Administrative Code AC-13-6 provide an opportunity for the public to participate in the plan amendment public hearing process; and,

WHEREAS, the Lee County Local Planning Agency ("LPA") held a public hearing on the proposed amendment in accordance with Florida Statutes and the Lee County Administrative Code on September 23, 2024; and,

WHEREAS, the Board held a public hearing for the transmittal of the proposed amendment on November 6, 2024. At that hearing, the Board approved a motion to send, and did later send, proposed amendment pertaining to Babcock Lee (CPA2023-00012) to the reviewing agencies set forth in Section 163.3184(1)(c), F.S. for review and comment; and,

WHEREAS, at the November 6, 2024 meeting, the Board announced its intention to hold a public hearing after the receipt of the reviewing agencies' written comments; and,

WHEREAS, on January 22, 2025, the Board held a public hearing and adopted the proposed amendment to the Lee Plan set forth herein.

NOW, THEREFORE, BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF LEE COUNTY, FLORIDA, THAT:

SECTION ONE: PURPOSE, INTENT AND SHORT TITLE

The Board of County Commissioners of Lee County, Florida, in compliance with Chapter 163, Part II, Florida Statutes, and with Lee County Administrative Code AC-13-6, conducted public hearings to review proposed amendments to the Lee Plan. The purpose of this ordinance is to adopt map and text amendments to the Lee Plan discussed at those meetings and approved by a majority of the Board of County Commissioners. The short title and proper reference for the Lee County Comprehensive Land Use Plan, as hereby amended, will continue to be the "Lee Plan." **This amending ordinance may be referred to as the "Babcock Lee Ordinance (CPA2023-00012)."**

SECTION TWO: ADOPTION OF COMPREHENSIVE PLAN AMENDMENT

The Lee County Board of County Commissioners amends the existing Lee Plan, adopted by Ordinance Number 89-02, as amended, by adopting an amendment, which amends Lee Plan Policies 1.1.15, 29.9.1, and 29.9.2 relating to the New Community Future Land Use Category and Note 19 of Table 1(a), Summary of Residential Densities, to increase the residential density for the approximately 4,157-acre portion of Babcock Ranch in Lee County from 1 unit per 2.5 acres with a maximum of 1,630 units to 1 unit per 1.9 acres with a maximum of 2,078 units and reduce the nonresidential intensity from 600 hotel rooms to 250 hotel rooms. The subject site is generally located east of State Road 31 and north of North River Road.

The corresponding Staff Reports and Analysis, along with all attachments and application submittals for this amendment are adopted as "Support Documentation" for the Lee Plan. Proposed amendments adopted by this Ordinance are attached as Exhibit A.

SECTION THREE: LEGAL EFFECT OF THE "LEE PLAN"

No public or private development will be permitted except in conformity with the Lee Plan. All land development regulations and land development orders must be consistent with the Lee Plan as amended.

SECTION FOUR: MODIFICATION

It is the intent of the Board of County Commissioners that the provisions of this Ordinance may be modified as a result of consideration that may arise during Public Hearing(s). Such modifications shall be incorporated into the final version.

SECTION FIVE: GEOGRAPHIC APPLICABILITY

The Lee Plan is applicable throughout the unincorporated area of Lee County, Florida, except in those unincorporated areas included in joint or interlocal agreements with other local governments that specifically provide otherwise.

SECTION SIX: SEVERABILITY

The provisions of this ordinance are severable and it is the intention of the Board of County Commissioners of Lee County, Florida, to confer the whole or any part of the powers herein provided. If any of the provisions of this ordinance are held unconstitutional by a court of competent jurisdiction, the decision of that court will not affect or impair the remaining provisions of this ordinance. It is hereby declared to be the legislative intent of the Board that this ordinance would have been adopted had the unconstitutional provisions not been included therein.

SECTION SEVEN: INCLUSION IN CODE, CODIFICATION, SCRIVENERS' ERROR

It is the intention of the Board of County Commissioners that the provisions of this ordinance will become and be made a part of the Lee County Code. Sections of this ordinance may be renumbered or relettered and the word "ordinance" may be changed to "section," "article," or other appropriate word or phrase in order to accomplish this intention; and regardless of whether inclusion in the code is accomplished, sections of this ordinance may be renumbered or relettered. The correction of typographical errors that do not affect the intent, may be authorized by the County Manager, or his designee, without need of public hearing, by filing a corrected or recodified copy with the Clerk of the Circuit Court.

SECTION EIGHT: EFFECTIVE DATE

The plan amendments adopted herein are not effective until 31 days after the State Land Planning Agency notifies the County that the plan amendment package is complete. If timely challenged, an amendment does not become effective until the State Land Planning Agency or the Administrative Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before the amendment has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status.

THE FOREGOING ORDINANCE was offered by Commissioner _____, who moved its adoption. The motion was seconded by Commissioner _____. The vote was as follows:

Kevin Ruane	_____
Cecil L Pendergrass	_____
David Mulicka	_____
Brian Hamman	_____
Mike Greenwell	_____

DONE AND ADOPTED this 22nd day of January 2025.

ATTEST:
KEVIN C. KARNES
CLERK OF CIRCUIT COURT

BY:_____
Deputy Clerk

BOARD OF COUNTY COMMISSIONERS
OF LEE COUNTY FLORIDA

BY: _____
Kevin Ruane, Chair

DATE:_____

APPROVED AS TO FORM FOR THE
RELIANCE OF LEE COUNTY ONLY

_____
County Attorney's Office

Exhibit A (Adopted by BOCC January 22, 2025):
Adopted revisions to Text

CAO Draft 12/13/2024 2:43:28 PM

EXHIBIT A

Note: Text depicted with underscore represents additions to the Lee Plan. Strike-through text represents deletions from the Lee Plan.

PROPOSED TEXT AMENDMENTS

FUTURE LAND USE ELEMENT

POLICY 1.1.15: The New Community future land use category are areas of land that can be planned and developed as a cohesive unit ~~in order~~ to better achieve the conservation of important environmental resources and ~~to~~ initiate ~~area wide~~ area-wide surface water management. New Community land must be located such that the area is capable of being developed with a balance of residential and non-residential uses and that major impacts of the development are internalized and/or alleviated by existing infrastructure ~~the is existing~~ or will be funded privately. New Community areas will be developed as freestanding economic units and will not impose negative fiscal impacts on the County (other than those associated with the delay in placing property improvements on the tax rolls). The residential density is one unit per ~~2.5~~1.9 gross acres (1 du/~~2.5~~1.9 acres) except within the Gateway/Airport Planning District, where a residential density of up to six dwelling units per gross acre (6 du/acre) may be permitted.

Development within the New Community future land use category must have at least the following characteristics:

1. The land will be developed under a well-conceived overall Planned Development;
2. The land can be served with all necessary facilities and services at no expense to the County. Uniform Community Development Districts and special taxing districts may be utilized toward achieving this objective;
3. Population, recreation, open space, educational, office, and research facilities are distributed in an orderly and attractive manner;
4. The land must be developed in such a manner as to protect environmentally sensitive areas;
5. The land must be developed as a free-standing community offering a complete range of land uses (e.g. a full mix of housing types for a range of household incomes, industrial and office employment centers, and community facilities such as fire departments, schools, law enforcement offices, public recreational areas, health care facilities, and community commercial areas). The mix of land uses will be evaluated through buildout of the New Community to ensure developments include both residential and non-residential uses;[1]
6. Off-site impacts must be mitigated;
7. On-site levels of service must meet the County-wide standards contained in this plan;
8. The land area must exceed a minimum of 2,000 acres to ensure an appropriate balance of land uses; and

9. The land must be developed consistent with Goal 29 if located within the North Olga Community Plan area identified on Lee Plan Map 2-A.

Policy 29.9.1: Residential densities for land within the New Community future land use category may be permitted up to a maximum of 1 du/~~2.5~~ 1.9 acres. In no case shall the unit count in the New Community future land use category in North Olga exceed ~~1,630~~2,078 dwelling units.

Policy 29.9.2: Non-residential intensities for lands within the New Community future land use category will be limited to a maximum permitted Floor Area Ratio (FAR) of 0.15. The FAR will be based upon the gross acreage dedicated to non-residential uses within the overall planned development boundary, including all uplands, wetlands, open space, rights-of-way, recreation areas, and/or lake. In no case shall the total commercial square footage in the New Community future land use category in North Olga exceed 1,170,000 square feet, in addition to ~~600~~ 250 hotel rooms.

APPENDIX B | TABLES

Table 1(a) Note 19: [19] The maximum density in the New Community future land use category is limited to 1 du/~~2.5~~1.9 acres in the North Olga Community Plan area (see Policy 1.1.15).

STAFF REPORT FOR

CPA2023-00012:
BABCOCK LEE TEXT AMENDMENT

Privately Initiated Text Amendments to the Lee Plan

Recommendation:
Adopt

Applicant:
Babcock Property Holdings, LLC

Representative:
RVi Planning + Landscape Architecture

Hearing Dates:
LPA: 09/23/2024
BoCC #1: 11/06/2024
BoCC #2: TBD

Attachments:
1: Proposed Amendment

REQUEST

- Amend Lee Plan Policy 1.1.15, New Community, to change the density allowance from one (1) unit per 2.5 (1 du/2.5 acres) acres to one (1) unit per 1.9 acres (1 du/1.9 acres).
- Amend Lee Plan Policy 29.9.1 regarding residential density for Babcock Ranch from 1 unit per 2.5 acres for a maximum of 1,630 units to 1 unit per 1.9 acres for a maximum of 2,078 units.
- Amend Lee Plan Policy 29.9.2 regarding nonresidential intensities for Babcock Ranch to decrease the total number of permitted hotel rooms from 600 to 250.
- Amend Note 19 of Table 1(a) to reflect the changed density of the New Community Future Land Use Category in Babcock Ranch.

SUMMARY

This is a privately initiated text amendment on the portion of Babcock Ranch located within Lee County in the New Community Future Land Use Category to increase the allowed density from 1 unit per 2.5 acres to 1 unit per 1.9 acres with a maximum number of units to 2,078 and reduce the total number of hotel rooms from 600 to 250. The companion Planned Development Amendment also increases the onsite preservation area from 2,079 acres to 2,613 acres.

LOCATION

The proposed amendments are text amendments impacting the New Community Future Land Use designation on the portion of Babcock Ranch located within Lee County.

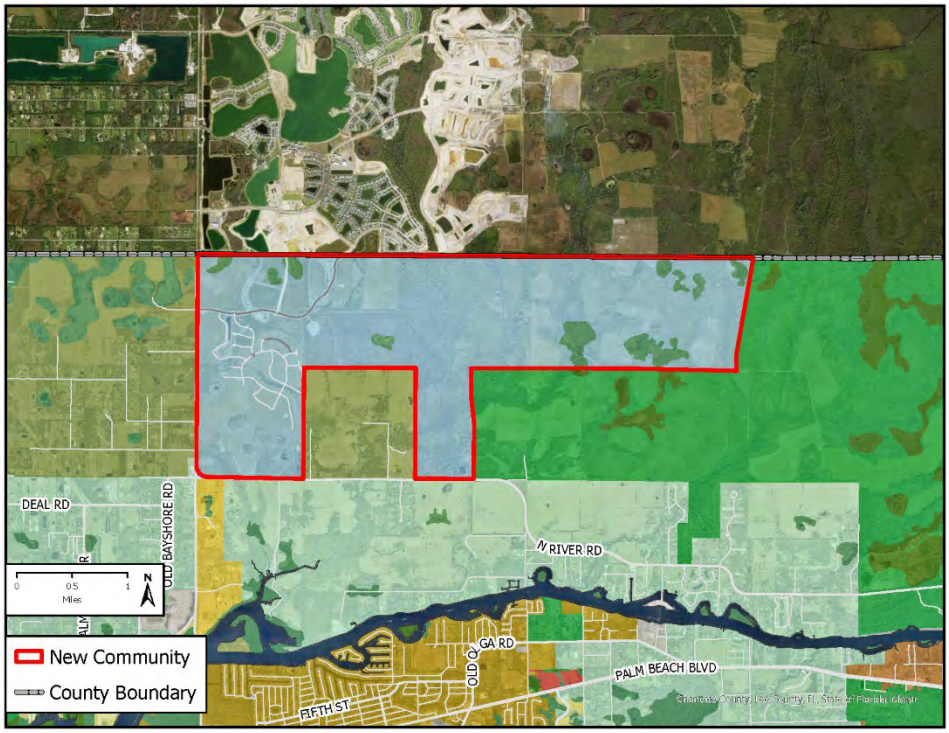


Figure 1: Aerial location and Future Land Use Map, showing area impacted by proposed amendment.

RECOMMENDATION

Staff recommends that the Board of County Commissioners ***adopt*** the amendments based on the analysis and findings provided in this staff report.

PART 1
STAFF ANALYSIS

BACKGROUND

Babcock Ranch is a multi-use development with portions within Lee and Charlotte Counties. The Charlotte County side of Babcock Ranch was developed as a Development of Regional Impact. The DRI allows for the development of 17,870 dwelling units, 6 million square feet of non-residential uses, 600 hotel rooms, 177 hospital beds, 418 assisted living facility units, educational facilities, recreational uses, and civic space.

Approximately 4,157 acres of the 18,000-acre Babcock Ranch property are within Lee County. In 2018, the portion of Babcock Ranch within Lee County (Babcock Lee) was given the New Community Future Land Use Category (FLUC), which allowed a density of one dwelling unit per two-and-a-half acres (1DU/2.5 Acres) of uplands for a maximum of 1,630 dwelling units along with other non-residential uses. A companion rezone to Mixed Use Planned Development (MPD) was also approved via Resolution Z-17-026.

Development has started on the Lee County side of Babcock Ranch with the TerraWalk community, some commercial areas, and infrastructure; however, most of the existing development is on the Charlotte County side of the community.

In late 2023, the applicant submitted the subject petition for a text amendment to the Lee Plan and a companion amendment to the MPD (DCI2023-00053). Under Florida Statute 163.3184(12), an applicant may request concurrent review of a zoning application with a Comprehensive Plan Amendment. Under this statute, "zoning changes approved by the local government are contingent upon the comprehensive plan or plan amendment transmitted becoming effective."[1]

Future Land Use Category

The portion of Babcock Ranch within Lee County (Babcock Lee) has New Community FLUC, which is designed to facilitate a self-sustaining community with a mixture of residential and nonresidential uses per Policy 1.1.15. Policy 1.1.15, as it currently exists in the Lee Plan, is reproduced below.

> *POLICY 1.1.15: The New Community future land use category are areas of land that can be planned and developed as a cohesive unit in order to better achieve conservation of important environmental resources and to initiate area wide surface water management. New Community land must be located such that the area is capable of being developed with a balance of residential and non-residential uses and that major impacts of the development are internalized and/or alleviated by infrastructure that is existing or will be funded privately. New Community areas will be developed as freestanding economic units and will not impose negative fiscal impacts on the County (other than those associated with the delay in placing property improvements on the tax rolls). The residential density is one unit per 2.5 gross acres (1 du/2.5 acres) except within the Gateway/Airport Planning District, where a residential density of up to six dwelling units per gross acre (6 du/acre) may be permitted.*
>
> *Development within the New Community future land use category must have at least the following characteristics:*
>
> 1. *The land will be developed under a well-conceived overall Planned Development;*

[1] F.S. 163.3184, Process for adoption of comprehensive plan or plan amendment

2. *The land can be served with all necessary facilities and services at no expense to the County. Uniform Community Development Districts and special taxing districts may be utilized toward achieving this objective;*
3. *Population, recreation, open space, educational, office, and research facilities are distributed in an orderly and attractive manner;*
4. *The land must be developed in such a manner as to protect environmentally sensitive areas;*
5. *The land must be developed as a free-standing community offering a complete range of land uses (e.g. a full mix of housing types for a range of household incomes, industrial and office employment centers, and community facilities such as fire departments, schools, law enforcement offices, public recreational areas, health care facilities, and community commercial areas). The mix of land uses will be evaluated through buildout of the New Community to ensure developments include both residential and non-residential uses;*
6. *Off-site impacts must be mitigated;*
7. *On-site levels of service must meet the County-wide standards contained in this plan;*
8. *The land area must exceed a minimum of 2,000 acres to ensure an appropriate balance of land uses; and*
9. *The land must be developed consistent with Goal 29 if located within the North Olga Community Plan area identified on Lee Plan Map 2-A.*

Babcock Lee also contains sections of Wetlands FLUC, described in Objective 1.5. The proposed amendments would not impact how the County reviews the portions of the property in a Wetlands FLUC.

Community Plan Area

In addition to the New Community FLUC, the North Olga and Northeast Lee County Community Plan Areas apply to the affected area.

The Northeast Lee Community Plan Area encompasses all of the land east of SR 31 north of the river to the Charlotte and Hendry County boundaries, as well as the rural areas south of the river along Palm Beach Blvd. Northeast Lee includes two additional Community Plan Areas: North Olga and Alva. Babcock Lee is within the North Olga Community Plan Area (Lee Plan Goal 29).

Lee Plan Objective 29.9 provides guidance on New Community FLUC within the North Olga Community plan area by outlining residential density, nonresidential intensity, environmental enhancements, water quality and hydrological concerns, infrastructure requirements, and development standards.

Planning District

Babcock Lee is located in the Northeast Lee Planning District (District 1), which allocates 1,115 acres to the New Community FLUC for residential development and 300 acres for commercial development. The proposed amendment will not increase the development footprint or change the future land use category of any property and, therefore, will not require a change to the acreage allocations in the Northeast Lee Planning District to accommodate anticipated development.

REQUEST

The proposed text amendment changes four policies relating to the residential density and number of hotel rooms allowed in the New Community Future Land Use Category for the portion of Babcock Ranch

within Lee County. This is the only area of the county this text amendment impacts. The requested changes are reflected in strikethrough/underline format below.

POLICY 1.1.15: The New Community future land use category are areas of land that can be planned and developed as a cohesive unit ~~in order~~ to better achieve the conservation of important environmental resources and ~~to~~ initiate ~~area wide~~ area-wide surface water management. New Community land must be located such that the area is capable of being developed with a balance of residential and non-residential uses and that major impacts of the development are internalized and/or alleviated by existing infrastructure ~~the is existing~~ or will be funded privately. New Community areas will be developed as freestanding economic units and will not impose negative fiscal impacts on the County (other than those associated with the delay in placing property improvements on the tax rolls). The residential density is one unit per ~~2.5~~1.9 gross acres (1 du/~~2.5~~1.9 acres) except within the Gateway/Airport Planning District, where a residential density of up to six dwelling units per gross acre (6 du/acre) may be permitted.

Development within the New Community future land use category must have at least the following characteristics:

1. The land will be developed under a well-conceived overall Planned Development;
2. The land can be served with all necessary facilities and services at no expense to the County. Uniform Community Development Districts and special taxing districts may be utilized toward achieving this objective;
3. Population, recreation, open space, educational, office, and research facilities are distributed in an orderly and attractive manner;
4. The land must be developed in such a manner as to protect environmentally sensitive areas;
5. The land must be developed as a free-standing community offering a complete range of land uses (e.g. a full mix of housing types for a range of household incomes, industrial and office employment centers, and community facilities such as fire departments, schools, law enforcement offices, public recreational areas, health care facilities, and community commercial areas). The mix of land uses will be evaluated through buildout of the New Community to ensure developments include both residential and non-residential uses;[1]
6. Off-site impacts must be mitigated;
7. On-site levels of service must meet the County-wide standards contained in this plan;
8. The land area must exceed a minimum of 2,000 acres to ensure an appropriate balance of land uses; and
9. The land must be developed consistent with Goal 29 if located within the North Olga Community Plan area identified on Lee Plan Map 2-A.

Policy 29.9.1: Residential densities for land within the New Community future land use category may be permitted up to a maximum of 1 du/~~2.5~~ 1.9 acres. In no case shall the unit count in the New Community future land use category in North Olga exceed ~~1,630~~2,078 dwelling units.

Policy 29.9.2: Non-residential intensities for lands within the New Community future land use category will be limited to a maximum permitted Floor Area Ratio (FAR) of 0.15. The FAR will be based upon the gross acreage dedicated to non-residential uses within the overall planned development boundary, including all uplands, wetlands, open space, rights-of-way, recreation areas, and/or lake. In no case shall the total commercial square footage in the New Community future land use category in North Olga exceed 1,170,000 square feet, in addition to ~~600~~ 250 hotel rooms.

Table 1(a) Note 19: [19] The maximum density in the New Community future land use category is limited to 1 du/~~2.5~~1.9 acres in the North Olga Community Plan area (see Policy 1.1.15).

PROCEDURAL REQUIREMENTS

The Lee Plan is Lee County's comprehensive plan, which provides the long-term vision for development in the county. Florida Statutes require comprehensive plans to include certain topics as elements. The Lee Plan divides these elements into chapters, which are further supported by goals, objectives, standards, and policies. Lee Plan Chapter XIII, entitled Administration, section "d" addresses Amendments to the Plan. The applicable paragraph is reproduced below.

> *This plan, including the Future Land Use Map, may be amended in accordance with Florida Statutes and administrative procedures adopted by the Board of County Commissioners in Lee County Administrative Code 13-6. In accordance with § 163.3177(1)(f), Fla. Stat., all amendments must be based upon relevant and appropriate data and analysis.*

Lee County Administrative Code 13-6 establishes procedures for amendments to the Lee Plan, including notice requirements and provisions for public participation during the amendment process. The subject petition is a privately initiated amendment to the Lee Plan, meaning it has been requested by an entity other than the County and follows the amendment process described in Florida Statutes section 163.3184.

The proposed amendments have complied with the procedural requirements of the Lee Plan, Lee County Administrative Code 13-6, and State Statute.

LEE PLAN CONSISTENCY

The comprehensive plan applies to all land use decisions within the county. Where goals, objectives, or policies of particular elements conflict, those conflicts will be resolved based on an analysis of the Lee

Plan as a whole. The Lee Plan analysis included in this staff report outlines the proposed amendments in relation to the most applicable Lee Plan goals, objectives, and policies to determine their appropriateness.

According to **Policy 1.1.15**, areas of the land with New Community should be self-sufficient, multi-use developments that prioritize conservation through clustered development design and provide area-wide surface water management and other infrastructure. Babcock Ranch is a mixed-use, master-planned community with utilities, surface water management, conservation areas, and other associated infrastructure. The applicant is proposing an amendment to this policy to allow a slightly higher density to facilitate additional residential units in Babcock Lee for multi-family and Assisted Living Facility uses. No changes are proposed to the FLUM that would increase the acreage of the New Community FLUC in the Northeast Lee Planning District. **The proposed density increase is not inconsistent with the intent of Policy 1.1.15.**

Lee Plan **Objective 1.5** states that the County will designate lands that are identified as wetlands according to state statute with a Wetland FLUC that, per **Policy 1.5.1**, restricts permitted uses to very low-density residential uses and recreational uses that will not adversely affect the ecological functions of the wetlands. The proposed text amendments do not change what is allowable within the Wetlands future land use category or decrease the amount of Wetlands on the property. The applicant will add seven (7) acres of wetlands to the FLUM with the Administrative Interpretation process described in the Administration Chapter of the Lee Plan and as required by **Policy 1.5.2**. The applicant's total number of residential units accounts for a calculation of one (1) dwelling unit per twenty (20) acres of impacted wetlands, resulting in a total of three (3) dwelling units derived from wetland areas. The remaining units are derived from approximately 4,101 acres of uplands and preserved wetlands. **The proposed amendments do not impact the preservation of wetlands or increase the total acreage of impacted wetlands and are therefore not inconsistent with the policies in Objective 1.5.**

Goal 2 of the Lee Plan addresses Growth Management within the county. The application materials state that the proposed density increase will only occur in areas already approved for development, and the densest areas will be located close to other areas within the community with higher density and intensity. **The proposed amendments support Goal 2 broadly by increasing density in an area of the county with sufficient infrastructure to serve the proposed changes without impacting undeveloped areas inside or outside of Babcock Ranch.**

Goal 5, Residential Land Uses, states that the county will provide housing for the anticipated population in 2045 in suitable areas through attractive neighborhoods with a variety of housing options at affordable prices. The proposed amendment increases the density and total number of dwelling units allowed in an area of the county with attractive neighborhoods. Per the application materials, the increased density is to support the inclusion of affordable housing units and assisted living facilities. **The additional housing options supported by the proposed amendment are broadly consistent with Goal 5, as well as the following supporting policies.**

Policy 5.1.2 prohibits residential development where physical constraints or hazards exist. Hazards and constraints are defined as "flood, storm, or hurricane hazards; unstable soil or geologic conditions; environmental limitations; aircraft noise; or other characteristics that may endanger the residential community." As previously noted, the proposed amendment will allow for increased density in areas within Babcock Ranch that have previously been determined to be consistent with Policy 5.1.2. **The proposed amendment is consistent with Policy 5.1.2.**

Part B of the Lee Plan's Future Land Use Element addresses Community Planning. The Goals 17, 27, and 29 apply to the proposed text amendment. **Goal 17** includes the requirements for all development within a Community Plan area. Goals 27 and 29 apply to the specific Community Plan Areas the text amendment would apply to: Northeast Lee County and North Olga, respectively.

Objective 17.3 requires public input as part of the comprehensive plan and land development code amendment processes. **Policy 17.3.2** specifically states,

> *One public information meeting is required for privately-initiated applications that propose a text change within a community plan or revises a map designation within a community plan area boundary. The meeting must be conducted before the application can be found complete.*

The proposed text amendments have been private-initiated and impact an area of the county within the North Olga and Northeast Lee County Community Plan Areas. The applicant held the following public meetings:

MEETING TYPE	DATE
Babcock Public Meeting	12/08/2023
North Olga Planning Panel	1/18/2024
Alva Inc Meeting	2/14/2024
Alva Inc Meeting	3/12/2024
North Olga Community Meeting	3/16/2024
North Olga Planning Panel	4/18/2024
North Olga Planning Panel	7/18/2024

The official North Olga Community Meeting was held on March 16th at the intersection of Saw Palmetto Parkway and Curry Preserve Drive at 10:00 a.m. This intersection is within Babcock Ranch in Lee County. The application materials include a meeting summary and sign-in sheet with three attendees meeting the requirements of **Policy 17.3.4**. The application was found complete and sufficient on August 20, 2024. **Policy 17.3.3** requires community input meetings to be held within the boundaries of the community plan area that they impact. This is expanded upon further in a footnote in the policy, requiring projects within Northeast Lee County to hold a public information meeting within both North Olga and Alva. The applicant met with Alva, Inc. on February 13, 2024, and March 12, 2024. **The applicant has complied with the Lee Plan requirements for Public Input in Objective 17.3.**

The Northeast Lee County Community Plan Area seeks to maintain and enhance the rural character of the communities in Northeast Lee County, generally known as Alva and North Olga; both have individual community plans in addition to the Northeast Lee Community Plan. The proposed text amendment applies to property within the Northeast Lee (Goal 27) and North Olga (Goal 29) Community Plan Areas.

Objective 27.1, Agricultural and Rural Character, states,

> *Maintain and enhance the viability of the existing and evolving commercial agricultural operations, preserve open space, and retain the rural character of Northeast Lee County. For the purposes of this objective, rural character is defined as those characteristics that convey a sense of rural lifestyle such as large lots or clustered development, ample views of wooded areas, open spaces, and river fronts, working farms and productive agricultural uses, and the protection of environmentally sensitive lands.*

Policy 27.1.1 supports Objective 27.1 by encouraging continued commercial agricultural operations and clustered new development to conserve open lands. The proposed text amendment increases density for properties with New Community FLUC in the Northeast Lee Community Plan Area from 1 unit per 2.5 acres to 1 unit per 1.9 acres; however, the proposed density increase will occur in areas already designated for clustered development and does not add any new development acreage to the Planning District in which it is located. Additionally, the amendment decreased the number of hotel rooms in the portion of Babcock Ranch within Lee County. Therefore, **the proposed amendment does not inhibit or change the rural nature of the properties it impacts more than what is already permitted in the FLUC and is consistent with Objective 27.1 and Policy 27.1.1.**

Policy 27.4.1 addresses the rural character of North River Road,

> *Work to preserve the rural character and scenic qualities of North River Road, and support multiple modes of travel for residents, businesses, visitors, and commercial agriculture within Northeast Lee County. Implementation of this policy will not impact the function or operation of agricultural lands within the Planning Community for the purposes of scenic preservation.*

The proposed text amendment does not increase development along North River Road, and the concurrent zoning amendment to the Planned Development Master Concept Plan does not change any access points to the development along North River Road. According to the application materials, all development will be adjacent to the Charlotte County boundary, where the high-intensity uses within Babcock Ranch are already located. **The proposed text amendment does not conflict with Policy 27.4.1.**

Goal 29 establishes the North Olga Community Plan to ensure North Olga's rural character and heritage persist over time. **Objective 29.1** directs the County to establish comprehensive plan policies, land development code regulations, and other planning mechanisms to ensure new development does not detract from the rural nature of the community and established commercial agricultural businesses. **Policy 29.1.1** addresses the rural aesthetics of the community and promotes compact, clustered development to maintain large, contiguous open spaces. The proposed text amendments do increase the density allowed in the portion of Babcock Ranch within Lee County, but they do not expand the areas that will be developed. The master concept plan submitted with the concurrent planned development amendments increases the open space in the portion of the Babcock Ranch property closest to Noth River Road. Additionally, the text amendments do not change any design, landscaping, or signage requirements. **The proposed text amendments are consistent with Objective 29.1.**

Objective 29.2 describes residential uses that support the rural character of the area. As stated previously, the proposed amendments do increase the allowed density slightly but do not increase the development area. The application materials state,

> *This text amendment will continue to allow for the clustering of development in a mixed-use setting by allowing for an additional 360 multifamily dwelling units. The remaining density will be utilized for assisted living facility beds…These changes will provide additional housing diversity and allow aging in place opportunities for existing and future residents and their families*[2].

Staff concurs with the applicant. **The increased density is consistent with Policy 29.2.1**, which encourages planned developments to provide a mixture of housing types. The Master Concept Plan also continues to

[2] Request narrative page 3.

depict larger-lot residential development in the areas closest to residential development outside of Babcock Ranch and maintains community gathering areas, **consistent with Policy 29.2.2 and Policy 29.2.3**.

The proposed text amendments also reduce the number of hotel rooms permitted in the Lee County portion of Babcock Ranch. **The reduced number of hotel rooms does not conflict with Objective 29.3 regarding commercial land uses outside of Babcock.**

Objective 29.9 provides the guidelines for properties with New Community FLUC in the North Olga Community Plan Area. Babcock Ranch is the only property with this future land use designation in this Community Plan Area. This objective states,

> *Land designated as New Community on the Future Land Use Map within the North Olga Community Plan area will be developed as a unified planned development in order to achieve conservation and enhancement of important environmental resources; initiate area wide surface water management; prevent sprawling land use patterns; create critical hydrological and wildlife corridors and connections; and protect rural character of the surrounding community.*

The applicant is not proposing any changes to the text of Objective 29.9. The proposed changes do not change whether Babcock Lee will be developed as a unified planned development, reduce conservation areas, change the surface water management mechanisms, or decrease the hydrological or wildlife corridor requirements. The applicant has proposed adding more conservation areas and increasing density in areas where development is already slated to exist. Increasing density without increasing the development area reduces sprawl.

Three policies support objective 29.9. The first, Policy 29.9.1, sets the residential density and unit cap for properties with New Community FLUC in North Olga. The second, Policy 29.9.2, sets the nonresidential intensities for New Community in North Olga. The last policy, Policy 29.9.3, details all the conditions and requirements the planned development must include. The applicant is requesting text amendments to Policies 29.9.1 and 29.9.2. No changes are requested to Policy 29.9.3. The applicant is trading some commercial intensity for additional residential density, and, in addition to reducing the number of hotel units, the applicant will, through the administrative Future Land Use Map determination and the companion planned development amendment, increase the natural preserve areas from 2,079 acres to 2,613 acres, which equates to over 60% of the site.[3]

The proposed text amendment to **Policy 29.9.1** to increase the residential density changes the density from one (1) unit per 2.5 acres to one (1) unit per 1.9 acres. This density is lower than the county's allowed density for the Rural, Rural Community Preserve, and Outer Islands Future Land Use Categories and only slightly higher than the density allowed in the Coastal Rural FLUC. All of these FLUCs are considered Future Non-Urban Areas. The proposed density increase does not increase density above that allowed in non-urban areas, which helps maintain the community's rural character. **The proposed amendments are consistent with Objective 29.9, its supporting policies, and the County's Vision Statement to accurately depict areas of growth with the Future Land Use Map.**

[3] Request narrative page 11.

The proposed text amendment to **Policy 29.9.2** reduces the commercial intensity, specifically the number of potential hotel rooms from 600 to 250. No other changes are proposed to this policy. **Reducing the number of hotel rooms is consistent with the intent of Policy 29.9.2 to limit commercial development.**

The proposed amendments are consistent with the Future Land Use Element's Goals, Objectives, and Policies.

Chapter III, Transportation Element, of the Lee Plan includes the goals, objectives, and policies relating to transportation in the county. **Objective 36.3**, Babcock Ranch Community (BRC), includes transportation requirements for Babcock Ranch. No amendments are proposed to this section, and **the proposed text amendments do not impact the policies in this objective or the county's ability to enforce these policies.**

In addition to Policy 72.2.2, the county requires the applicant to address hurricane evacuation at the time of the Development Order in Policy **101.3.5.** This policy states,

> *An applicant of a development order for any permanent or temporary places of residence including, but not limited to, caretakers residence, dormitories, hotels or motels, and dwelling units within the Hurricane Vulnerability Zone or on islands, must provide appropriate mitigation as determined by Lee County Department of Public Safety, which may include, but is not limited to, the payment of a fee, or construction of hurricane shelters and transportation facilities.*

Lee Plan **Goal 123**, Resource Protection, states that the County will "manage coastal, wetland and upland ecosystems and natural resources in order to maintain and enhance native habitats, floral and faunal species diversity, water quality, and natural surface water characteristics." The proposed text amendments do not allow an increase in the impacts on wetlands on site. **The proposed text amendments are not inconsistent with Goal 123 or its supporting policies.**

Lee Plan Chapter VIII contains the Housing Element. The proposed text amendments increase density within the portion of Babcock Ranch in Lee County. The application materials state that the additional units will be used to create multi-family units, including some affordable housing and an assisted living facility, **broadly supporting Lee Plan Goal 135, Objective 135.1, and Objective 135.4.**

SERVICE AVAILABILITY

The applicant provided Letters of Availability demonstrating adequate potable water, sanitary sewer, solid waste, police, EMS, schools, and public transit services to accommodate the development allowed by the proposed text amendments.

Transportation: CPA applications are required to provide information on a short-range (5 years) and long-range (20+ years) level of service (LOS) analysis. The 5-year analysis indicates SR 80 from SR 31 to Buckingham Rd and SR 31 from SR 80 to Shirley Ln will operate at LOS "F" with and without the proposed change. The Long Range 2045 Horizon LOS analysis indicates SR 80 from SR 31 to Buckingham Rd, SR 31 from SR 78 to County Line will operate at LOS "F" with and without the proposed change, SR 31 from SR 80 to SR 78 will operate at LOS "D" without the proposed change and LOS "F" with the proposed change. SR 31, SR 80, and SR 78 are arterials maintained by the State of Florida. Transportation concurrency is non-regulatory per Florida Statutes Section 163.3180 and Lee Plan Policy 95.1.3, which provides "Compliance with non-regulatory LOS standards will not be a requirement for continued development permitting, but will be used for facility planning purposes." Transportation impacts will be reviewed again with the rezone application and development orders.

Mass Transit: The affected area is not within one-quarter mile of a fixed-route corridor, the closest bus stop is not within one-quarter mile, and the 2016 TDP does not identify the need for enhanced or additional transit services in the area.

Utilities: The affected area is within the Babcock Ranch Community Independent Special District for potable water, sanitary sewer service, and reclaim. In a letter dated November 30, 2023, the Babcock Ranch Community Independent Special District stated the infrastructure requirements but did not commit to reservation of services. Ultimately, the District will be responsible for ensuring capacity for potable water, sanitary sewer, and reclaim services on-site. Capacity for water and sewer facilities will be reviewed at the time of the Development Order consistent with Objective 4.1.

Solid Waste: Waste Pro of Florida indicated in a letter dated February 21, 2024, that they do not object to the proposed amendments and future development.

Fire and EMS: The Bayshore Fire District indicated in a letter dated February 9, 2023, that they could provide fire and rescue services based on the understanding that the District and Lee County EMS will be building a Fire/EMS facility and providing services on land donated by Babcock within the development.

Police: The Lee County Sheriff will provide law enforcement services from the North District offices in North Fort Myers. The Sheriff indicated in a letter dated November 28, 2023, that the proposed amendment will not affect the ability of the Lee County Sheriff's Office to provide law enforcement services to the area. The Sheriff's Office requests a Crime Prevention Through Environmental Design (CPTED) report at the time of the Development Order.

Schools: The School District of Lee County provided a letter on December 12, 2023, stating that capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level. However, capacity is available in the adjacent CSA. Additionally, the portion of Babcock Ranch within Charlotte County contains a K-8 and a 9-12 school, the Babcock Neighborhood School and Babcock High School, respectively. According to the school website, out-of-county students within 4 miles of the school property may enter a lottery for the opportunity to attend the local schools.

CONCLUSION

Based on the analysis above, the text amendments to Policy 1.1.15, Policy 29.9.1, Policy 29.9.2, and Note 19 of Table 1(a) are consistent with the Lee Plan.

- The application has met the procedural requirements of the Lee Plan, Lee County Administrative Code 13-6, and State Statute.
- The proposed Non-Urban density is consistent and compatible with the **Community Plan Areas in Goals 27 and 29**.
- The increased density supports **Goals 5 and 135** with diverse housing choices and aging-in-place.
- The areas where density will be increased are internal to the site, close to the Charlotte County boundary, where development already exists, and there are no physical constraints or hazards, consistent with **Policy 5.1.2.**
- Infrastructure and services are available per **Lee Plan Goal 2**.

For the reasons discussed in this staff report, staff recommends that the Board of County Commissioners ***transmit*** the proposed amendment as shown in Attachment 1.

PART 2
LOCAL PLANNING AGENCY
REVIEW AND RECOMMENDATION

DATE OF PUBLIC HEARING: September 23, 2024

A. LOCAL PLANNING AGENCY REVIEW

The applicant's representatives provided a presentation addressing the requested amendments, the subject property, surrounding uses, consistency with the Lee Plan, traffic study, environmental impacts, and an overview of the companion rezoning application.

Following this, staff made a presentation addressing the requested amendments, consistency with the Lee Plan, and staff recommendation.

Members of the LPA asked about the timeline for roadway projects surrounding the property, proposed housing types, environmental impacts, and reduction of commercial uses.

One member of the public addressed the LPA in favor of the proposed amendments, citing the planning efforts in Northeast Lee County to ensure development was clustered and open space was maintained.

B. LOCAL PLANNING AGENCY RECOMMENDATION

A motion was made to recommend that the Board of County Commissioners (BoCC) ***transmit*** CPA2023-00012. The motion passed 6 to 0.

RAYMOND BLACKSMITH	**AYE**
DUSTIN GARDNER	**AYE**
DAWN RUSSELL	**AYE**
JENNIFER SAPEN	**AYE**
DON SCHROTENBOER	**ABSENT**
STAN STOUDER	**AYE**
HENRY ZUBA	**AYE**

C. STAFF RECOMMENDATION

Staff recommends that the BoCC ***transmit*** the proposed amendment as provided in Attachment 1.

PART 3
BOARD OF COUNTY COMMISSIONERS
ADOPTION HEARING

DATE OF PUBLIC HEARING: November 6, 2024

A. BOARD REVIEW:

Staff provided a brief presentation for the proposed amendment which included LPA and staff recommendations and an overview of the proposed amendment, compatibility with the surrounding area, Lee Plan consistency, and availability of public services.

There were no public comments concerning the proposed amendments.

B. BOARD ACTION:

A motion was made to ***transmit*** CPA2023-00012 as recommended by staff and the LPA. The motion passed 4 to 0.

VOTE:

MIKE GREENWELL	**ABSENT**
BRIAN HAMMAN	**AYE**
CECIL PENDERGRASS	**AYE**
KEVIN RUANE	**AYE**
RAY SANDELLI	**AYE**

PART 4
STATE REVIEWING AGENCIES
OBJECTIONS, RECOMMENDATIONS, AND COMMENTS

Staff transmitted the proposed amendments to the Florida Department of Commerce on November 8, 2024. Comments from the State Reviewing Agencies were due to Lee County by December 8, 2024.

A. OBJECTIONS, RECOMMENDATIONS AND COMMENTS:

Lee County received responses from the following review agencies addressing the transmitted amendment:

- Florida Department of Commerce
- Florida Department of Environmental Protection
- Florida Fish and Wildlife Conservation Commission

There were **no comments or objections** concerning the proposed amendments.

B. STAFF RECOMMENDATION

Staff recommends that the Board of County Commissioners ***adopt*** the amendments to the Lee Plan as transmitted and as provided in Attachment 1.

PROPOSED TEXT AMENDMENTS

FUTURE LAND USE ELEMENT

POLICY 1.1.15: The New Community future land use category are areas of land that can be planned and developed as a cohesive unit ~~in order~~ to better achieve the conservation of important environmental resources and ~~to~~ initiate ~~area wide~~ area-wide surface water management. New Community land must be located such that the area is capable of being developed with a balance of residential and non-residential uses and that major impacts of the development are internalized and/or alleviated by existing infrastructure ~~the is existing~~ or will be funded privately. New Community areas will be developed as freestanding economic units and will not impose negative fiscal impacts on the County (other than those associated with the delay in placing property improvements on the tax rolls). The residential density is one unit per ~~2.5~~1.9 gross acres (1 du/~~2.5~~1.9 acres) except within the Gateway/Airport Planning District, where a residential density of up to six dwelling units per gross acre (6 du/acre) may be permitted.

Development within the New Community future land use category must have at least the following characteristics:

1. The land will be developed under a well-conceived overall Planned Development;
2. The land can be served with all necessary facilities and services at no expense to the County. Uniform Community Development Districts and special taxing districts may be utilized toward achieving this objective;
3. Population, recreation, open space, educational, office, and research facilities are distributed in an orderly and attractive manner;
4. The land must be developed in such a manner as to protect environmentally sensitive areas;
5. The land must be developed as a free-standing community offering a complete range of land uses (e.g. a full mix of housing types for a range of household incomes, industrial and office employment centers, and community facilities such as fire departments, schools, law enforcement offices, public recreational areas, health care facilities, and community commercial areas). The mix of land uses will be evaluated through buildout of the New Community to ensure developments include both residential and non-residential uses;[1]
6. Off-site impacts must be mitigated;
7. On-site levels of service must meet the County-wide standards contained in this plan;
8. The land area must exceed a minimum of 2,000 acres to ensure an appropriate balance of land uses; and

9. The land must be developed consistent with Goal 29 if located within the North Olga Community Plan area identified on Lee Plan Map 2-A.

Policy 29.9.1: Residential densities for land within the New Community future land use category may be permitted up to a maximum of 1 du/~~2.5~~ 1.9 acres. In no case shall the unit count in the New Community future land use category in North Olga exceed ~~1,630~~2,078 dwelling units.

Policy 29.9.2: Non-residential intensities for lands within the New Community future land use category will be limited to a maximum permitted Floor Area Ratio (FAR) of 0.15. The FAR will be based upon the gross acreage dedicated to non-residential uses within the overall planned development boundary, including all uplands, wetlands, open space, rights-of-way, recreation areas, and/or lake. In no case shall the total commercial square footage in the New Community future land use category in North Olga exceed 1,170,000 square feet, in addition to ~~600~~ 250 hotel rooms.

APPENDIX B | TABLES

Table 1(a) Note 19: [19] The maximum density in the New Community future land use category is limited to 1 du/~~2.5~~1.9 acres in the North Olga Community Plan area (see Policy 1.1.15).

BABCOCK
COMPREHENSIVE PLAN AMENDMENT

September 23, 2024

PREPARED FOR:

Babcock Property Holdings, LLC

SUBMITTED TO:

Lee County
Department of Community Development - Planning Division
1500 Monroe Street
Fort Myers, FL 33901

TABLE OF CONTENTS

Completed Application Form

Lee County Community Development

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT - TEXT

Project Name: Babcock Ranch Lee Amendment

Project Description: Amend Lee Plan Policy 1.1.15 relating to the New Community Future Land Use Category and Objective 29.9 relating to New Community North Olga, to allow an increase in the number of dwelling units (DUs) from 1,630 DUs to 2,078 DUs and a reduction in hotel rooms from 600 to 250 rooms. The amendment will increase onsite preservation and wetlands

State Review Process: ☐ State Coordinated Review ■ Expedited State Review ☐ Small-Scale Text*

***Must be directly related to the implementation of small-scale map amendment as required by Florida Statutes.**

APPLICANT – PLEASE NOTE:
A PRE-APPLICATION MEETING IS REQUIRED PRIOR TO THE SUBMITTAL OF THIS APPLICATION.

Submit 3 copies of the complete application and amendment support documentation, including maps, to the Lee County Department of Community Development.

Once staff has determined that the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out to obtain the required copies.

If you have any questions regarding this application, please contact the Planning Section at (239)533-8585.

1. **Name of Applicant:** Babcock Property Holdings, LLC
   Address: 42850 Crescent Loop, Suite 200
   City, State, Zip: Babcock Ranch, FL 33982
   Phone Number: 941.235.6912 E-mail: ewoods@kitsonpartners.com

2. **Name of Contact:** Tom Sacharski, AICP
   Address: 8725 Pendery Place, Suite 101
   City, State, Zip: Bradenton, FL 34201
   Phone Number: 941.706.6132 E-mail: tsacharski@rviplanning.com

3. **Property Information:** Provide an analysis of any property within Unincorporated Lee County that may be impacted by the proposed text amendment. +/- 4,157 acres located in the New Community FLU classification within the North Olga Planning Area. The Subject site is located east of State Road 31 and north of North River Road.

4a. **Does the proposed change affect any of the following areas?**

If located in one of the following areas, provide an analysis of the change to the affected area.

- ☐ Public Acquisition [Map 1-D]
- ☐ Agricultural Overlay [Map 1-G]
- ☐ Airport Mitigation Lands [Map 1-D]
- ☐ Airport Noise Zones [Map 1-E]
- ☐ Southeast Lee County Residential Overlay [Map 2-D]
- ☐ Mixed Use Overlay [Map 1-C]
- ☐ Community Planning Areas [Map 2-A]
- ☐ Urban Reserve [Map 1-D]
- ☐ Water-Dependent Overlay [Map 1-H]
- ☐ Private Recreational Facilities Overlay [Map 1-F]

4b. Planning Communities/Community Plan Area Requirements

If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session [Lee Plan Goal 17].

☐ N/A	☐ Bayshore [Goal 18]	☐ Boca Grande [Goal 19]	☐ Buckingham [Goal 20]
☐ Caloosahatchee Shores [Goal 21]	☐ Olga [Goal 22]	☐ Captiva [Goal 23]	☐ Greater Pine Island [Goal 24]
☐ Lehigh Acres [Goal 25]	☐ North Captiva [Goal 26]	☐ NE Lee County [Goal 27]	☐ Alva [Goal 28]
■ North Olga [Goal 29]	☐ North Fort Myers [Goal 30]	☐ Page Park [Goal 31]	☐ San Carlos Island [Goal 32]
☐ Southeast Lee County [Goal 33]	☐ Tice [Goal 34]		

Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario.

1. **Traffic Circulation Analysis**: Provide an analysis of the effect of the change on the Financially Feasible Transportation Plan/Map 3-A (20-year horizon) and on the Capital Improvements Element (5-year horizon).

2. **Provide an existing and future conditions analysis for the following (see Policy 95.1.3):**
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space
   e. Public Schools

Environmental Impacts

Provide an overall analysis of potential environmental impacts (positive and negative).

Historic Resources Impacts

Provide an overall analysis of potential historic impacts (positive and negative).

Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Lee Plan Table 1(b) and the total population capacity of the Lee Plan Future Land Use Map.
2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.
3. Describe how the proposal affects adjacent local governments and their comprehensive plans.
4. List State Policy Plan goals and policies, and Strategic Regional Policy Plan goals, strategies, actions and policies which are relevant to this plan amendment.

Justify the proposed amendment based upon sound planning principles

Support all conclusions made in this justification with adequate data and analysis.

SUBMITTAL REQUIREMENTS

Clearly label all submittal documents with the exhibit name indicated below.

MINIMUM SUBMITTAL ITEMS

■	Completed application (Exhibit – T1)
■	Filing Fee (Exhibit – T2)
■	Pre-Application Meeting (Exhibit – T3)
■	Proposed text changes (in strike through and underline format) (Exhibit – T4)
■	Analysis of impacts from proposed changes (Exhibit – T5)
■	Lee Plan Analysis (Exhibit – T6)
■	Environmental Impacts Analysis (Exhibit – T7)
■	Historic Resources Impacts Analysis (Exhibit – T8)
■	State Policy Plan Analysis (Exhibit – T9)
■	Strategic Regional Policy Plan Analysis (Exhibit – T10)

Property Owners List/Parcel IDs

STRAP	OWNER OF RECORD
024326L301CE21000	BABCOCK PROPERTY HOLDINGS LLC
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Additional Agents Form

ADDITIONAL AGENTS

Company Name:	Henderson Franklin Starnes & Holt, P.A.		
Contact Person:	Richard Akin, Esq.		
Address:	1715 Monroe Street		
City, State, Zip:	Babcock Ranch, FL 33982		
Phone Number:	941.235.6912	Email:	ewoods@kitsonpartners.com

Company Name:	David Plummer and Associates		
Contact Person:	Stephen Leung		
Address:	2149 McGregor Blvd #1		
City, State, Zip:	Bradenton, FL 34201		
Phone Number:	239.332.2614	Email:	stephen.leung@dplummer.com

Company Name:	Johnson Engineering		
Contact Person:	Laura Herrero		
Address:	2122 Johnson St		
City, State, Zip:	Fort Myers, FL 33901		
Phone Number:	239.334.0046	Email:	Lherrero@johnsoneng.com

Company Name:	Kimley-Horn		
Contact Person:	David Mercer, P.E.		
Address:	1514 Broadway, Suite 301		
City, State, Zip:	Fort Myers, FL 33901		
Phone Number:	239.673-2707	Email:	david.mercer@kimley-horn.com

Company Name:			
Contact Person:			
Address:			
City, State, Zip:			
Phone Number:		Email:	

Company Name:			
Contact Person:			
Address:			
City, State, Zip:			
Phone Number:		Email:	

Disclosure of Interest

DISCLOSURE OF INTEREST
AFFIDAVIT

BEFORE ME this day appeared Alfred P. Dougherty, Chief Operating Officer of Babcock Properties Holdings, LLC, who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at See attached and is the subject of an Application for zoning action (hereinafter the "Property").

2. That I am familiar with the legal ownership of the Property and have full knowledge of the names of all individuals that have an ownership interest in the Property or a legal entity owning an interest in the Property.

[OPTIONAL PROVISION IF APPLICANT IS CONTRACT PURCHASER: In addition, I am familiar with the individuals that have an ownership interest in the legal entity that is under contract to purchase the Property.]

3. That, unless otherwise specified in paragraph 6 below, no Lee County Employee, County Commissioner, or Hearing Examiner has an Ownership Interest in the Property or any legal entity (Corporation, Company, Partnership, Limited Partnership, Trust, etc.) that has an Ownership Interest in the Property or that has contracted to purchase the Property.

4. That the disclosure identified herein does not include any beneficial Ownership Interest that a Lee County Employee, County Commissioner, or Hearing Examiner may have in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, whose interest is for sale to the general public.

5. That, if the Ownership Interest in the Property changes and results in this affidavit no longer being accurate, the undersigned will file a supplemental Affidavit that identifies the name of any Lee County Employee, County Commissioner, or Hearing Examiner that subsequently acquires an interest in the Property.

6. Disclosure of Interest held by a Lee County Employee, County Commissioner, or Hearing Examiner.

Name and Address	Percentage of Ownership
N/A	

Under penalty of perjury, I declare that I have read the foregoing and the facts alleged are true to the best of my knowledge and belief.

Property Owner

Alfred P. Daugherty
Print Name
Chief Operating Officer of Babcock Property Holdings LLC

************NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA
COUNTY OF ~~LEE~~ Charlotte

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization, on December 11, 2023 (date) by Alfred P. Daugherty (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL

KAREN B. DOOMS
MY COMMISSION # HH 413183
EXPIRES: June 21, 2027

Signature of Notary Public
Karen B. Dooms

STRAP	Acres	OWNER OF RECORD
024326L301CE21000	382.79	BABCOCK PROPERTY HOLDINGS LLC
054326L101E250000	309.35	BABCOCK PROPERTY HOLDINGS LLC
064326L301D880000	5.64	BABCOCK PROPERTY HOLDINGS LLC
034326L401CE15000	43.38	BABCOCK PROPERTY HOLDINGS LLC
034326L201E280000	109.17	BABCOCK PROPERTY HOLDINGS LLC
064326L101CE10000	5.24	BABCOCK PROPERTY HOLDINGS LLC
074326L202E32B000	184.31	BABCOCK PROPERTY HOLDINGS LLC
074326L101CE50000	8.67	BABCOCK PROPERTY HOLDINGS LLC
064326L201E220000	121.09	BABCOCK PROPERTY HOLDINGS LLC
044326L401CE14000	1128.97	BABCOCK PROPERTY HOLDINGS LLC
064326L301CE10000	63.79	BABCOCK PROPERTY HOLDINGS LLC
074326L102E310000	185.23	BABCOCK PROPERTY HOLDINGS LLC
074326L401CE60000	16.34	BABCOCK PROPERTY HOLDINGS LLC
024326L201E300000	6.4	BABCOCK PROPERTY HOLDINGS LLC
064326L101D870000	9.36	BABCOCK PROPERTY HOLDINGS LLC
074326L301I680000	0.37	BABCOCK PROPERTY HOLDINGS LLC
034326L201CE19000	50.52	BABCOCK PROPERTY HOLDINGS LLC
074326L302E32C000	9.21	BABCOCK PROPERTY HOLDINGS LLC
064326L101CE30000	45.89	BABCOCK PROPERTY HOLDINGS LLC
034326L301CE18000	287.1	BABCOCK PROPERTY HOLDINGS LLC
054326L401D890000	5.35	BABCOCK PROPERTY HOLDINGS LLC
054326L101CE12000	15.17	BABCOCK PROPERTY HOLDINGS LLC
064326L101E210000	179.07	BABCOCK PROPERTY HOLDINGS LLC
064326L101CE20000	10.16	BABCOCK PROPERTY HOLDINGS LLC
054326L201CE11000	11.53	BABCOCK PROPERTY HOLDINGS LLC
064326L201A520000	29.83	BABCOCK PROPERTY HOLDINGS LLC
054326L101D910000	7.91	BABCOCK PROPERTY HOLDINGS LLC
024326L301E290000	156.49	BABCOCK PROPERTY HOLDINGS LLC
074326L401CE70000	27.1	BABCOCK PROPERTY HOLDINGS LLC
074326L301CE80000	131.38	BABCOCK PROPERTY HOLDINGS LLC
044326L401CE13000	25.03	BABCOCK PROPERTY HOLDINGS LLC
034326L401I670000	35.61	BABCOCK PROPERTY HOLDINGS LLC
034326L101E270000	140.39	BABCOCK PROPERTY HOLDINGS LLC
034326L301CE20000	57.08	BABCOCK PROPERTY HOLDINGS LLC
034326L401CE16000	35.4	BABCOCK PROPERTY HOLDINGS LLC
044326L101E260000	0.25	BABCOCK PROPERTY HOLDINGS LLC
054326L101D900000	5.92	BABCOCK PROPERTY HOLDINGS LLC

064326L401D860000	12.69	BABCOCK PROPERTY HOLDINGS LLC
034326L401CE17000	13.12	BABCOCK PROPERTY HOLDINGS LLC
074326L201CE90000	19.7	BABCOCK PROPERTY HOLDINGS LLC
024326L301CE22000	16.78	BABCOCK PROPERTY HOLDINGS LLC
074326L101CE40000	7.19	BABCOCK PROPERTY HOLDINGS LLC

DISCLOSURE OF INTEREST
AFFIDAVIT

BEFORE ME this day appeared Mike Hueniken, who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at Babcock Lee MPD – Terra Walk and is the subject of an Application for zoning action (hereinafter the "Property").

2. That I am familiar with the legal ownership of the Property and have full knowledge of the names of all individuals that have an ownership interest in the Property or a legal entity owning an interest in the Property.

[OPTIONAL PROVISION IF APPLICANT IS CONTRACT PURCHASER: In addition, I am familiar with the individuals that have an ownership interest in the legal entity that is under contract to purchase the Property.]

3. That, unless otherwise specified in paragraph 6 below, no Lee County Employee, County Commissioner, or Hearing Examiner has an Ownership Interest in the Property or any legal entity (Corporation, Company, Partnership, Limited Partnership, Trust, etc.) that has an Ownership Interest in the Property or that has contracted to purchase the Property.

4. That the disclosure identified herein does not include any beneficial Ownership Interest that a Lee County Employee, County Commissioner, or Hearing Examiner may have in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, whose interest is for sale to the general public.

5. That, if the Ownership Interest in the Property changes and results in this affidavit no longer being accurate, the undersigned will file a supplemental Affidavit that identifies the name of any Lee County Employee, County Commissioner, or Hearing Examiner that subsequently acquires an interest in the Property.

6. Disclosure of Interest held by a Lee County Employee, County Commissioner, or Hearing Examiner.

Name and Address	Percentage of Ownership
N/A	0%

Under penalty of perjury, I declare that I have read the foregoing and the facts alleged are true to the best of my knowledge and belief.

Pulte Home Company, LLC
Property Owner

Print Name: Mike Hueniken

************NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, on November 1, 2023 (date) by Mike Hueniken (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL

JESSICA K LINN
Notary Public-State of Florida
Commission # HH 211052
My Commission Expires
April 16, 2026

Signature of Notary Public

DISCLOSURE OF INTEREST
AFFIDAVIT

BEFORE ME this day appeared Cameron Crenshaw, who, being first duly sworn and deposed says:

1. That I am the record owner, or a legal representative of the record owner, of the property that is located at SR-31, North Fort Myers FL 33917 and is the subject of an Application for zoning action (hereinafter the "Property").

2. That I am familiar with the legal ownership of the Property and have full knowledge of the names of all individuals that have an ownership interest in the Property or a legal entity owning an interest in the Property.

[OPTIONAL PROVISION IF APPLICANT IS CONTRACT PURCHASER: In addition, I am familiar with the individuals that have an ownership interest in the legal entity that is under contract to purchase the Property.]

3. That, unless otherwise specified in paragraph 6 below, no Lee County Employee, County Commissioner, or Hearing Examiner has an Ownership Interest in the Property or any legal entity (Corporation, Company, Partnership, Limited Partnership, Trust, etc.) that has an Ownership Interest in the Property or that has contracted to purchase the Property.

4. That the disclosure identified herein does not include any beneficial Ownership Interest that a Lee County Employee, County Commissioner, or Hearing Examiner may have in any entity registered with the Federal Securities Exchange Commission or registered pursuant to Chapter 517, whose interest is for sale to the general public.

5. That, if the Ownership Interest in the Property changes and results in this affidavit no longer being accurate, the undersigned will file a supplemental Affidavit that identifies the name of any Lee County Employee, County Commissioner, or Hearing Examiner that subsequently acquires an interest in the Property.

6. Disclosure of Interest held by a Lee County Employee, County Commissioner, or Hearing Examiner.

Name and Address	Percentage of Ownership

Under penalty of perjury, I declare that I have read the foregoing and the facts alleged are true to the best of my knowledge and belief.

Cameron Crenshaw, as Corporate Real Estate Manager of Florida Power & Light Company

************NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA
COUNTY OF CHARLOTTE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, on 03·08·24 (date) by Cameron Crenshaw (name of person providing oath or affirmation), who is personally known to me or who has produced FL-DL (type of identification) as identification.

STAMP/SEAL

CELLINE WILLIAMS
MY COMMISSION # HH 361858
EXPIRES: February 13, 2027

Signature of Notary Public

EXHIBIT "A"

LEGAL DESCRIPTION

The land referred to herein is situated in the County of Lee, State of Florida, and is described as follows:

A tract or parcel of land lying in Section 7, Township 43 South, Range 26 East, Lee County Florida, being more particularly described as follows:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 7, TOWNSHIP 43 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA; THENCE S.00°19'49"W., ALONG THE WEST LINE OF SAID SECTION, A DISTANCE OF 525.08 FEET; THENCE N.90°00'00"E., DEPARTING SAID LINE, A DISTANCE OF 345.96 FEET TO THE **POINT OF BEGINNING;** THENCE S.89°40'11"E., A DISTANCE OF 190.00 FEET; THENCE N.00°19'49"E., A DISTANCE OF 197.50 FEET; THENCE S.89°40'11"E., A DISTANCE OF 570.00 FEET; THENCE S.00°19'49"W., A DISTANCE OF 520.00 FEET; THENCE N.89°40'11"W., A DISTANCE OF 570.00 FEET; THENCE N.00°19'49"E., A DISTANCE OF 197.50 FEET; THENCE N.89°40'11"W., A DISTANCE OF 190.00 FEET; THENCE N.00°19'49"E., A DISTANCE OF 125.00 FEET TO THE **POINT OF BEGINNING.**

BEARINGS HEREIN ABOVE MENTIONED ARE BASED ON STATE PLANE COORDINATES FOR THE FLORIDA WEST ZONE (1999 ADJUSTMENT) WHEREIN THE WEST LINE OF SECTION 7, TOWNSHIP 43 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA BEARS SOUTH 00°19'49" WEST.

Warranty Deeds

DOC. .70
REC 44.00
CERTIFIED 4.50
COPIES 15.00
64.20

V 23 Farr 3cc

AFTER RECORDING RETURN TO:

Ron Baskin, Esq.
Akerman Senterfitt
One SE Third Avenue, 28th Floor
Miami, Florida 33131

Folio Number: 0074893-000000-5 (multi-parcel)

SPECIAL WARRANTY DEED

This **Special Warranty Deed** made effective as of the 27th day of July, 2006 between **Babcock Florida Company**, a Florida corporation whose address is 2220 Palmer Street, Pittsburgh, PA 15218, ("Grantor"), and **Babcock Property Holdings, L.L.C.**, a Delaware limited liability company whose address is 9055 Ibis Boulevard, West Palm Beach, Florida, 33412, ("Grantee").

WITNESSETH THAT:

Grantor, for and in consideration of the sum of Ten and No/100 U.S. Dollars ($10.00), lawful money of the United States of America, to it in hand paid by the Grantee, at or before the ensealing and delivery of these presents, the receipt of which is hereby acknowledged, has granted, bargained, sold, alienated, remised, released, conveyed and confirmed and by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee and its/his/her heirs or successors and assignees forever, the following parcel of land (the "Land"), situate, lying and being in the Counties of Charlotte and Lee, State of Florida, and more particularly described as follows:

SEE **EXHIBIT "A"** ATTACHED HERETO

SUBJECT, HOWEVER, TO THE FOLLOWING:

1. Real property taxes and assessments for the year 2006 and for subsequent years.
2. Zoning and other regulatory laws and ordinances affecting the Land.
3. Easements, reservations, restrictions, rights of way, and other matters of record without intending by this reference to reimpose same.

TOGETHER with all and singular the tenements, hereditaments and appurtenances thereunto belonging or in any way appertaining.

TO HAVE AND TO HOLD the same in fee simple forever.

AND the Grantor hereby covenants with said Grantee that it is lawfully seized of the Land hereby conveyed in fee simple; that it has good right and lawful authority to sell and convey said Land; that it hereby specially warrants the title to said Land and will defend the same against the lawful claims of any persons claiming by, through or under the said Grantor, excepting from the foregoing warranties, the matters which may have been otherwise disclosed or agreed to in writing between Grantor and Grantee prior to the date hereof.

IN WITNESS WHEREOF, Grantor has caused these presents to be signed in its name by its proper officers, and its corporate seal to be affixed, the day and year first above written.

Signed, Sealed and Delivered
In the Presence of:

Print Name of Witness Below:
CARL P. STILLITANO

GRANTOR:

BABCOCK FLORIDA COMPANY, a Florida corporation

By: _____
Richard Cuda, President of
Babcock Florida Company

Print Name of Witness Below:
Ari M. Tenzer

STATE OF FLORIDA)
)ss:
COUNTY OF Miami-Dade)

The foregoing instrument was acknowledged before me this 27th day of July, 2006 by Richard Cuda, as President of Babcock Florida Company, a Florida corporation, who is personally known to me ~~or produced~~ _____ ~~as identification.~~

_____
Notary Public State of
My Commission Expires

EDWARD E. SAWYER
Notary Public - State of Florida
My Commission Expires Jun 17, 2009
Commission # DD 419451
Bonded By National Notary Assn.

EXHIBIT "A"

LEGAL DESCRIPTION

PARCEL 1 (Area 6):

CHARLOTTE COUNTY PARCEL:
A parcel of land lying within Sections 28, 29, 31 through 33, Township 41 South, Range 26 East, AND, Sections 4 through 10, Sections 15 through 17 and Sections 19 through 36, Township 42 South, Range 26 East, Charlotte County, Florida, being more particularly described as follows:

Commence at the Southwest corner of Section 31, Township 42 South, Range 26 East and run S89°41'45"E, along the South line of said Section 31, a distance of 350.01 feet to the Point of Beginning of the parcel of land herein described;
Thence along a line 300.00 feet East of, and parallel with, the East right-of-way line for State Road No. 31, the following courses and distances: N00°36'46"E a distance of 5336.09 feet, N00°26'10"E a distance of 5282.78 feet and N00°31'45"E a distance of 4197.65 feet; Thence S77°54'41"E a distance of 707.35 feet; Thence N81°38'00"E a distance of 5168.06 feet; Thence N82°12'01"E a distance of 711.51 feet; Thence N62°45'03"E a distance of 4638.50 feet; Thence N28°10'55"W a distance of 1272.65 feet; Thence N69°50'23"E a distance of 1104.32 feet; Thence S45°00'57"E a distance of 266.61 feet; Thence N71°59'01"E a distance of 448.55 feet; Thence N12°51'59"W a distance of 1862.42 feet; Thence N13°56'09"E a distance of 1953.99 feet; Thence N50°03'22"W a distance of 2565.68 feet; Thence S63°01'21"W a distance of 1215.04 feet; Thence N70°04'12"W a distance of 1843.56 feet; Thence N57°46'34"W a distance of 530.23 feet; Thence N24°01'11"W a distance of 975.16 feet; Thence N86°25'58"W a distance of 385.81 feet; Thence N38°10'48"W a distance of 551.49 feet; Thence S59°20'29"W a distance of 577.78 feet; Thence N73°15'18"W a distance of 661.18 feet; Thence N09°11'59"E a distance of 1325.91 feet; Thence N16°46'15"W a distance of 1740.31 feet; Thence N00°01'22"W a distance of 2084.14 feet; Thence N89°25'59"W a distance of 3804.51 feet to a point lying 300.00 feet East of the East right-of-way line for State Road No. 31; Thence along a line 300.00 feet East of, and parallel with, the East right-of-way line for State Road No. 31, the following courses and distances: N00°34'01"E a distance of 789.90 feet and N00°48'43"W a distance of 2979.88 feet; Thence N89°11'17"E a distance of 5661.25 feet; Thence N00°00'03"W a distance of 2799.47 feet; Thence N89°59'57"E a distance of 3566.96 feet; Thence S41°13'25"E a distance of 2825.30 feet; Thence S00°00'00"W a distance of 1967.31 feet; Thence S89°59'52"E a distance of 688.23 feet; Thence S00°00'29"E a distance of 324.64 feet; Thence S39°50'11"E a distance of 190.87 feet; Thence S00°00'03"E a distance of 1218.43 feet; Thence S89°51'42"E a distance of 67.91 feet; Thence S01°26'06"E a distance of 897.46 feet; Thence S74°19'19"E a distance of 1689.13 feet; Thence N79°06'55"E a distance of 475.22 feet; Thence S26°13'22"E a distance of 802.17 feet; Thence S19°47'08"E a distance of 527.22 feet; Thence S05°04'15"E a distance of 1832.85 feet; Thence S32°40'01"E a distance of 186.12 feet; Thence S13°05'30"W a distance of 201.97 feet; Thence S07°19'37"E a distance of 171.40 feet; Thence S42°54'55"E a distance of 643.22 feet; Thence S25°12'33"E a distance of 261.14 feet; Thence S00°28'20"W a distance of 674.54 feet; Thence S03°43'40"W a distance of 687.25 feet; Thence S08°01'21"E a distance of 493.34 feet; Thence S19°48'25"E a distance of 366.26 feet; Thence N78°50'16"E a distance of 687.98 feet; Thence S13°36'57"E a distance of 2507.44 feet; Thence S52°37'55"W a distance of 867.79 feet; Thence S21°59'06"E a distance of 1739.24 feet; Thence S55°42'26"W a distance of 195.73 feet; Thence S22°47'49"W a distance of 5491.07 feet; Thence S05°03'05"W a distance of 533.38 feet; Thence S20°54'51"E a distance of 336.88 feet; Thence S80°06'18"E a distance of 334.86 feet; Thence N89°59'33"E a distance of 307.21 feet; Thence N62°56'46"E a distance of 516.44 feet; Thence N52°01'16"E a distance of 818.38 feet; Thence S42°01'35"E a distance of 1162.99 feet; Thence S39°20'59"E a distance of 1779.24 feet; Thence S04°14'12"W a distance of 1329.65 feet; Thence

S51°39'36"E a distance of 782.57 feet; Thence N89°45'02"E a distance of 4154.67 feet; Thence N00°18'50"W a distance of 1309.98 feet; Thence S74°38'25"W a distance of 1635.76 feet; Thence N20°29'11"W a distance of 1376.98 feet; Thence N21°08'17"E a distance of 865.48 feet; Thence N69°00'57"E a distance of 1518.26 feet; Thence S49°18'31"E a distance of 2362.36 feet; Thence N72°42'44"E a distance of 1430.88 feet; Thence S70°02'41"E a distance of 1332.47 feet; Thence S30°17'33"E a distance of 1686.70 feet; Thence N83°12'47"E a distance of 1373.39 feet; Thence S66°40'38"E a distance of 200.63 feet; Thence S05°46'23"W a distance of 1058.61 feet; Thence S00°00'40"E a distance of 10185.99 feet to a point on the South line of Section 36, Township 42 South, Range 26 East; Thence N89°35'44"W a distance of 3430.81 feet to the Southwest corner of said Section 36; Thence N89°35'44"W a distance of 5294.84 feet to the Southeast corner of Section 34, Township 42 South, Range 26 East; Thence N89°35'44"W a distance of 5294.83 feet to the Southwest corner of said Section 34; Thence N89°37'16"W a distance of 5289.35 feet to the Southeast corner of Section 32, Township 42 South, Range 26 East; Thence N89°41'45"W a distance of 5306.31 feet to the Southwest corner of said Section 32; Thence N89°41'45"W, along the South line of Section 31, Township 42 South, Range 26 East, a distance of 4889.98 feet to the Point of Beginning.

Bearings hereinabove mentioned are based on the South line of Section 31, Township 42 South, Range 26 East to bear S89°41'45"E.

LEE COUNTY PARCEL:
A parcel of land lying within Sections 1 through 7 and Section 9, Township 43 South, Range 26 East, Lee County, Florida, being more particularly described as follows:

Commence at the Southwest corner of Section 31, Township 42 South, Range 26 East and run S89°41'45"E, along the South line of said Section 31, a distance of 350.01 feet to
the Point of Beginning of the parcel of land herein described; Thence continue S89°41'45"E a distance of 4889.98 feet to the Northeast corner of Section 6, Township 43 South, Range 26 East; Thence S89°41'45"E a distance of 5306.31 feet to the Northeast corner of Section 5, Township 43 South, Range 26 East; Thence S89°37'16"E a distance of 5289.35 feet to the Northeast corner of Section 4, Township 43 South, Range 26 East; Thence S89°35'44"E a distance of 5294.83 feet to the Northeast corner of Section 3, Township 43 South, Range 26 East; Thence S89°35'44"E a distance of 5294.84 feet to the Northeast corner of Section 2, Township 43 South, Range 26 East; Thence S89°35'44"E, along the North line of Section 1, Township 43 South, Range 26 East, a distance of 155.77 feet; Thence S09°58'52"W a distance of 4668.17 feet; Thence S04°10'14"W a distance of 283.53 feet; Thence S03°53'19"E a distance of 515.34 feet to a point on the South line of Section 2, Township 43 South, Range 26 East (said point being 558.43 feet West of the Southeast corner of said Section 2); Thence N88°38'22"W a distance of 2084.17 feet to the South one-quarter corner of said Section 2; Thence N88°38'42"W a distance of 2642.18 feet to the Southwest corner of said Section 2; Thence N89°51'49"W a distance of 5300.33 feet to the Southwest corner of Section 3, Township 43 South, Range 26 East; Thence N89°51'54"W a distance of 2650.21 feet to the South one-quarter corner of Section 4, Township 43 South, Range 26 East; Thence S00°23'25"W a distance of 1330.71 feet to the Southwest corner of the North one-half of the Northeast one-quarter of Section 9, Township 43 South, Range 26 East; Thence S06°02'41"E a distance of 1338.42 feet to a point on the North line of the Southeast one-quarter of said Section 9 (said point being 150.00 feet East of the Northwest corner of the Southeast one-quarter of said Section 9); Thence S00°22'58"W, parallel with and 150.00 feet East of the West line of the Southeast one-quarter of said Section 9, a distance of 2611.68 feet to a point on the North right-of-way line of County Road No. 78; Thence along said right-of-way line the following courses and distances, N89°54'54"W a distance of 150.27 feet and N89°54'44"W a distance of 2649.07 feet to a point on the West line of said Section 9; Thence N00°22'31"E a distance of 2612.14 feet to the West one-quarter corner of said Section 9; Thence N00°21'56"E a distance of 2663.25 feet to the Southeast corner of Section 5, Township 43 South, Range

26 East; Thence N89°52'00"W a distance of 2666.82 feet to the South one-quarter corner of said Section 5; Thence N89°50'47"W a distance of 2667.54 feet to the Southwest corner of said Section 5; Thence S00°23'16"W, along the East line of Section 7, Township 43 South, Range 26 East, a distance of 5294.24 feet to a point on the North right-of-way line of County Road No. 78; Thence Westerly along the curved right-of-way line, (said curve being curved concave to the North, having a delta angle of 00°53'52" and a radius of 11339.17 feet, with a chord bearing of N89°19'12"W and a chord length of 177.69 feet) a distance of 177.69 feet to the end of the curve; Thence N88°52'16"W, along said North right-of-way line, a distance of 4406.54 feet to the beginning of a curve to the right; Thence along the arc of the curved right-of-way line, (said curve being curved concave to the Northeast, having a delta angle of 24°26'20" and a radius of 522.96 feet, with a chord bearing of N76°39'06"W and a chord length of 221.39 feet) a distance of 223.07 feet to a point that is 300.00 feet East of the East right-of-way line of State Road No. 31; Thence
along a line 300.00 feet East of, and parallel with, the East right-of-way line for State Road No. 31, the following courses and distances, N00°19'49"E a distance of 5249.36 feet, N00°18'54"E a distance of 5312.90 feet and N00°36'46"E a distance of 0.97 feet to the Point of Beginning.

Bearings hereinabove mentioned are based on the North line of Section 6, Township 43 South, Range 26 East to bear S89°41'45"E.

PARCEL 2 (300' Strip):

The East 300.00 feet of the West 350.00 feet of Sections 6, 7, 18, 19, 30 and 31, Township 41 South, Range 26 East, Charlotte County, Florida.
AND,
The East 300.00 feet of the West 350.00 feet of Sections 6, 7, 18, 19, 30 and 31, Township 42 South, Range 26 East, Charlotte County, Florida.
AND,
The East 300.00 feet of the West 350.00 feet of Sections 6 and 7, Township 43 South, Range 26 East, Lee County, Florida.

Rec Fees: $44.00 Deed Doc: $105,000.00

Prepared by and return to:
Edward P. Canterbury, Esq.
HENDERSON, FRANKLIN, STARNES & HOLT, P.A.
1715 Monroe Street
Fort Myers, FL 33901
239-344-1100
File Number: **23040-111.1 EPC**

[Space Above This Line For Recording Data]

Special Warranty Deed

This Special Warranty Deed made this 8th day of **December, 2022** between **Babcock Property Holdings, L.L.C., a Delaware limited liability company** whose post office address is **42850 Crescent Loop - Suite 200, Babcock Ranch, FL 33982**, grantor, and **Pulte Home Company, LLC, a Michigan limited liability company** whose post office address is **24311 Walden Center Drive, Suite 300, Bonita Springs, FL 34134**, grantee:

(Whenever used herein the terms grantor and grantee include all the parties to this instrument and the heirs, legal representatives, and assigns of individuals, and the successors and assigns of corporations, trusts and trustees)

Witnesseth, that said grantor, for and in consideration of the sum TEN AND NO/100 DOLLARS ($10.00) and other good and valuable considerations to said grantor in hand paid by said grantee, the receipt whereof is hereby acknowledged, has granted, bargained, and sold to the said grantee, and grantee's heirs and assigns forever, the following described land, situate, lying and being in **Lee County, Florida**, to-wit:

See Attached Exhibit "A"

Parcel Identification Numbers: 07-43-26-L1-01E31.0000 and 07-43-26-L2-01E32.0000

This conveyance is subject to real estate taxes and assessments for 2023 and subsequent years; Babcock Ranch Community Independent Special District Assessments; zoning and use restrictions imposed by governmental authority; and restrictions, covenants, easements, reservations and limitations of record, if any.

Together with all the tenements, hereditaments and appurtenances thereto belonging or in anywise appertaining.

To Have and to Hold, the same in fee simple forever.

And the grantor hereby covenants with said grantee that the grantor is lawfully seized of said land in fee simple; that the grantor has good right and lawful authority to sell and convey said land; that the grantor hereby fully warrants the title to said land and will defend the same against the lawful claims of all persons claiming by, through or under grantor.

In Witness Whereof, grantor has hereunto set grantor's hand and seal the day and year first above written.

Signed, sealed and delivered in our presence:

Witness Name: Sheila Nicoloff

Witness Name: Kathleen E. Valentine

Babcock Property Holdings, L.L.C., a Delaware limited liability company

By: _____

Print Name: Alfred P. Dougherty

Its: COO

State of Florida
County of Charlotte

The foregoing instrument was acknowledged before me by means of [✓] physical presence or [ ] online notarization, this 8th day of December, 2022, by Alfred P. Dougherty in his / her capacity as COO of Babcock Property Holdings, L.L.C., who [✓] is personally known or [ ] has produced a driver's license as identification.

[Notary Seal]

Notary Public

Printed Name: Kathleen Ellen Valentine

My Commission Expires: 9/28/2024

KATHLEEN ELLEN VALENTINE
MY COMMISSION # HH 024852
EXPIRES: September 28, 2024
Bonded Thru Notary Public Underwriters

Exhibit A

PARCEL 1:

TAKEDOWN (NORTH):

Being a portion of Tract E-32, Babcock Ranch Community Lee County Phase 1, according to the plat thereof recorded as Instrument Number 2022000234859 of the public records of Lee County, Florida, being more particularly described as follows:

BEGINNING at the northeast corner of Tract E-32, Babcock Ranch Community Lee County Phase 1, according to the plat thereof recorded as Instrument Number 2022000234859 of the public records of Lee County, Florida; thence run the following Sixteen (16) courses along the boundary of said Tract E-31; Course No. 1: South 01°28'40" West, 41.30 feet; Course No. 2: South 38°59'48" East, 303.49 feet; Course No. 3: South 64°57'16" East, 363.21 feet; Course No. 4: South 61°10'07" East, 146.56 feet; Course No. 5: South 52°22'03" East, 330.58 feet; Course No. 6: South 54°51'30" East, 288.56 feet; Course No. 7: South 72°39'18" East, 185.17 feet; Course No. 8: North 87°25'06" East, 490.25 feet; Course No. 9: South 73°53'09" East, 245.31 feet; Course No. 10: South 51°21'59" East, 370.75 feet; Course No. 11: South 59°47'07" East, 340.61 feet; Course No. 12: South 64°55'14" East, 322.42 feet; Course No. 13: South 38°18'20" East, 112.17 feet; Course No. 14: South 05°55'40" East, 246.86 feet; Course No. 15: South 12°17'52" East, 679.09 feet; Course No. 16: South 00°23'16" West, 1,356.88 feet; thence South 83°25'18" West, a distance of 331.19 feet; thence North 82°22'54" West, a distance of 226.98 feet; thence South 88°31'29" West, a distance of 32.39 feet to a point on a non-tangential curve; thence westerly, 100.80 feet along the arc of a circular curve, concave northerly, having a radius of 50.00 feet, through a central angle of 115°30'37" and being subtended by a chord that bears South 84°36'15" West, 84.58 feet to a point of reverse curvature; thence northwesterly, 243.57 feet along the arc of a circular curve, concave southwesterly, having a radius of 565.00 feet, through a central angle of 24°41'59" and being subtended by a chord that bears North 49°59'26" West, 241.69 feet; thence North 62°20'26" West, a distance of 165.92 feet; thence North 67°49'54" West, a distance of 28.42 feet; thence South 25°59'18" West, a distance of 112.94 feet to a point on a non-tangential curve; thence southerly, 4.40 feet along the arc of a circular curve, concave easterly, having a radius of 25.00 feet, through a central angle of 10°04'45" and being subtended by a chord that bears South 21°13'21" West, 4.39 feet; thence South 21°13'21" West, a distance of 34.18 feet; thence South 22°49'48" West, a distance of 22.14 feet; thence South 36°49'01" West, a distance of 32.13 feet to a point on a non-tangential curve; thence southwesterly, 6.77 feet along the arc of a circular curve, concave southeasterly, having a radius of 25.00 feet, through a central angle of 15°31'10" and being subtended by a chord that bears South 36°49'01" West, 6.75 feet; thence South 29°17'35" West, a distance of 16.68 feet to a point on a non-tangential curve; thence southwesterly, 90.30 feet along the arc of a circular curve, concave northwesterly, having a radius of 2,025.00 feet, through a central angle of 02°33'18" and being subtended by a chord that bears South 30°48'24" West, 90.29 feet to a point of reverse curvature; thence southwesterly, 72.57 feet along the arc of a circular curve, concave southeasterly, having a radius of 1,175.00 feet, through a central angle of 03°32'20" and being subtended by a chord that bears South 30°18'53" West, 72.56 feet; thence North 38°58'25" West, a distance of 75.40 feet; thence North 63°24'23" West, a distance of 140.21 feet to a point on a non-tangential curve; thence southwesterly, 170.11 feet along the arc of a circular curve, concave southeasterly, having a radius of 1,385.00 feet, through a central angle of 07°02'13" and being subtended by a chord that bears South 26°01'19" West, 170.00 feet; thence South 22°30'12" West, a distance of 187.69 feet to a point of curvature; thence westerly, 89.24 feet along the arc of a circular curve, concave northerly, having a radius of 50.00 feet, through a central angle of 102°15'24" and being subtended by a chord that bears South 73°37'54" West, 77.86 feet to a point of reverse curvature; thence northwesterly, 275.24 feet along the arc of a circular curve, concave southwesterly, having a radius of 1,165.00 feet, through a central angle of 13°32'12" and being subtended by a chord that bears North 62°00'30" West, 274.61 feet to a point of reverse curvature; thence northwesterly, 351.31 feet along the arc of a circular curve, concave northeasterly, having a radius of 735.00 feet, through a central angle of 27°23'10" and being subtended by a chord that bears North 55°05'01" West, 347.98 feet to a point of compound curvature; thence northerly, 84.07 feet along the arc of a circular curve, concave easterly, having a radius of 50.00 feet, through a central angle of 96°20'27" and being subtended by a chord that bears North 06°46'47" East, 74.51 feet to a point of reverse curvature; thence northeasterly, 307.63 feet along the arc of a circular curve, concave northwesterly, having a radius of 1,015.00 feet, through a central angle of 17°21'55" and being subtended by a chord that bears North 46°16'03" East, 306.45 feet; thence North 52°24'54" West, a distance of 140.00 feet; thence North 85°47'16" West, a distance of 60.68 feet; thence North 50°05'46" West, a distance of 140.00 feet to a point on a non-tangential curve; thence southwesterly, 597.69 feet along the arc of a circular curve, concave northwesterly, having a radius of 685.00 feet, through a central angle of 49°59'34" and being subtended by a chord that bears South 64°54'00" West, 578.91 feet to a point of compound curvature; thence northwesterly, 84.46 feet along the arc of a circular curve, concave northeasterly, having a radius of 50.00 feet, through a central angle of

Exhibit A
(Continued)

96°47'22" and being subtended by a chord that bears North 41°42'32" West, 74.77 feet to a point of compound curvature; thence northerly, 203.89 feet along the arc of a circular curve, concave easterly, having a radius of 2,010.00 feet, through a central angle of 05°48'43" and being subtended by a chord that bears North 09°35'31" East, 203.80 feet to a point of reverse curvature; thence northerly, 224.84 feet along the arc of a circular curve, concave westerly, having a radius of 690.00 feet, through a central angle of 18°40'13" and being subtended by a chord that bears North 03°09'46" East, 223.85 feet to a point of reverse curvature; thence northerly, 23.80 feet along the arc of a circular curve, concave easterly, having a radius of 50.00 feet, through a central angle of 27°16'03" and being subtended by a chord that bears North 07°27'41" East, 23.57 feet; thence North 68°54'18" West, a distance of 12.55 feet; thence South 81°25'48" West, a distance of 140.00 feet; thence North 87°57'17" West, a distance of 98.45 feet to a point on a non-tangential curve; thence westerly, 317.13 feet along the arc of a circular curve, concave northerly, having a radius of 1,170.00 feet, through a central angle of 15°31'48" and being subtended by a chord that bears North 86°06'30" West, 316.16 feet to a point of reverse curvature; thence westerly, 281.94 feet along the arc of a circular curve, concave southerly, having a radius of 830.00 feet, through a central angle of 19°27'46" and being subtended by a chord that bears North 88°04'30" West, 280.59 feet to a point of reverse curvature; thence westerly, 96.33 feet along the arc of a circular curve, concave northerly, having a radius of 420.00 feet, through a central angle of 13°08'27" and being subtended by a chord that bears South 88°45'51" West, 96.12 feet to a point of reverse curvature; thence westerly, 79.65 feet along the arc of a circular curve, concave southerly, having a radius of 200.00 feet, through a central angle of 22°49'03" and being subtended by a chord that bears South 83°55'33" West, 79.12 feet to a point of reverse curvature; thence westerly, 47.57 feet along the arc of a circular curve, concave northerly, having a radius of 205.00 feet, through a central angle of 13°17'40" and being subtended by a chord that bears South 79°09'51" West, 47.46 feet; thence South 04°04'10" East, a distance of 154.31 feet; thence South 87°49'53" West, a distance of 118.17 feet to a point on the boundary of aforesaid Tract E-32; thence run the following Fifteen (15) courses along the boundary of said Tract E-32; Course No. 1: North 46°25'02" West, 108.01 feet; Course No. 2: North 69°51'36" West, 43.86 feet; Course No. 3: South 00°19'49" West, 35.69 feet; Course No. 4: North 89°40'15" West, 41.00 feet; Course No. 5: North 00°19'49" East, 520.00 feet; Course No. 6: South 89°40'15" East, 41.00 feet; Course No. 7: South 00°19'49" West, 147.22 feet; Course No. 8: North 76°47'55" East, 374.18 feet; Course No. 9: North 05°28'43" West, 227.42 feet; Course No. 10: North 04°09'20" East, 92.19 feet; Course No. 11: North 00°54'52" West, 150.54 feet; Course No. 12: North 09°55'46" East, 236.74 feet; Course No. 13: North 50°46'57" East, 205.06 feet; Course No. 14: North 01°28'36" East, 1,976.07 feet to a point on a non-tangential curve; Course No. 15: easterly, 249.54 feet along the arc of a circular curve, concave northerly, having a radius of 3,047.15 feet, through a central angle of 04°41'32" and being subtended by a chord that bears South 89°18'56" East, 249.47 feet to the POINT OF BEGINNING.

PARCEL 2:

ROAD SEGMENT "A":

Being a portion of Tract E-31, Babcock Ranch Community Lee County Phase 1, according to the plat thereof recorded as Instrument Number 2022000234859 of the public records of Lee County, Florida, being more particularly described as follows:
COMMENCE at the northeast corner of Tract E-31, Babcock Ranch Community Lee County Phase 1, according to the plat thereof recorded as Instrument Number 2022000234859 of the public records of Lee County, Florida; thence run the following Three (3) courses along the boundary of said Tract E-31; Course No. 1: South 01°28'36" West, 1,966.67 feet to the POINT OF BEGINNING of the parcel of land herein described; Course No. 2: continue South 01°28'36" West, 9.41 feet; Course No. 3: South 50°46'57" West, 67.04 feet to a point on a non-tangential curve; thence westerly, 233.74 feet along the arc of a circular curve, concave southerly, having a radius of 525.00 feet, through a central angle of 25°30'35" and being subtended by a chord that bears South 72°30'43" West, 231.82 feet to a point of reverse curvature; thence westerly, 460.11 feet along the arc of a circular curve, concave northerly, having a radius of 375.00 feet, through a central angle of 70°18'01" and being subtended by a chord that bears North 85°05'34" West, 431.79 feet to a point of reverse curvature; thence northwesterly, 63.47 feet along the arc of a circular curve, concave southwesterly, having a radius of 236.00 feet, through a central angle of 15°24'37" and being subtended by a chord that bears North 57°38'52" West, 63.28 feet to a point of reverse curvature; thence northwesterly, 96.85 feet along the arc of a circular curve, concave northeasterly, having a radius of 169.00 feet, through a central angle of 32°50'04" and being subtended by a chord that bears North 48°56'09" West, 95.53 feet; thence North 32°31'07" West, a distance of 3.34 feet to a point of curvature; thence northerly, 109.08 feet along the arc of a circular curve, concave easterly, having a radius of 219.00 feet, through a central angle of 28°32'21" and being subtended by a chord

Exhibit A
(Continued)

that bears North 18°14'56" West, 107.96 feet to a point of reverse curvature; thence northerly, 39.75 feet along the arc of a circular curve, concave westerly, having a radius of 86.00 feet, through a central angle of 26°28'48" and being subtended by a chord that bears North 17°13'10" West, 39.39 feet to a point of reverse curvature; thence northwesterly, 45.90 feet along the arc of a circular curve, concave northeasterly, having a radius of 525.00 feet, through a central angle of 05°00'32" and being subtended by a chord that bears North 27°57'18" West, 45.88 feet; thence North 68°36'10" East, a distance of 54.27 feet to a point on a non-tangential curve; thence southerly, 14.50 feet along the arc of a circular curve, concave easterly, having a radius of 25.00 feet, through a central angle of 33°13'43" and being subtended by a chord that bears South 10°00'51" East, 14.30 feet to a point on a non-tangential curve; thence southeasterly, 27.83 feet along the arc of a circular curve, concave northeasterly, having a radius of 465.29 feet, through a central angle of 03°25'36" and being subtended by a chord that bears South 29°14'48" East, 27.82 feet to a point on a non-tangential curve; thence southeasterly, 25.33 feet along the arc of a circular curve, concave northeasterly, having a radius of 85.31 feet, through a central angle of 17°00'43" and being subtended by a chord that bears South 39°22'22" East, 25.24 feet to a point on a non-tangential curve; thence southeasterly, 43.77 feet along the arc of a circular curve, concave southwesterly, having a radius of 164.00 feet, through a central angle of 15°17'29" and being subtended by a chord that bears South 40°09'52" East, 43.64 feet; thence South 32°31'07" East, a distance of 109.51 feet to a point of curvature; thence southeasterly, 16.85 feet along the arc of a circular curve, concave northeasterly, having a radius of 236.00 feet, through a central angle of 04°05'28" and being subtended by a chord that bears South 34°33'51" East, 16.85 feet; thence South 36°36'35" East, a distance of 62.83 feet to a point of curvature; thence southeasterly, 42.46 feet along the arc of a circular curve, concave northeasterly, having a radius of 136.00 feet, through a central angle of 17°53'20" and being subtended by a chord that bears South 45°33'15" East, 42.29 feet to a point of compound curvature; thence easterly, 372.92 feet along the arc of a circular curve, concave northerly, having a radius of 325.00 feet, through a central angle of 65°44'40" and being subtended by a chord that bears South 87°22'14" East, 352.80 feet to a point of reverse curvature; thence easterly, 303.51 feet along the arc of a circular curve, concave southerly, having a radius of 575.00 feet, through a central angle of 30°14'34" and being subtended by a chord that bears North 74°52'43" East, 300.00 feet; thence North 90°00'00" East, a distance of 8.86 feet to the POINT OF BEGINNING.

INSTR. # 2021000402599, Doc Type D, Pages 7, Recorded 12/8/2021 at 12:55 PM, Deputy Clerk ATAFOYA ERECORD
Rec Fees: $61.00 Deed Doc: $0.70

THIS INSTRUMENT PREPARED BY:
Edward P. Canterbury, ESQ.
P.O. Box 280
Fort Myers, FL 33902-0280

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, is made this 1st day of December, 2021, by **BABCOCK PROPERTY HOLDINGS, L.L.C.**, a Delaware limited liability company, having its mailing address at 42850 Crescent Loop, Suite 200, Babcock Ranch, Florida 33982, ("**Grantor**"), and **FLORIDA POWER & LIGHT COMPANY**, a Florida corporation, having its mailing address at 700 Universe Boulevard, Juno Beach, Florida 33408 ("**Grantee**").

WITNESSETH

That Grantor, in consideration of the sum of TEN DOLLARS ($10.00) to it paid by Grantee, the receipt and sufficiency of which is hereby acknowledged, does hereby grant, sell and convey to Grantee, its successors and assigns forever, all of that certain land situated in Lee County, Florida, and more particularly described as follows:

> See **Exhibit "A"** attached hereto and by this reference expressly made a part hereof (the "**Land**").

TOGETHER WITH all tenements, hereditaments, and appurtenances thereto belonging or in anywise appertaining.

SUBJECT TO taxes for the year 2022 and subsequent years, to zoning restrictions and other requirements imposed by governmental authority, and to easements, conditions, reservations, restrictions and limitations of record.

FURTHER SUBJECT TO the Restrictive Covenants set forth in **Exhibit "B"** attached hereto and incorporated herein by reference.

RESERVING TO Grantor, its successors and assigns, a perpetual, non-exclusive, drainage easement on, over, across and through the Land, all as more particularly described in **Exhibit "B"** attached hereto and incorporated herein by this reference.

AND Grantor hereby covenants with said Grantee that it is lawfully seized of the Land hereby conveyed in fee simple; that it has good right and lawful authority to sell and convey said Land; that it hereby warrants the title to said Land and will defend the same against the lawful claims of any persons claiming by, through or under the said Grantor but against no other.

IN WITNESS WHEREOF, Grantor has caused its corporate seal to be affixed hereto, and this instrument to be signed by its duly authorized officer on the date first above written.

GRANTOR:

BABCOCK PROPERTY HOLDINGS, L.L.C., a Delaware limited liability company

By: _____
Print Name: John Broderick
Its: Vice-President

Signed, sealed and delivered in the presence of:

_____
Signature of Witness
BILL R MOORE
Printed Name of Witness

Kathleen E Valentine
Signature of Witness
Kathleen E. Valentine
Printed Name of Witness

STATE OF FLORIDA)
) ss:
COUNTY OF Charlotte)

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 1st day of December, 2021 by John Broderick of, **BABCOCK PROPERTY HOLDINGS, L.L.C.**, a Delaware limited liability company, who [X] is personally known to me or who [ ] provided _____ as identification, and acknowledged that she/he executed the same on behalf of said limited liability company and that she/he was duly authorized so to do.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission Expires:

Kathleen Ellen Valentine
Notary Public

Doc# - 2472460

KATHLEEN ELLEN VALENTINE
MY COMMISSION # HH 024852
EXPIRES: September 28, 2024
Bonded Thru Notary Public Underwriters

EXHIBIT "A"

LEGAL DESCRIPTION

The land referred to herein is situated in the County of Lee, State of Florida, and is described as follows:

A tract or parcel of land lying in Section 7, Township 43 South, Range 26 East, Lee County Florida, being more particularly described as follows:

COMMENCING AT THE NORTHWEST CORNER OF SECTION 7, TOWNSHIP 43 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA; THENCE S.00°19'49"W., ALONG THE WEST LINE OF SAID SECTION, A DISTANCE OF 525.08 FEET; THENCE N.90°00'00"E., DEPARTING SAID LINE, A DISTANCE OF 345.96 **FEET TO THE POINT OF BEGINNING;** THENCE S.89°40'11"E., A DISTANCE OF 190.00 FEET; THENCE N.00°19'49"E., A DISTANCE OF 197.50 FEET; THENCE S.89°40'11"E., A DISTANCE OF 570.00 FEET; THENCE S.00°19'49"W., A DISTANCE OF 520.00 FEET; THENCE N.89°40'11"W., A DISTANCE OF 570.00 FEET; THENCE N.00°19'49"E., A DISTANCE OF 197.50 FEET; THENCE N.89°40'11"W., A DISTANCE OF 190.00 FEET; THENCE N.00°19'49"E., A DISTANCE OF 125.00 FEET TO THE **POINT OF BEGINNING.**

BEARINGS HEREIN ABOVE MENTIONED ARE BASED ON STATE PLANE COORDINATES FOR THE FLORIDA WEST ZONE (1999 ADJUSTMENT) WHEREIN THE WEST LINE OF SECTION 7, TOWNSHIP 43 SOUTH, RANGE 26 EAST, LEE COUNTY, FLORIDA BEARS SOUTH 00°19'49" WEST.

Exhibit B to Deed
(Restrictive Covenants and Reserved Easements)

In consideration of the conveyance made in the Deed to which these restrictive covenants (the "**Restrictive Covenants**") are attached, Grantor hereby establishes, declares and prescribes that the Land shall be owned, held, transferred and conveyed subject to these Restrictive Covenants, which shall apply to and be covenants running with the Land; Grantee, its successors and assignees, and every owner, present or future of the Land or any part thereof, including any purchaser at a judicial sale (by acceptance of a deed therefor, whether or not it shall be so expressed in such deed of conveyance) hereby covenants and agrees to covenant, to comply with, abide and be bound by the following Restrictive Covenants:

1. The Land may be used only for an electrical substation and related appurtenances on the Land (the "**Substation Facility**"); provided, however, that the foregoing use restriction shall not be deemed to be a representation or warranty from Grantor that the Land may be used or developed for such uses.

2. These restrictions shall be enforceable by all available legal and equitable means by Grantor, its successors and such of its assignees to which Grantor specifically assigns its rights hereunder in a written instrument.

3. Violation or breach of any restriction, covenant, condition, obligation, reservation, right, power or charge herein set forth shall give the affected party, in addition to all other remedies, the right to proceed at law or in equity to compel compliance with the terms of such violated or breached covenant, condition, obligation, reservation, right, power or charge, and to prevent the violation or breach thereof; and the expenses of such litigation (inclusive of any such expenses incurred at all appellate levels), including, without limitation, reasonable attorneys' and paralegals' fees, shall be borne by the party losing such litigation.

4. Grantee agrees that in the event Grantor applies for or requests a special use, variance or other zoning changes with respect to any portion of the project that Grantor is developing adjacent to the Land, Grantee will raise no objection to such application provided that such application does not materially affect Buyer's use of the Property as a substation and for access to Buyer's transmission facilities.

5. Grantor and Grantee agree that they shall use reasonable efforts to coordinate any controlled burning and habitat management on property immediately adjacent to the Land that is owned by Grantor or its successors and/or assigns, from time to time, in order to minimize interference with Grantee's construction and/or operation of the Substation Facility.

6. Grantee agrees that any construction or alteration of the substation exterior wall, landscaping, buffering, and lighting (subject to the requirements of the National Electrical Safety Code), shall be subject to Grantor's prior written approval, subject to the "material" and "adverse" impact criteria of Subsection 7 below.

7. Grantor and Grantee each agree, with advance notice to and coordination with the other party, that each shall not unreasonably withhold its consent to matters reasonably requested by the other party in order to facilitate, or otherwise in connection with, the development of the requesting party's adjacent or nearby property, including the Substation Facility and the development known as the "Babcock Ranch Community". For the purposes of this immediately preceding sentence, if the request does not have a material and adverse impact on the use or operations, or on the cost of the use or operations, of such party, then failure to give consent shall be presumed to be unreasonable. In addition to the foregoing, Grantee agrees, following advance written notice from and coordination with Grantor, to consent to the imposition of covenants, conditions and restrictions on the Land and Drainage Easement as part of the master governance program within the Babcock Ranch Community, including those in connection with the Babcock Ranch Community Independent Special District, provided that such covenants, conditions and restrictions shall only impose (i) assessments against the Land and Grantee (as the owner thereof) for the construction, maintenance and operation of (x) the master drainage system within the Babcock Ranch Community, and (y) the road system within the Babcock Ranch Community, but only to the extent Buyer uses said road system to access the Property, or any replacement thereof, and only to the extent of Grantee's proportionate use of and/or impact upon the matters described in clauses (x) and (y) above as reasonably determined by Grantor and Grantee - it being agreed that Grantee shall be solely responsible for any conditions that may be imposed in approvals and permits for the Property that may apply to the Land and Drainage Easement and/or for any mitigation or conditions which require the constructions/installation of any improvements outside the boundaries of the Land and Drainage Easement relating to the development of the substation; and (ii) restrictions limiting the use of the Land to a Substation Facility . The Parties shall promptly execute the documents and/or consents with respect to matters consented to under this Paragraph 6, the forms of which shall be reasonably acceptable to the Parties.

8. Grantor reserves, and Grantee grants to Grantor, a limited right to repurchase the Land ("Repurchase Right") (including receiving a release of the Drainage Easement) if, but only if, Grantee has failed, within a period of sixty (60) months after the Closing to complete construction and commence operation on the Land of the Substation Facility. The Repurchase Right will automatically terminate and be of no further force and effect in the event of completion of construction and commencement of operation of a Substation Facility on the Land within sixty (60) months after the Closing. In the event the Repurchase Right is terminated then, at Grantee's request, Grantor will provide to Grantee, within thirty (30) days following Grantee's written request, a release of the Repurchase Rights in recordable form that is satisfactory to Grantor and Grantee. In the event Grantee fails to construct and commence operation of the Substation Facility and appurtenant facilities on the Property within sixty (60) months after the Closing and Grantor does not either extend the deadline for completion or waive its Repurchase Right by written notice to Grantee prior to the end of the sixtieth (60th) month after the Closing, then Grantee shall convey the Land to Grantor by a special warranty deed in exchange for Ten Dollars ($10.00) on the last day of such sixtieth (60th) month. The Land shall be conveyed to Grantor free of all liens, encumbrances, covenants, conditions, restrictions, easements, or rights-of-

way that Grantee may have created as the owner of the Property and will not include electrical equipment and structures located on the Substation Facility and/or any other improvements related to the operation of the Substation Facility in or on the Land, no matter how affixed, which Substation Facility improvements shall remain the personal property of Grantee and shall be removed by Grantee within twelve (12) months after Grantor exercises or is deemed to have exercised the Repurchase Right. The foregoing notwithstanding, Grantee shall not remove any roadways, drainage structures or fencing located on the Land.

9. Grantee acknowledges that the subject Land is within the service area for the Babcock Ranch Community Independent Special District ("BRCISD"). Grantee shall utilize BRCISD for all sewer, potable water, and irrigation quality water service for the Land at such time as utility connections become available at the boundary of the Land. Grantee agrees to pay all standard fees and charges in order to connect to the utility services.

10. The term of these Restrictive Covenants shall be fifty (50) years. Grantor shall have the unilateral right to rerecord these covenants to prevent extinguishment of the Covenants by the Marketable Record Title Act (Chapter 712, Florida Statutes [2014]).

11. Grantor hereby reserves and Grantee hereby acknowledges that Grantor shall have a perpetual, non-exclusive drainage easement on, over, under and through the Land as reasonably necessary for Grantor to connect drainage facilities to Grantor's drainage system, and to construct, maintain and repair same.

GRANTEE HEREBY JOINS INTO AND AGREES TO BE BOUND BY THE TERMS AND CONDITIONS OF THESE RESTRICTIVE COVENANTS:

Signed, sealed and delivered in the presence of:

Signature of Witness

Elena Marc

Printed Name of Witness

Signature of Witness

Sara S. Sibson

Printed Name of Witness

FLORIDA POWER & LIGHT COMPANY, a Florida corporation

By: _____

Print Name: Dean J. Girard

Its: Director Corp. Real Estate Services

STATE OF FLORIDA)
) ss:
COUNTY OF Palm Beach)

The foregoing instrument was acknowledged before me by means of [X] physical presence or [ ] online notarization, this 16th day of December, 2021 by Dean J. Girard of, **FLORIDA POWER & LIGHT COMPANY,** a Florida corporation, who [X] is personally known to me or who [ ] provided _____ as identification, and acknowledged that she/he executed the same on behalf of said corporation and that she/he was duly authorized so to do.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

My Commission Expires:

_____
Notary Public

SARA S SIBSON
Notary Public - State of Florida
Commission # GG 272126
My Comm. Expires Jan 31, 2023
Bonded through National Notary Assn.

Affidavit of Authorization

AFFIDAVIT OF AUTHORIZATION

APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE

I, Alfred P. Dougherty (name), as Chief Operating Officer (owner/title) of Babcock Property Holdings, LLC (company/property), swear or affirm under oath, that I am the owner or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

Notes:

- *If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.*
- *If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.)., then the documents should typically be signed by the Company's "Managing Member."*
- *If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.*
- *If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.*
- *If the applicant is a trustee, then they must include their title of "trustee."*
- *In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.*

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.

Alfred P. Dougherty
Signature

12/11/23
Date

Chief Operating Officer of Babcock Property Holdings, LLC

**************NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS**************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA
COUNTY OF ~~LEE~~ Charlotte

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization, this 11th day of December, 2023, by Alfred P. Dougherty (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL

KAREN B. DOOMS
MY COMMISSION # HH 413183
EXPIRES: June 21, 2027

Karen B. Dooms
Signature of Notary Public
Karen B. Dooms

AFFIDAVIT OF AUTHORIZATION

APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE

I, Mike Hueniken (name), as Authorized Agent (owner/title) of Pulte Home Company, LLC (company/property), swear or affirm under oath, that I am the owner or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

Notes:

- *If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.*
- *If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.)., then the documents should typically be signed by the Company's "Managing Member."*
- *If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.*
- *If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.*
- *If the applicant is a trustee, then they must include their title of "trustee."*
- *In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.*

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.

Michael Hueniken

Signature

11/01/2023

Date

**************NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS**************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 1st day of November, 2023, by Mike Hueniken (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

STAMP/SEAL

JESSICA K LINN
Notary Public-State of Florida
Commission # HH 211052
My Commission Expires
April 16, 2026

Signature of Notary Public

AFFIDAVIT OF AUTHORIZATION

APPLICATION IS SIGNED BY INDIVIDUAL OWNER, APPLICANT, CORPORATION, LIMITED LIABILITY COMPANY (L.L.C.), LIMITED COMPANY (L.C.), PARTNERSHIP, LIMITED PARTNERSHIP, OR TRUSTEE

I, Cameron Crenshaw (name), as Corporate Real Estate Manager (owner/title) of Florida Power & Light Company (company/property), swear or affirm under oath, that I am the owner or the authorized representative of the owner(s) of the property and that:

1. I have full authority to secure the approval(s) requested and to impose covenants and restrictions on the referenced property as a result of any action approved by the County in accordance with this application and the Land Development Code;
2. All answers to the questions in this application and any sketches, data or other supplementary matter attached hereto and made a part of this application are honest and true;
3. I have authorized the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made thru this application; and that
4. The property will not be transferred, conveyed, sold or subdivided unencumbered by the conditions and restrictions imposed by the approved action.

Notes:

- *If the applicant is a corporation, then it is usually executed by the corp. pres. or v. pres.*
- *If the applicant is a Limited Liability Company (L.L.C.) or Limited Company (L.C.)., then the documents should typically be signed by the Company's "Managing Member."*
- *If the applicant is a partnership, then typically a partner can sign on behalf of the partnership.*
- *If the applicant is a limited partnership, then the general partner must sign and be identified as the "general partner" of the named partnership.*
- *If the applicant is a trustee, then they must include their title of "trustee."*
- *In each instance, first determine the applicant's status, e.g., individual, corporate, trust, partnership, estate, etc., and then use the appropriate format for that ownership.*

Under penalties of perjury, I declare that I have read the foregoing Affidavit of Authorization and that the facts stated in it are true.

Signature 8 March 2024 **Date**

**************NOTE: NOTARY PUBLIC IS NOT REQUIRED FOR ADMINISTRATIVE APPROVALS**************
ALL OTHER APPLICATION TYPES MUST BE NOTARIZED

STATE OF FLORIDA
COUNTY OF CHARLOTTE

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 8th day of March, 20 24, by Cameron Crenshaw (name of person providing oath or affirmation), who is personally known to me or who has produced FL-DL (type of identification) as identification.

STAMP/SEAL

CELLINE WILLIAMS
MY COMMISSION # HH 361858
EXPIRES: February 13, 2027

Signature of Notary Public

AFFIDAVIT

I, Cameron Crenshaw certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

Signature of Applicant

3-8-24
Date

Cameron Crenshaw
Printed Name of Applicant

STATE OF
FLORIDA
COUNTY OF
~~LEE~~ Charlotte

The foregoing instrument was sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization on 03·08·24 (date) by Cameron Crenshaw (name of person providing oath or affirmation), who is personally known to me or who has produced FL-DL (type of identification) as identification.

Signature of
Notary Public

Celline Williams
(Name typed,
printed or
stamped)

CELLINE WILLIAMS
MY COMMISSION # HH 361858
EXPIRES: February 13, 2027

Variance Report

Lee County Property Appraiser

Kenneth M. Wilkinson, C.F.A.

GIS Department / Map Room

Phone: (239) 533-6159 • Fax: (239) 533-6139 • eMail: MapRoom@LeePA.org

VARIANCE REPORT

Date of Report: 10/23/2023 11:40:34 AM

Buffer Distance: 500 ft

Parcels Affected: 73

Subject Parcels: 01-43-26-00-00001.0000, 02-43-26-L2-01E30.0000, 02-43-26-L3-01CE2.1000, 02-43-26-L3-01CE2.2000, 02-43-26-L3-01E29.0000, 03-43-26-L1-01E27.0000, 03-43-26-L2-01CE1.9000, 03-43-26-L2-01E28.0000, 03-43-26-L3-01CE1.8000, 03-43-26-L3-01CE2.0000, 03-43-26-L4-01CE1.5000, 03-43-26-L4-01CE1.6000, 03-43-26-L4-01CE1.7000, 03-43-26-L4-01I67.0000, 04-43-26-L1-01E26.0000, 04-43-26-L4-01CE1.3000, 04-43-26-L4-01CE1.4000, 05-43-26-L1-01CE1.2000, 05-43-26-L1-01D90.0000, 05-43-26-L1-01D91.0000, 05-43-26-L1-01E25.0000, 05-43-26-L2-01CE1.1000, 05-43-26-L4-01D89.0000, 06-43-26-L1-01CE1.0000, 06-43-26-L1-01CE2.0000, 06-43-26-L1-01CE3.0000, 06-43-26-L1-01D87.0000, 06-43-26-L1-01E21.0000, 06-43-26-L2-01A52.0000, 06-43-26-L2-01E22.0000, 06-43-26-L3-01CE1.0000, 06-43-26-L3-01D88.0000, 06-43-26-L3-02000.3647, 06-43-26-L3-02000.3648, 06-43-26-L3-02000.3681, 06-43-26-L3-02000.3682, 06-43-26-L3-02000.3683, 06-43-26-L3-02000.3740, 06-43-26-L3-02000.3741, 06-43-26-L3-02000.3742, 06-43-26-L3-02000.3743, 06-43-26-L3-02000.3744, 06-43-26-L3-02000.3745, 06-43-26-L3-02000.3746, 06-43-26-L3-02000.3747, 06-43-26-L3-02000.3748, 06-43-26-L3-02000.3749, 06-43-26-L3-02000.3750, 06-43-26-L3-02000.3751, 06-43-26-L3-02000.3752, 06-43-26-L3-02000.3753, 06-43-26-L3-02000.3754, 06-43-26-L3-02000.3755, 06-43-26-L3-02000.3756, 06-43-26-L3-02000.3757, 06-43-26-L3-02000.3758, 06-43-26-L3-02000.3759, 06-43-26-L3-02000.3760, 06-43-26-L3-02000.3761, 06-43-26-L3-02000.3762, 06-43-26-L3-02000.3763, 06-43-26-L3-02000.3764, 06-43-26-L3-02000.3765, 06-43-26-L3-02000.3766, 06-43-26-L3-02000.3767, 06-43-26-L3-02000.3768, 06-43-26-L3-02000.3769, 06-43-26-L3-02000.3770, 06-43-26-L3-02000.3771, 06-43-26-L3-02000.3772, 06-43-26-L3-02000.3773, 06-43-26-L3-02000.3774, 06-43-26-L3-02000.3775, 06-43-26-L3-02000.3776, 06-43-26-L3-02000.3777, 06-43-26-L3-02000.3778, 06-43-26-L3-02000.3779, 06-43-26-L3-02000.3780, 06-43-26-L3-02000.3781, 06-43-26-L3-02000.3782, 06-43-26-L3-02000.3783, 06-43-26-L3-02000.3784, 06-43-26-L3-02000.3785, 06-43-26-L3-02000.3786, 06-43-26-L3-02000.3787, 06-43-26-L3-02000.3788, 06-43-26-L3-02000.3789, 06-43-26-L3-02000.3790, 06-43-26-L3-02000.3791, 06-43-26-L3-02000.3792, 06-43-26-L3-02000.3793, 06-43-26-L3-02000.3794, 06-43-26-L3-02000.3795, 06-43-26-L3-02000.3796, 06-43-26-L3-02000.3797, 06-43-26-L3-02000.3798, 06-43-26-L3-02000.3799, 06-43-26-L3-02000.3800, 06-43-26-L3-02000.3801, 06-43-26-L3-02000.3802, 06-43-26-L3-02000.3803, 06-43-26-L3-02000.3804, 06-43-26-L3-02000.3805, 06-43-26-L3-02000.3806, 06-43-26-L3-02000.3807, 06-43-26-L3-02000.3808, 06-43-26-L3-02000.3809, 06-43-26-L3-02000.3810, 06-43-26-L3-02000.3811, 06-43-26-L3-02000.3812, 06-43-26-L3-02000.3813, 06-43-26-L3-02000.3814, 06-43-26-L3-02000.3815, 06-43-26-L3-02000.3816, 06-43-26-L3-02000.3817, 06-43-26-L3-02000.3818, 06-43-26-L3-02000.3819, 06-43-26-L3-02000.3820, 06-43-26-L3-02000.3821, 06-43-26-L3-02000.3822, 06-43-26-L3-02000.3823, 06-43-26-L3-02000.3824, 06-43-26-L3-

OWNER NAME AND ADDRESS	STRAP AND LOCATION	LEGAL DESCRIPTION
TRINITY ENTERPRISE HOLDINGS IN 1000 PINEBROOK RD VENICE, FL 34285	01-43-25-L2-00001.0010 ACCESS UNDETERMINED NORTH FORT MYERS FL 33917	PARCEL IN SE 1/4 OF SECT 1 AS DESC IN INST #2018-161731
D DION W & HEATHER R 11 FOX HILL RD NORTH FORT MYERS, FL 33917	01-43-25-00-00003.0080 11940 FOX HILL RD NORTH FORT MYERS FL 33917	THE N 1/2 OF SE 1/4 OF SE 1/4 OF SE 1/4 LESS ELY 53 FT
LEE COUNTY CONSERVATION 2020 PO BOX 398 FORT MYERS, FL 33902	07-43-27-00-00001.0000 ACCESS UNDETERMINED ALVA FL	ALL OF SEC 07 TWN 43 RGE 27
GULFCOAST GIRL SCOUT COUNCIL I 4780 CATTLEMAN RD SARASOTA, FL 34233	12-43-25-00-00002.0000 19931 STATE ROAD 31 NORTH FORT MYERS FL 33917	N 1/2 OF NE 1/4 OF SEC 12 TWN 43 RGE 25
ARMEDA FAMILY LLC 19440 ARMEDA RD ALVA, FL 33920	08-43-26-00-00001.0000 19551 ARMEDA RD ALVA FL 33920	PARL IN SEC 8 AS DESC IN OR 1134 PG 0362
ARMEDA FAMILY LLC 19440 ARMEDA RD ALVA, FL 33920	08-43-26-00-00006.0000 19550 ARMEDA RD ALVA FL 33920	E 1/2 OF NW 1/4 + NE 1/4 OF NE 1/4 OF SE 1/4
LEE COUNTY CONSERVATION 2020 PO BOX 398 FORT MYERS, FL 33902	10-43-26-L4-00001.0000 ARGO DR ALVA FL 33920	SEC 10 TWP 43 RGE 26 + S 60FT OF E 60FT SEC 9
LEE COUNTY CONSERVATION 2020 PO BOX 398 FORT MYERS, FL 33902	12-43-26-00-00001.0000 ACCESS UNDETERMINED ALVA FL	ALL SEC 12 TWN 43 RGE 26 AS DESC IN 2006000301710
JOHNSON SHIRLEY RACHEL TR 11901 SHIRLEY LN NORTH FORT MYERS, FL 33917	12-43-25-00-00003.0030 11901 SHIRLEY LN NORTH FORT MYERS FL 33917	S 1/2 OF S 1/2 OF SE 1/4 OF NE 1/4
VANROEKEL DENNIS & DEBRA 18321 NORTH OLGA DR A FL 33920	12-43-25-00-00005.0000 11880 RUDEN RD NORTH FORT MYERS FL 33917	SE 1/4 OF SE 1/4 LES PARC 5.0100 THRU 5.0330
TE GRAPH CREEK EST PROPERTY 18561 TELEGRAPH CREEK LN ALVA, FL 33920	14-43-26-03-00001.00CE RIGHT OF WAY ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 RD R/W TRACT AKA BRIDGE WOOD CT
TELEGRAPH CREEK EST PROPERTY 18561 TELEGRAPH CREEK LN ALVA, FL 33920	14-43-26-03-00000.00CE RIGHT OF WAY ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 RD R/W TRACT AKA CREEK BRIDGE CT
JABR BELAL 639 SE 13TH AVE #114 CAPE CORAL, FL 33909	14-43-26-03-00000.0080 18901 BRIDGE WOOD CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 8
PRI-CAR LLP PO BOX 3648 NORTH FORT MYERS, FL 33918	14-43-26-01-00000.0370 18951 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 37
KETRON RALPH D JR + 18910 RIVER ESTATES LN ALVA, FL 33920	14-43-26-01-00000.0410 18910 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 41
LEE COUNTY CONSERVATION 2020 PO BOX 398 FORT MYERS, FL 33902	06-43-27-00-00001.0000 ACCESS UNDETERMINED ALVA FL	ALL OF SEC 06 TWN 43 RGE 27
BURKETT PATRICIA ANN TR 19731 STATE ROAD 31 NORTH FORT MYERS, FL 33917	12-43-25-00-00003.0150 19731 STATE ROAD 31 NORTH FORT MYERS FL 33917	N 1/2 OF N 1/2 OF SE 1/4 OF NE 1/4
NOLAN PATRICK J 11920 SHIRLEY LN NORTH FORT MYERS, FL 33917	12-43-25-00-00003.0220 11920 SHIRLEY LN NORTH FORT MYERS FL 33917	PARL IN SE 1/4 AS DESC IN OR 1353 PG 1688
DHOOT RENU 3 NTICA ST F MYERS, FL 33905	12-43-25-00-00003.0200 11950 SHIRLEY LN NORTH FORT MYERS FL 33917	FM SE COR SEC 12 N 2433FT W 206 TO POB TH W 191 N238 TO C/L SH LN E191 S238-POB
N D SOLUTIONS INC 19451 SR 31 NORTH FORT MYERS, FL 33917	12-43-25-00-00003.0210 19451 STATE ROAD 31 NORTH FORT MYERS FL 33917	PARL IN NE 1/4 OF SE 1/4 AS DESC IN OR 1377 PG 2136

OWNER NAME AND ADDRESS	STRAP AND LOCATION	LEGAL DESCRIPTION
HETHERINGTON MICHAEL J & 19420 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00011.0020 19420 TURKEY RUN LN ALVA FL 33920	N 1/2 OF NW 1/4 OF NW 1/4 OF SW 1/4
R' :ONNIE R 15 SR 31 NORTH FORT MYERS, FL 33917	12-43-25-00-00003.0180 19411 STATE ROAD 31 NORTH FORT MYERS FL 33917	A PARL OF LAND IN N 1/2 OF N 1/2 OF NE 1/4 OF SE 1/4 AS DESC IN OR 0620 PG 0318
KALOURIS IOANNIS 19171 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00010.0000 19171 TURKEY RUN LN ALVA FL 33920	W 1/2 OF NW 1/4 OF SW 1/4 OF SW 1/4 DESC OR 1542/1090 LESS EAST 30 FT
KALOURIS IOANNIS + 19171 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00010.0040 ACCESS UNDETERMINED ALVA FL	E30 FT OF W1/2 OF NW1/4 OF SW1/4 OF SW1/4 R/W FOR TURKEY RUN LANE
SANDS JEFFREY A & 19170 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00010.0030 19170 TURKEY RUN LN ALVA FL 33920	E 1/2 OF NW 1/4 OF SW 1/4 OF S W 1/4 DESC IN OR 1542 PG 1079
SCHELL MATTHEW G & 18901 CREEK BRIDGE CT ALVA, FL 33920	14-43-26-03-00000.0170 18901 CREEK BRIDGE CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 17
JONES WILLIAM A & SHAWN M 18950 CREEK BRIDGE CT ALVA, FL 33920	14-43-26-03-00000.0100 18950 CREEK BRIDGE CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 10
GERALD BARBARA JEAN GRIFFITH 18951 BRIDGE WOOD CT ALVA, FL 33920	14-43-26-03-00000.0090 18951 BRIDGE WOOD CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 9
HAMMOND JOSHUA T & 18950 BRIDGE WOOD CT ALVA, FL 33920	14-43-26-03-00000.0010 18950 BRIDGE WOOD CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 1
MINA JOHN W 18800 TELEGRAPH CREEK LN ALVA, FL 33920	14-43-26-00-00003.1000 18850 TELEGRAPH CREEK LN ALVA FL 33920	PARL IN NW 1/4 DESC IN OR 1752 PG 3005 LESS 3.1010
LEE COUNTY C :RVATION 2020 P(X 398 FORT MYERS, FL 33902	14-43-26-00-00002.1000 16451 N RIVER RD ALVA FL 33920	W 1/2 OF NE 1/4 + E 1/2 OF NW 1/4 LESS PAR 3 + E 1/2 OF NE 1/4 OF SW 1/4
RICHARD H PRITCHETT III TRUST NORTH RIVER ESTATES ASSN 6311 SILVER + LEWIS LN FORT MYERS, FL 33912	14-43-26-01-0000A.00CE NORTH RIVER ESTATES C/E ALVA FL 33920	NORTH RIVER ESTATES PB 51 PGS 77-81 TRACT A
PRI-CAR LLP PO BOX 3648 NORTH FORT MYERS, FL 33918	14-43-26-01-00000.0380 18991 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 38
PRI-CAR LLP PO BOX 3648 NORTH FORT MYERS, FL 33918	14-43-26-01-00000.0390 18990 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 39
PRI-CAR LLP PO BOX 3648 NORTH FORT MYERS, FL 33918	14-43-26-01-00000.0400 18950 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 40
HASLEY BENJAMIN J & JILL M 21970 EDWARDS DR ALVA, FL 33920	13-43-26-00-00001.0050 ACCESS UNDETERMINED ALVA FL	W1/2 OF N1/2 OF NW1/4 OF NW1/4
LIEBL BRIAN O & LINDA I 18900 BRIDGEWOOD CT ALVA, FL 33920	14-43-26-03-00000.0020 18900 BRIDGE WOOD CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 2
JABER ABDALLAH 2603 NE 4TH AVE CAPE CORAL, FL 33909	14-43-26-03-00000.0110 18900 CREEK BRIDGE CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 11
PRI-CAR III LLC PO BOX 3648 N FORT MYERS, FL 33918	01-43-25-00-00001.1000 20941 STATE ROAD 31 NORTH FORT MYERS FL 33917	N 1/2 OF NE 1/4 OF NE 1/4 LESS SR 81 + NW 1/4 OF NE 1/4 + GOVT LOT 3
D :RR DOUGLAS G 1 2ND PL CA :E CORAL, FL 33990	12-43-25-00-00003.0020 19621 STATE ROAD 31 NORTH FORT MYERS FL 33917	N 1/2 OF S 1/2 OF SE 1/4 OF NE 1/4

OWNER NAME AND ADDRESS	STRAP AND LOCATION	LEGAL DESCRIPTION
ARMEDA FAMILY LLC 19440 ARMEDA RD ALVA, FL 33920	08-43-26-00-00002.0000 ACCESS UNDETERMINED ALVA FL 33920	N 1/2 OF S 1/2 OF SW 1/4 OF NW 1/4
SI DEBRA D TR 19 SR 31 FORT MYERS, FL 33917	12-43-25-00-00004.0000 19321 STATE ROAD 31 NORTH FORT MYERS FL 33917	THE N 1/2 OF S 1/2 OF NE 1/4 OF SE 1/4 LESS RD.R/W LESS 4.002
FRANCIS RICHARD LOWELL JR & 19300 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00011.0010 19300 TURKEY RUN LN ALVA FL 33920	E1/2 OF SW1/4 OF NW1/4 OF SW1/4 OF SEC 8 DESC IN OR 1542 PG 1084
HIPP MICHAEL LEE & 14500 HIPP CT ALVA, FL 33920	08-43-26-00-00006.0030 14500 HIPP CT ALVA FL 33920	SE 1/4 OF NE 1/4 OF SE 1/4
8 AVENUE LLC PO BOX 366748 BONITA SPRINGS, FL 34136	12-43-25-00-00004.0010 11881 RUDEN RD NORTH FORT MYERS FL 33917	THE S 1/2 OF S 1/2 OF NE 1/4 OF SE 1/4
SCH NORTH FORT MYERS LLC 7-ELEVEN INC AD VALOREM TAX STORE 38285 PO BOX 711 DALLAS, TX 75221	13-43-25-02-00000.0010 18971 STATE ROAD 31 NORTH FORT MYERS FL 33917	NE 1/4 OF NE 1/4 OF NE 1/4 OF NE 1/4 LESS RD R/W
KREINBRINK DANIEL W & 12100 N RIVER RD ALVA, FL 33920	18-43-26-00-00001.0040 12100 N RIVER RD ALVA FL 33920	NW 1/4 OF NW 1/4 OF SEC 18 DESC IN OR 3129 PG 2190
LAWSON DONALD SHUMAKER LOOP + KENDRICK LLP 240 S PINEAPPLE AVE SARASOTA, FL 34236	19-43-26-00-00002.1010 12350 OLD RODEO DR ALVA FL 33920	PAR IN NW1/4 OF NW1/4 OF NE1/4 OF SEC 19 + PORT IN SE 1/4 OF SW 1/4 OF SW 1/4 AS DESC IN INST#2006-467705 PAR IN E 1/2 OF W 1/2 N OF RIVER AS DESC IN INST#2006-467701
TAKODA LAND GROUP LLC 5800 LAKEWOOD RANCH BLVD SA SOTA, FL 34240	18-43-26-00-00002.0020 12850 N RIVER RD ALVA FL 33920	E1/2 OF SEC 18 N OF TROUT CREEK LESS OR1100/642 + PORT IN GOVT LOT 2 OF SEC 19 LESS INST#2006-467705
LL OUNTY PO BOX 398 FORT MYERS, FL 33902	16-43-26-L2-U2905.5773 ACCESS UNDETERMINED ALVA FL 33920	N 1/2 SEC 16 TWN 43 RG 26 INSTRUMENT 2021000316566 PARCELS 1 + 2 + FORMER FDOT ROW
TELEGRAPH CREEK CATTLE CO LLC 10660 DEAL RD NORTH FORT MYERS, FL 33917	15-43-26-00-00001.0060 ACCESS UNDETERMINED ALVA FL	N 1/2 OF SEC + N 1/2 OF N 1/2 OF S 1/2 SEC 15 + W 1/2 OF W1/2 SEC14 LYING N OF C/L OF CREEK LESS RD R/W + LESS OR1233/994 + LESS INST#2007000060354 + 2008000119140 + TRIANGULAR PARL DESC IN OR 4503/4670
CARY + DUKE PROPERTIES LLC PO BOX 718 FORT MYERS, FL 33902	17-43-26-00-00001.0000 13230 N RIVER RD ALVA FL 33920	NW 1/4 + SE 1/4 LESS SW 1/4 OF SW 1/4 OF SE 1/4 LESS R/W OR 2026/2985
STAGE 94 REAL ESTATE LLC 3820 BRUSHY BREEK RD #97 CEDAR PARK, TX 78613	17-43-26-02-00000.0140 18990 SERENOA CT ALVA FL 33920	NORTH RIVER OAKS PB 34 PG 102 LOT 14
POVIA FAMILY LLC 5991 BUCKINGHAM RD FORT MYERS, FL 33905	16-43-26-00-00001.0000 ACCESS UNDETERMINED ALVA FL 33920	N 1/2 SEC 16 TWN 43 RG 26 PT SWAMP LESS INSTRUMENT 2021000316566
STADTLER ANDREW A & LINDA K 18870 RIVER ESTATES LN ALVA, FL 33920	14-43-26-01-00000.0420 18870 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 42
FIFER BRIAN + 18891 RIVER ESTATES LN ALVA, FL 33920	14-43-26-01-00000.0350 18891 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 35
PRI-CAR III LLC 6601 BAYSHORE RD NORTH FORT MYERS, FL 33917	01-43-25-00-00001.0020 ACCESS UNDETERMINED NORTH FORT MYERS FL 33917	PARCEL IN NE 1/4 OF SECT 1 ALONG SR 31 NORTH OF PARCEL IN #2018- 161731
PUCKETT BARBARA 2 STATE RD 31 N H FORT MYERS, FL 33917	01-43-25-00-00003.0030 20211 STATE ROAD 31 NORTH FORT MYERS FL 33917	THE N1/2 OF NE1/4 OF SE1/4 OF SE1/4 LES PAR 3.003A + ELY53FT+SUBJECT TO ESMENTS
PUCKETT BARBARA ANN 20231 STATE ROAD 31 FORT MYERS, FL 33917	01-43-25-00-00003.003A 20231 STATE ROAD 31 NORTH FORT MYERS FL 33917	PARL IN N 1/2 OF NE 1/4 OF SE 1/4 OF SE 1/4 DESC IN OR 1808 PG 3378

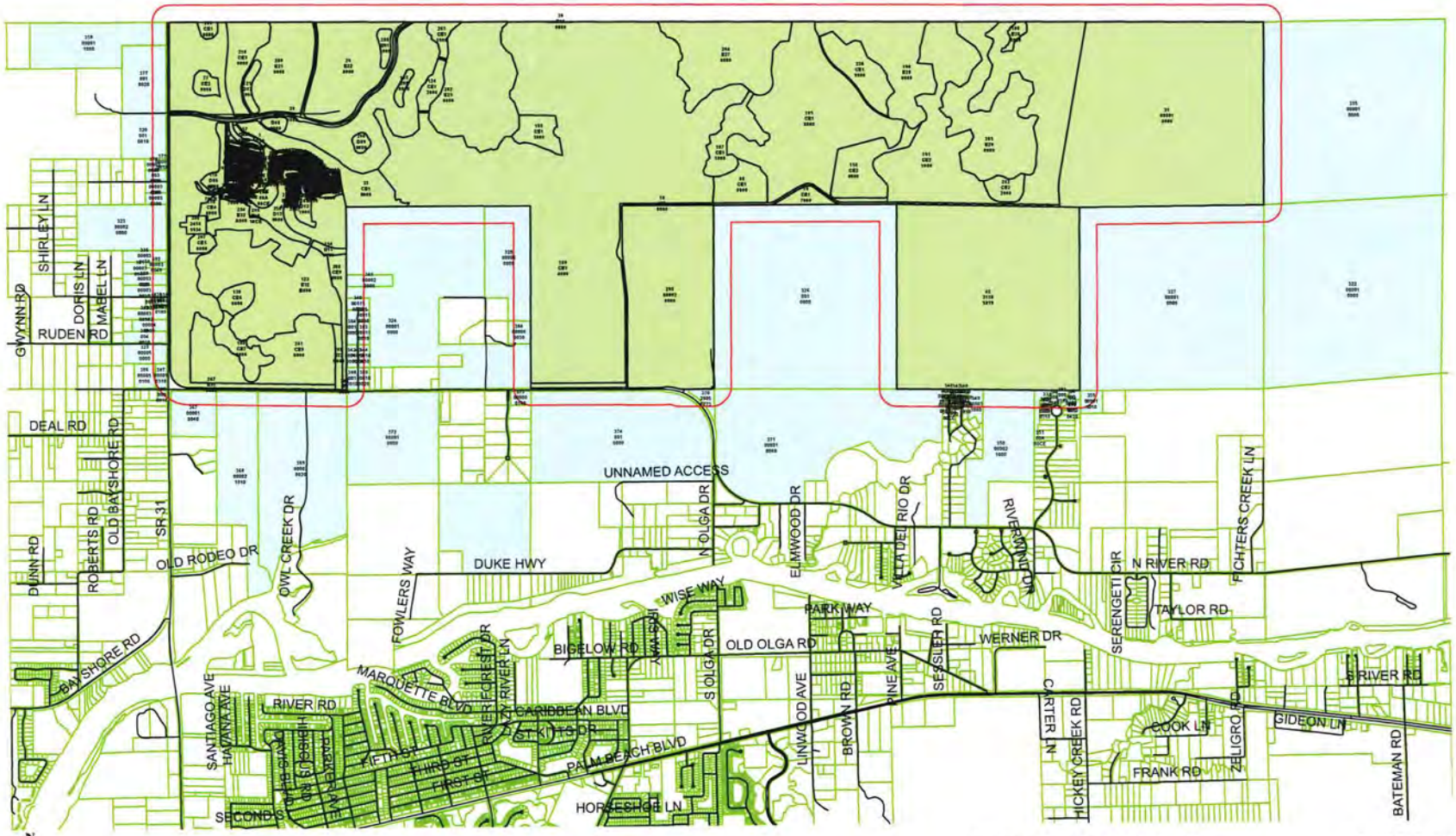
OWNER NAME AND ADDRESS	STRAP AND LOCATION	LEGAL DESCRIPTION
SWADNER MURIELENE J TR PO BOX 101525 CAPE CORAL, FL 33910	01-43-25-00-00003.0090 20031 STATE ROAD 31 NORTH FORT MYERS FL 33917	THE S 1/2 OF SE 1/4 OF SE 1/4 OF SE 1/4 LESS ELY 53 FT
BI TT PATRICIA ANNE TR 19. SR 31 NORTH FORT MYERS, FL 33917	12-43-25-00-00003.004A 19651 STATE ROAD 31 NORTH FORT MYERS FL 33917	S 1/2 OF N 1/2 OF SE 1/4 OF NE 1/4 LESS N 165 FT OF E 653 FT
BURKETT PATRICIA ANNE TR 19731 SR 31 NORTH FORT MYERS, FL 33917	12-43-25-00-00003.0040 19671 STATE ROAD 31 NORTH FORT MYERS FL 33917	N 165 FT OF E 653 FT OF S 1/2 OF N 1/2 OF SE 1/4 OF NE 1/4
SMITH JEFFREY L TR 43000 BOARDWALK LOOP BABCOCK RANCH, FL 33982	12-43-25-00-00003.0050 19381 STATE ROAD 31 NORTH FORT MYERS FL 33917	THE S 1/2 OF N 1/2 OF NE 1/4 OF SE 1/4
FURY BONNIE K TR 19321 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00011.0000 19321 TURKEY RUN LN ALVA FL 33920	W 1/2 OF NW 1/4 OF SW 1/4 LESS PARL 11.001 THRU 11.003
SCHREYER JASON TOD 19360 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00011.0030 19360 TURKEY RUN LN ALVA FL 33920	SE 1/4 OF NW 1/4 OF NW 1/4 OF SW 1/4
VAN ROEKEL & VAN ROEKEL DVM PA 18321 N OLGA DR ALVA, FL 33920	12-43-25-00-00005.0100 18871 OLD BAYSHORE RD NORTH FORT MYERS FL 33917	E 308.94 FT OF W 936.83 FT OF S 705 FT OF SE 1/4 OF SE 1/4
MERIT PETROLEUM COMPANY + 10 SARASOTA CENTER BLVD SARASOTA, FL 34240	12-43-25-00-00005.0310 18981 OLD BAYSHORE RD NORTH FORT MYERS FL 33917	PARL LOC IN SE 1/4 OF THE SE 1/4 DESC IN INST #2016000048655
ONEILL MICHAEL 13033 N RIVER RD ALVA, FL 33920	08-43-26-00-00010.0010 13033 N RIVER RD ALVA FL 33920	W 1/2 OF S W 1/4 OF S W 1/4 OF S W 1/4 DESC IN OR 1432 PG 635
PIPKINS DAVID S & 19100 TURKEY RUN LN ALVA, FL 33920	08-43-26-00-00010.0020 19100 TURKEY RUN LN ALVA FL 33920	E1/2 OF SW1/4 OF SW1/4 OF SW1/4 DESC IN OR 1505 PG 1868
SMITH RYAN & KATELYN 1 RIVER ESTATES LN AL FL 33920	14-43-26-01-00000.0360 18911 RIVER ESTATES LN ALVA FL 33920	NORTH RIVER ESTATES PB 51 PG 78 LOT 36
SHELTON THOMAS E JR & 18851 CREEK BRIDGE CT ALVA, FL 33920	14-43-26-03-00000.0160 18851 CREEK BRIDGE CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 16
DIAZ PEDRO & MARY 18850 BRIDGE WOOD CT ALVA, FL 33920	14-43-26-03-00000.0030 18850 BRIDGE WOOD CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 3
YOUNG MICHAEL P JR PO BOX 990580 NAPLES, FL 34116	14-43-26-03-00000.0120 18850 CREEK BRIDGE CT ALVA FL 33920	TELEGRAPH CREEK ESTATES PB 55 PGS 54 + 55 LOT 12

73 RECORDS PRINTED

VARIANCE REPORT

10/23/202

Subject Parcels: 319 Affected Parcels: 74 Buffer Distance: 500 ft



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5,560 4,170 2,780 1,390 0 5,560 Feet

01-43-25-L2-00001.0010
TRINITY ENTERPRISE HOLDINGS IN
1000 PINEBROOK RD
VENICE, FL 34285

01-43-25-00-00003.0080
DAVIS DION W & HEATHER R
11940 FOX HILL RD
NORTH FORT MYERS, FL 33917

07-43-27-00-00001.0000
LEE COUNTY
CONSERVATION 2020
PO BOX 398
FORT MYERS, FL 33902

12-43-25-00-00002.0000
GULFCOAST GIRL SCOUT COUNCIL I
4780 CATTLEMAN RD
SARASOTA, FL 34233

08-43-26-00-00001.0000
ARMEDA FAMILY LLC
19440 ARMEDA RD
ALVA, FL 33920

3-43-26-00-00006.0000
ARMEDA FAMILY LLC
19440 ARMEDA RD
ALVA, FL 33920

10-43-26-L4-00001.0000
LEE COUNTY
CONSERVATION 2020
PO BOX 398
FORT MYERS, FL 33902

12-43-26-00-00001.0000
LEE COUNTY
CONSERVATION 2020
PO BOX 398
FORT MYERS, FL 33902

12-43-25-00-00003.0030
JOHNSON SHIRLEY RACHEL TR
11901 SHIRLEY LN
NORTH FORT MYERS, FL 33917

12-43-25-00-00005.0000
ANROEKEL DENNIS & DEBRA
8321 NORTH OLGA DR
ALVA, FL 33920

14-43-26-03-00001.00CE
TELEGRAPH CREEK EST PROPERTY
18561 TELEGRAPH CREEK LN
ALVA, FL 33920

14-43-26-03-00000.00CE
TELEGRAPH CREEK EST PROPERTY
18561 TELEGRAPH CREEK LN
ALVA, FL 33920

14-43-26-03-00000.0080
JABR BELAL
639 SE 13TH AVE #114
CAPE CORAL, FL 33909

14-43-26-01-00000.0370
PRI-CAR LLP
PO BOX 3648
NORTH FORT MYERS, FL 33918

14-43-26-01-00000.0410
KETRON RALPH D JR +
18910 RIVER ESTATES LN
ALVA, FL 33920

06-43-27-00-00001.0000
LEE COUNTY
CONSERVATION 2020
PO BOX 398
FORT MYERS, FL 33902

12-43-25-00-00003.0150
BURKETT PATRICIA ANN TR
19731 STATE ROAD 31
NORTH FORT MYERS, FL 33917

12-43-25-00-00003.0220
NOLAN PATRICK J
11920 SHIRLEY LN
NORTH FORT MYERS, FL 33917

12-43-25-00-00003.0200
DHOOT RENU
3306 ANTICA ST
FORT MYERS, FL 33905

12-43-25-00-00003.0210
N D SOLUTIONS INC
19451 SR 31
NORTH FORT MYERS, FL 33917

08-43-26-00-00011.0020
HETHERINGTON MICHAEL J &
19420 TURKEY RUN LN
ALVA, FL 33920

12-43-25-00-00003.0180
RICCI CONNIE R
19411 SR 31
NORTH FORT MYERS, FL 33917

08-43-26-00-00010.0000
KALOURIS IOANNIS
19171 TURKEY RUN LN
ALVA, FL 33920

08-43-26-00-00010.0040
KALOURIS IOANNIS +
19171 TURKEY RUN LN
ALVA, FL 33920

08-43-26-00-00010.0030
SANDS JEFFREY A &
19170 TURKEY RUN LN
ALVA, FL 33920

14-43-26-03-00000.0170
SCHELL MATTHEW G &
18901 CREEK BRIDGE CT
ALVA, FL 33920

14-43-26-03-00000.0100
JONES WILLIAM A & SHAWN M
18950 CREEK BRIDGE CT
ALVA, FL 33920

14-43-26-03-00000.0090
GERALD BARBARA JEAN GRIFFITH
18951 BRIDGE WOOD CT
ALVA, FL 33920

14-43-26-03-00000.0010
HAMMOND JOSHUA T &
18950 BRIDGE WOOD CT
ALVA, FL 33920

14-43-26-00-00003.1000
INA JOHN W
6800 TELEGRAPH CREEK LN
ALVA, FL 33920

14-43-26-00-00002.1000
LEE COUNTY
CONSERVATION 2020
PO BOX 398
FORT MYERS, FL 33902

14-43-26-01-0000A.00CE
RICHARD H PRITCHETT III TRUST
NORTH RIVER ESTATES ASSN
6311 SILVER + LEWIS LN
FORT MYERS, FL 33912

14-43-26-01-00000.0380
PRI-CAR LLP
PO BOX 3648
NORTH FORT MYERS, FL 33918

14-43-26-01-00000.0390
PRI-CAR LLP
PO BOX 3648
NORTH FORT MYERS, FL 33918

14-43-26-01-00000.0400
PRI-CAR LLP
PO BOX 3648
NORTH FORT MYERS, FL 33918

13-43-26-00-00001.0050
HASLEY BENJAMIN J & JILL M
21970 EDWARDS DR
ALVA, FL 33920

14-43-26-03-00000.0020
LIEBL BRIAN O & LINDA I
18900 BRIDGEWOOD CT
ALVA, FL 33920

14-43-26-03-00000.0110
JABER ABDALLAH
2603 NE 4TH AVE
CAPE CORAL, FL 33909

01-43-25-00-00001.1000
PRI-CAR III LLC
PO BOX 3648
N FORT MYERS, FL 33918

12-43-25-00-00003.0020
DOHERR DOUGLAS G
126 SE 2ND PL
CAPE CORAL, FL 33990

08-43-26-00-00002.0000
ARMEDA FAMILY LLC
19440 ARMEDA RD
ALVA, FL 33920

12-43-25-00-00004.0000
SMITH DEBRA D TR
19321 SR 31
FORT MYERS, FL 33917

08-43-26-00-00011.0010
FRANCIS RICHARD LOWELL JR &
19300 TURKEY RUN LN
ALVA, FL 33920

08-43-26-00-00006.0030
HIPP MICHAEL LEE &
14500 HIPP CT
ALVA, FL 33920

12-43-25-00-00004.0010
8 AVENUE LLC
PO BOX 366748
BONITA SPRINGS, FL 34136

-43-25-02-00000.0010
SCH NORTH FORT MYERS LLC
7-ELEVEN INC
AD VALOREM TAX STORE 38285
PO BOX 711
DALLAS, TX 75221

18-43-26-00-00001.0040
KREINBRINK DANIEL W &
12100 N RIVER RD
ALVA, FL 33920

19-43-26-00-00002.1010
LAWSON DONALD
SHUMAKER LOOP + KENDRICK LLP
240 S PINEAPPLE AVE
SARASOTA, FL 34236

18-43-26-00-00002.0020
TAKODA LAND GROUP LLC
5800 LAKEWOOD RANCH BLVD
SARASOTA, FL 34240

16-43-26-L2-U2905.5773
E COUNTY
O BOX 398
FORT MYERS, FL 33902

15-43-26-00-00001.0060
TELEGRAPH CREEK CATTLE CO LLC
10660 DEAL RD
NORTH FORT MYERS, FL 33917

17-43-26-00-00001.0000
CARY + DUKE PROPERTIES LLC
PO BOX 718
FORT MYERS, FL 33902

17-43-26-02-00000.0140
STAGE 94 REAL ESTATE LLC
3820 BRUSHY BREEK RD #97
CEDAR PARK, TX 78613

16-43-26-00-00001.0000
POVIA FAMILY LLC
5991 BUCKINGHAM RD
FORT MYERS, FL 33905

14-43-26-01-00000.0420
STADTLER ANDREW A & LINDA K
18870 RIVER ESTATES LN
ALVA, FL 33920

14-43-26-01-00000.0350
FIFER BRIAN +
18891 RIVER ESTATES LN
ALVA, FL 33920

01-43-25-00-00001.0020
PRI-CAR III LLC
6601 BAYSHORE RD
NORTH FORT MYERS, FL 33917

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PUCKETT BARBARA
20231 STATE RD 31
NORTH FORT MYERS, FL 33917

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PUCKETT BARBARA ANN
20231 STATE ROAD 31
FORT MYERS, FL 33917

01-43-25-00-00003.0090
SWADNER MURIELENE J TR
PO BOX 101525
CAPE CORAL, FL 33910

12-43-25-00-00003.004A
BURKETT PATRICIA ANNE TR
19731 SR 31
NORTH FORT MYERS, FL 33917

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BURKETT PATRICIA ANNE TR
19731 SR 31
NORTH FORT MYERS, FL 33917

12-43-25-00-00003.0050
SMITH JEFFREY L TR
43000 BOARDWALK LOOP
BABCOCK RANCH, FL 33982

08-43-26-00-00011.0000
FURY BONNIE K TR
19321 TURKEY RUN LN
ALVA, FL 33920

08-43-26-00-00011.0030
SCHREYER JASON TOD
19360 TURKEY RUN LN
ALVA, FL 33920

-43-25-00-00005.0100
VAN ROEKEL & VAN ROEKEL DVM PA
18321 N OLGA DR
ALVA, FL 33920

12-43-25-00-00005.0310
MERIT PETROLEUM COMPANY +
10 SARASOTA CENTER BLVD
SARASOTA, FL 34240

08-43-26-00-00010.0010
ONEILL MICHAEL
13033 N RIVER RD
ALVA, FL 33920

08-43-26-00-00010.0020
PIPKINS DAVID S &
19100 TURKEY RUN LN
ALVA, FL 33920

14-43-26-01-00000.0360
ITH RYAN & KATELYN
3911 RIVER ESTATES LN
ALVA, FL 33920

14-43-26-03-00000.0160
SHELTON THOMAS E JR &
18851 CREEK BRIDGE CT
ALVA, FL 33920

14-43-26-03-00000.0030
DIAZ PEDRO & MARY
18850 BRIDGE WOOD CT
ALVA, FL 33920

14-43-26-03-00000.0120
YOUNG MICHAEL P JR
PO BOX 990580
NAPLES, FL 34116

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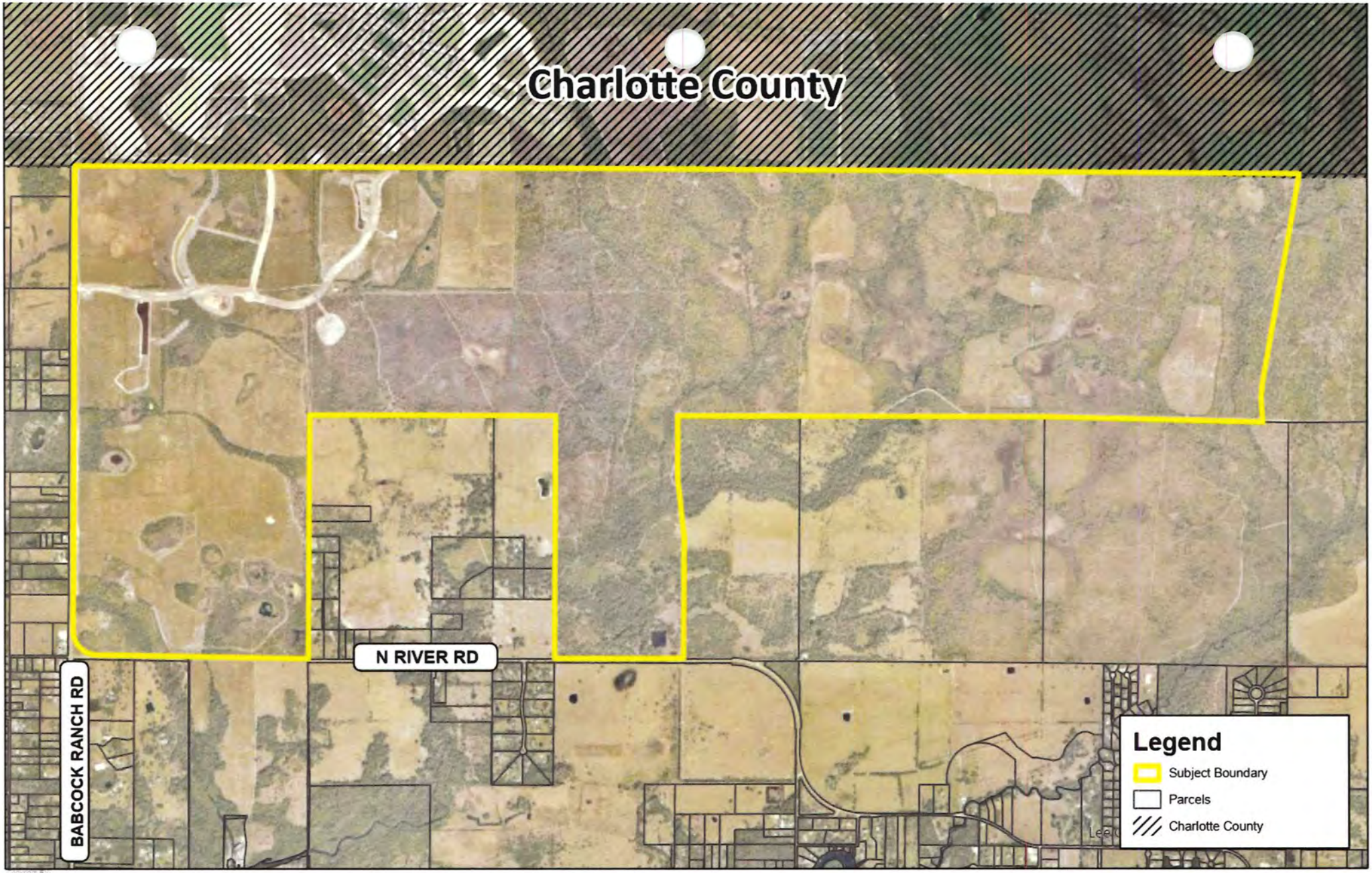
GIS Map Series



RVi
10150 Highland Manor Dr
Suite 450
Tampa, FL 33610
Tel: 813.443.8282
www.rviplanning.com

BABCOCK RANCH • **AERIAL MAP**

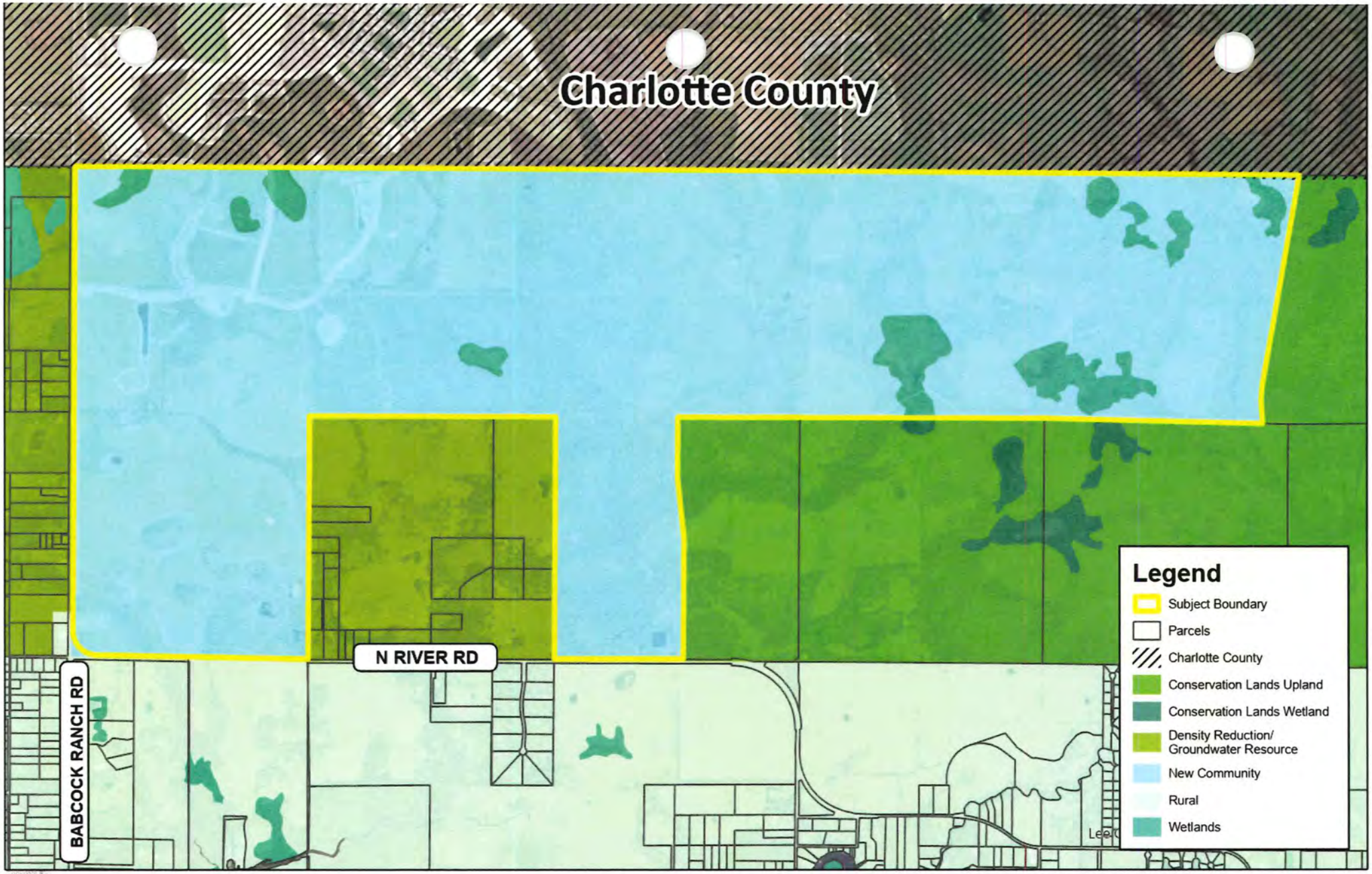
Lee County, FL

10/25/2023

23004379

Babcock Property Holdings, LLC

0 1,500 3,000
Feet



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Suite 450
Tampa, FL 33610
Tel: 813.443.8282
www.rviplanning.com

BABCOCK RANCH • EXISTING FUTURE LAND USE MAP

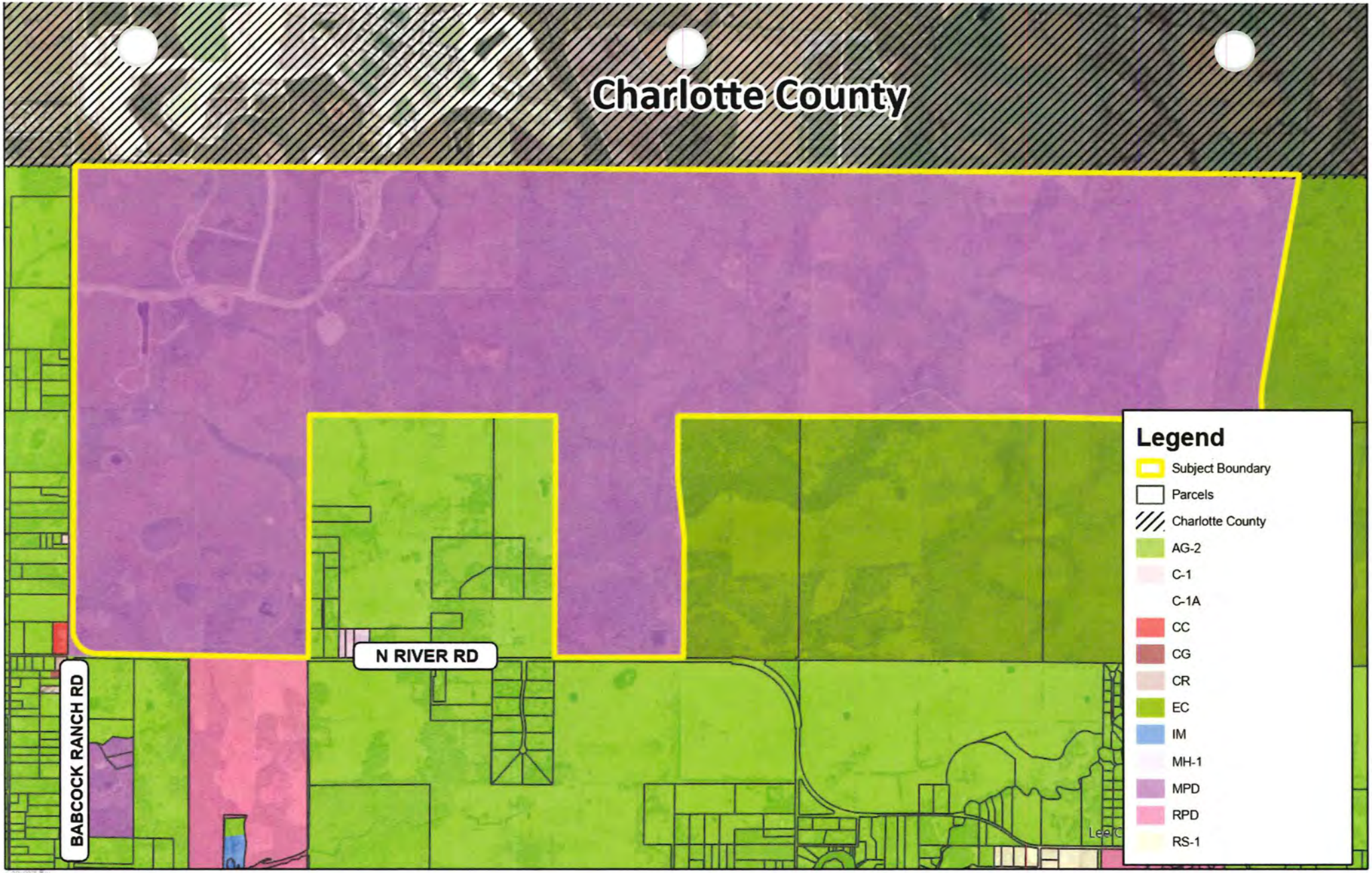
Lee County, FL

10/25/2023

23004379

Babcock Property Holdings, LLC

0 1,500 3,000
Feet



BABCOCK RANCH • **CURRENT ZONING MAP**

- Lee County, FL
- 10/25/2023
- # 23004379
- Babcock Property Holdings, LLC

10150 Highland Manor Dr
Suite 450
Tampa, FL 33610
Tel: 813.443.8282
www.rviplanning.com

0 1,500 3,000 Feet

Proposed Text Amendment

Babcock Mixed Use Planned Development
Lee Plan Text Amendment

REVISED JULY 2024

POLICY 1.1.15: The New Community future land use category are areas of land that can be planned and developed as a cohesive unit ~~in order~~ to better achieve the conservation of important environmental resources and ~~to~~ initiate area-wide surface water management. New Community land must be located such that the area is capable of being developed with a balance of residential and non-residential uses and that major impacts of the development are internalized and/or alleviated by existing infrastructure ~~that is existing~~ or will be funded privately. New Community areas will be developed as freestanding economic units and will not impose negative fiscal impacts on the County (other than those associated with the delay in placing property improvements on the tax rolls). The residential density is one unit per ~~2.5~~ 1.9 gross acres (1 du/~~2.5~~ 1.9 acres) except within the Gateway/Airport Planning District, where a residential density of up to six dwelling units per gross acre (6 du/acre) may be permitted.

Development within the New Community future land use category must have at least the following characteristics:

1. The land will be developed under a well-conceived overall Planned Development;
2. The land can be served with all necessary facilities and services at no expense to the County. Uniform Community Development Districts and special taxing districts may be utilized toward achieving this objective;
3. Population, recreation, open space, educational, office, and research facilities are distributed in an orderly and attractive manner;
4. The land must be developed in such a manner as to protect environmentally sensitive areas;
5. The land must be developed as a free-standing community offering a complete range of land uses (e.g. a full mix of housing types for a range of household incomes, industrial and office employment centers, and community facilities such as fire departments, schools, law enforcement offices, public recreational

areas, health care facilities, and community commercial areas). The mix of land uses will be evaluated through buildout of the New Community to ensure developments include both residential and non-residential uses;[1]

6. Off-site impacts must be mitigated;
7. On-site levels of service must meet the County-wide standards contained in this plan;
8. The land area must exceed a minimum of 2,000 acres to ensure an appropriate balance of land uses; and
9. The land must be developed consistent with Goal 29 if located within the North Olga Community Plan area identified on Lee Plan Map 2-A.

****

OBJECTIVE 29.9: NEW COMMUNITY. Land designated as New Community on the Future Land Use Map within the North Olga Community Plan area will be developed as a unified planned development in order to achieve conservation and enhancement of important environmental resources; initiate area wide surface water management; prevent sprawling land use patterns; create critical hydrological and wildlife corridors and connections; and protect rural character of the surrounding community. (Ord. No. 18-06, 18-18)

POLICY 29.9.1: Residential densities for land within the New Community future land use category may be permitted up to a maximum of 1 du/~~2.5~~ 1.9 acres. In no case shall the unit count in the New Community future land use category in North Olga exceed ~~1,630~~ 2,078 dwelling units. (Ord. No. 18-06, 18-18)

POLICY 29.9.2: Non-residential intensities for lands within the New Community future land use category will be limited to a maximum permitted Floor Area Ratio (FAR) of 0.15. The FAR will be based upon the gross acreage dedicated to non-residential uses within the overall planned development boundary, including all uplands, wetlands, open space, rights-of-way, recreation areas, and/or lake. In no case shall the total commercial square footage in the New Community future land use category in North Olga exceed 1,170,000 square feet, in addition to ~~600~~ 250 hotel rooms. (Ord. No. 18-06, 18-18)

---

[1] Planned Developments in the New Community future land use category in the North Olga Community Plan area must have a minimum of 50,000 square feet of non-residential floor area under construction prior to construction of the 1,000th residential dwelling unit.

POLICY 29.9.3: Prior to development, a planned development rezoning must be approved, and include conditions and requirements that demonstrate the following:

a. Environmental Enhancements.

1. A minimum of 60% open space, inclusive of onsite preserve, to accommodate the following:
   i. Water quality enhancement areas, including but not limited to natural systems-based stormwater management facilities, filter marshes, and wetland buffers to reduce the rate of run-off and associated nutrient loads;
   ii. Existing regional flow-ways;
   iii. Preservation of 90% of the onsite wetlands;
   iv. Critical wildlife connection(s) to adjacent conservation areas through on-site preserve areas;
   v. Roadway setbacks and perimeter buffers; and
   vi. Passive recreational and civic areas that comply with the definition of open space, as set forth in the LDC.

2. Open space areas must be platted in separate tracts, outside of privately owned lots, and dedicated to an appropriate maintenance entity. A Community Development District (CDD), Independent Special District (ISD), or a master property owners association must be created to accept responsibility for perpetually maintaining the open space areas identified in the planned development.
3. Record a conservation easement for a minimum of 50% of the planned development benefiting a public agency acceptable to Lee County, or Lee County itself, and dedicated to an appropriate maintenance entity. Land subject to conservation easement(s) can be used for on-site mitigation and will be recorded as development orders are issued. The timing of conservation easement(s) and restoration may be phased so long as the area dedicated to conservation easement is equal to or greater than the area of land approved for development on a cumulative basis.
4. Provide a protected species management plan to address human wildlife coexistence, including educational programs and development standards.
5. Provide wildlife crossings on-site and to adjacent wildlife habitat areas.
6. Provide recreational connections to adjacent public and private conservation and preserve land, subject to approval by the appropriate agencies, through the provision of publicly accessible trailheads and similar facilities within the development.
7. Incorporate Florida Friendly Landscaping with the low irrigation requirements in common areas.

8. A binding commitment as part of the planned development to implement an environmental education program for homeowners, businesses and visitors to describe the local ecology, including but not limited to wildlife, plant communities, and native habitats, in addition to the design standards, restoration projects, and management programs/plans, incorporated into the development to address environmental protection.
9. Incorporate energy efficiency and other Low Impact Development (LID) performance standards within the development.
10. Minimize impacts to natural areas and native habitat by concentrating development primarily in areas previously impacted by agricultural uses and other development activities.

b. Water Quality & Hydrological Enhancements.

1. The stormwater management system must demonstrate through design or other means that water leaving the development meets current state and federal water quality standards. Outfall monitoring will be required on a quarterly basis for a minimum of 5 years from the date of acceptance of construction of the water management system by the SFWMD. Monitoring may be eliminated after 5 years if the water quality standards are met.
2. Demonstrate an additional 50% water quality treatment beyond the treatment required by the SFWMD for the on-site stormwater management basins.
3. Protect existing groundwater levels and improve existing wetland hydroperiods in onsite preserve areas, as applicable by SFWMD permits.
4. Provide a lake management plan that requires best management practices for the following:
   i. fertilizers and pesticides;
   ii. erosion control and bank stabilization; and
   iii. lake maintenance requirements and deep lake management for lakes exceeding 12 feet below lake surface (BLS).
5. Provide a site-specific ecological and hydrological plan, which includes at a minimum the following: preliminary excavation and grading plans, exotic removal and maintenance plan, supplemental planting plan, and success criteria for meeting established goals.
6. Provide a site-specific mitigation and enhancements to reduce discharge rates.
7. Utilize reuse and surface water generated by the development to meet the irrigation demands of the recreation and development areas, to the extent such reuse is available.

8. Demonstrate that the proposed planned development will not result in significant detrimental impacts on present or future water resources.

c. Infrastructure Enhancements.
   1. All development within the planned development must connect to centralized water and sewer services, with the exception of interim facilities used on a temporary basis during construction, and for unmanned essential services on a temporary basis until water and sewer service is extended to the development.
   2. Written verification as to adequate public services for the planned development from the sheriff, EMS, fire district, and Lee County School District, or via interlocal agreements with adjacent jurisdictions and/or special districts.
   3. Civic space, recreational areas, and a variety of amenities distributed throughout the development for use by the general public, to be maintained by the property owners' association or similar entity.
   4. Sufficient right-of-way to accommodate an 8-foot wide multi-purpose pathway along the roadway frontages, where the planned development abuts SR 31 and CR 78.

d. Community Character.
   1. Transition to lower densities and intensities where adjacent to off-site conservation lands.
   2. Enhanced buffers and setbacks along external roadways to preserve rural vistas and viewsheds that are at least 50% wider than the LDC requirements.
   3. Locate access points onto adjacent arterial roadways to minimize impact to the surrounding rural community.

****

TABLE 1(a)

SUMMARY OF RESIDENTIAL DENSITIES[1]

FUTURE LAND USE CATEGORY	STANDARD OR BASE DENSITY RANGE		BONUS DENSITY
	MINIMUM[2] (Dwelling Units per Gross Acre)	MAXIMUM (Dwelling Units per Gross Acre)	MAXIMUM TOTAL DENSITY[3] (Dwelling Units per Gross Acre)
Intensive Development[14]	8	14	22
General Interchange[2]	8	14	22
Central Urban[15]	4	10	15
Urban Community[4,5,16]	1	6	10
Suburban[17]	1	6	No Bonus
Outlying Suburban	1	3	No Bonus
Sub-Outlying Suburban	1	2	No Bonus
Rural[10]	No Minimum	1	No Bonus
Outer Islands	No Minimum	1	No Bonus
Rural Community Preserve[6]	No Minimum	1	No Bonus
Open Lands[7]	No Minimum	1 du/10 acres	No Bonus
Density Reduction/Groundwater Resource[13]	No Minimum	1 du/10 acres	No Bonus
Wetlands[8]	No Minimum	1 du/20 acres	No Bonus
New Community[19]	No Minimum	6	No Bonus
University Community[9]	1	2.5	No Bonus
Destination Resort Mixed Use Water Dependent[11]	6	9.36	No Bonus

Burnt Store Marina Village[12]	No Minimum	160 Dwelling Units; 145 Hotel Units	No Bonus
Coastal Rural[18]	No Minimum	1 du/2.7 acres	No Bonus

CLARIFICATIONS AND EXCEPTIONS

[1]S e glossary in Chapter XII for the full definition of "density".

[2]Except in the General Interchange future land use category adherence to minimum densities is not mandatory but is recommended to promote compact development.

[3]These maximum densities may be permitted by transferring density from non-contiguous land through the provisions of the Bonus Density Program identified in the LDC, Chapter 2.

[4]Within the Future Urban Areas of Pine Island Center, rezonings that will allow in excess of 3 du/acre must "acquire" the density above 3 du/acre utilizing Greater Pine Island TDUs (see Objective 24.6), or transfer dwelling units in accordance with Policy 24.3.4.

[5]In all cases on Gasparilla Island, the maximum density must not exceed 3 du/acre.

[6]Within the Buckingham area, new residential lots must have a minimum of 43,560 square feet (see Policy 20.1.3).

[7]A maximum density of 1 du/5 acres can only be approved through the planned development process (see Policy 1.4.4), except in the approximately 135 acres of land lying east of US41 and north of Alico Road in the northwest corner of Section 5, Township 46, Range 25.

[8]Higher densities may be allowed under the following circumstances where wetlands are preserved on the subject site:

(a) If the dwelling units are relocated off-site through the TDR program provided in LDC, Chapter 2; or

(b) Dwelling units may be relocated to developable contiguous uplands designated Intensive Development, General Interchange, Central Urban, Urban Community, Suburban, Outlying Suburban, Sub-Outlying Suburban, Rural, and New Community from preserved freshwater wetlands at the same underlying density as permitted for those uplands (see Policy 124.1.1). Impacted wetlands will be calculated at the standard Wetlands density of 1 du/20 acres. Planned developments or development orders approved prior to October 20, 2010 are permitted the density approved prior to the adoption of CPA2008-18.

[9]T overall average density for the University Village sub-district must not exceed 2.5 du/acre.

[10]. ie Rural category located in Section 24, Township 43 South, Range 23 East and south of Gator Slough, the maximum density is 1 du/2.25 acres.

[11]The overall number of residential dwelling units is limited to 271 units in the DRMUWD future land use category.

[12]The residential dwelling units and hotel development portions of this redevelopment project must be located outside of the designated Coastal High Hazard Area in accordance with Map 5-A.

[13]See Objectives 33.2 and 33.3 for potential density adjustments.

[14]The maximum total density may be increased to 30 du/acre utilizing Greater Pine Island TDUs. [15]The maximum total density may be increased to 20 du/acre utilizing Greater Pine Island TDUs. [16]The maximum total density may be increased to 15 du/acre utilizing Greater Pine Island TDUs. [17]The maximum total density may be increased to 8 du/acre utilizing Greater Pine Island TDUs.

[18]The standard maximum density is 1 du/2.7 acres unless the "Adjusted Maximum Density" of 1 du/acre is achieved (see Policy 1.4.7 and LDC, Chapter 33).

[19]The maximum density in the New Community future land use category is limited to 1 du/~~2.5~~ 1.9 acres in the North Olga Community Plan area (see Policy 1.1.15).

Justification Narrative &
Lee Plan Analysis

Babcock Comprehensive Plan Amendment
Request Narrative

REVISED JULY 2024

I. Request

Babcock Property Holdings, LLC ("Applicant") is requesting approval of a Text Amendment Petition relating to the 4,157.2 +/-acre site known as "Babcock Ranch." The proposed text amendment will amend Policy 1.1.15 relating to the New Community Future Land Use Category and Objective 29.9 relating to New Community North Olga future land use category, to allow an increase in the number of dwelling units (DUs) from 1,630 DUs to 2,078 DUs and a reduction in hotel rooms from 600 to 250 rooms. An amendment to the Mixed-Use Planned Development (MPD) approval per Resolution Z-17-026 is being filed concurrently with this petition. The amendment does not propose any changes to the non-residential intensity of 1,170,000 SF and the maximum proposed building height is 65 feet. The project is connected to central water and sanitary sewer services via Babcock Ranch Community (BRC) Independent Special District (ISD).

This amendment will allow for increased diversity of housing types, including additional multi-family units. The amendment will also provide opportunities for Assisted Living Facilities through the Land Use Equivalency Matrix ("LUEM"). The proposed additional density will be sensitively located in the far northern limits of the MPD adjacent to the Charlotte County line, and more intensive town center uses in the Town of Babcock Ranch. The requested density increase is offset via additional environmental and public/civic benefits, above and beyond those enhancements already committed through the existing MPD.

The proposed petition will support and enhance the development of a clustered, mixed-use community on impacted areas of the subject property, which are adjacent to the Town of Babcock Ranch. The petition also serves to substantially increase the specific and measurable enhancements relating to protection, conservation, enhancement and restoration of natural resources. Due to the location of the proposed additional density, the development will continue to maintain compatibility with the surrounding low-density, rural communities in North Olga.

II. Property Information & Existing Conditions

The Property is comprised of 4,157.2 acres and is generally located north of North River Road/CR 78, south of the Lee/Charlotte County line, east of SR 31, and west of 20/20 Conservation lands in Northeast Lee County.

The subject property consists of a large assemblage of agricultural lands formerly owned and operated by the Babcock Family, until acquired by the Applicant in 2006. The underlying future land use designation is New Community and Wetlands per Ordinance 18-06, and all parcels are zoned Mixed Use Planned Development (MPD) per Resolution Z-17-026. Portions of the property are currently under development for permitted uses under the MPD zoning approval, while other portions continue to be used for agricultural purposes.

Pursuant to the CPA and MPD zoning approvals in 2018, the development of 1,000 dwelling units has commenced in the MU-2 and MU-1/R Tracts in a community known as TerraWalk at Babcock Ranch.

Lands in MPD have been conveyed to Pulte and Florida Power & Light (FPL) within the MPD boundary, as evidenced by the attached affidavits and disclosures of interest.

III. Town of Babcock Ranch/Project History

Occupying land in both Charlotte and Lee Counties, the historical footprint of Babcock Ranch covers over 90,000 acres and was primarily used for logging and agricultural purposes. The property is named after Edward Vose Babcock, who purchased the land in 1914.

In 2006, Babcock Ranch Holdings, LLC (Kitson & Partners) acquired the property with the intent of conveying the majority of the Ranch's environmentally sensitive areas to the State for permanent preservation, thereby providing an alternative mechanism for ensuring the long-term conservation of this environmental corridor. The remaining 18,000 acres, and the areas most significantly impacted by the historical agricultural and timber operations, would be utilized for development of a new town.

Since acquisition, Babcock Ranch Holdings has conveyed 74,000 acres to the State and secured all required development approvals for development of the Town of Babcock Ranch within Charlotte County, including but not limited to: Development of Regional Impact (DRI); Comprehensive Plan Amendment; Planned Unit Development rezoning; South Florida Water Management District (SFWMD) permits; Department of Environmental Protection 404 Permit, and an Army Corps of Engineers (ACOE) permit. The subject property is subject to both a conceptual SFWMD Environmental Resource Permit and ACOE permit.

Babcock Ranch was sensitively planned to maintain large tracts of open space and preserve areas within the development boundary to allow for the long-term protection of native habitats, facilitation of water quality improvements, and creation of functional wildlife corridors that connect internal preserves to a regional network of off-site conservation lands.

The DRI allows for the development of 17,870 dwelling units, 6 million square feet of non-residential uses, 600 hotel rooms, 177 hospital beds, 418 Assisted Living Facility (ALF) units, educational facilities, recreational uses, and civic space. The estimated population at build-out is 50,000 residents.

Substantial development has occurred in the Town including the construction of approximately 1,861 dwelling units, and the construction of 69,000+/- SF of retail and 13,000 SF of office uses per the 2022 DRI Monitoring Report.

Of the 18,000 acres within Babcock Ranch, 4,157 acres are located in Lee County. In 2018, the County approved future development of these lands via adoption of the New Community – North Olga future land use category, which allowed for development on upland portions of the property at a density of 1 du/2.5 acre, along with commitments for environmental, infrastructure and civic enhancements. Additionally, the New Community category required 60% of the site to be retained as open space, with 50% of the acreage maintained as native preserve encumbered by a perpetual conservation easement.

The New Community FLU and companion MPD zoning provided Lee County with a mechanism to allow clustered development in areas immediately adjacent to the established Town footprint in Charlotte County, and shift approved commercial intensities into Lee County to realize some of the economic benefit and tax base associated with these uses. The Overlay balanced the County's goals for the preservation, enhancement and restoration of on-site natural resources; protection of North Olga's rural character; and economic development.

IV. Surrounding Land Use Pattern

The subject property is located in a transitional area between the suburban development pattern south of the Caloosahatchee River in Fort Myers Shores; the semi-rural and agricultural lands within the North Olga community; and the urban mixed-use Town of Babcock Ranch, located immediately to the north of the Lee/Charlotte County line. Table 1.1 below further defines the surrounding Future Land Use designations, zoning districts and adjacent land uses.

Table 1.1: Inventory of Surrounding Lands

	FUTURE LAND USE	ZONING DISTRICT	EXISTING LAND USE
NORTH	Babcock Ranch Overlay District	Babcock Overlay Zoning District	Mixed-Use & Residential (Town of Babcock Ranch)
SOUTH	Rural; DR/GR	Agriculture (AG-2)	Public Right-of-Way (CR 78)
EAST	DR/GR	Agriculture (AG-2)	Conservation Lands (20/20); Agriculture; Single-Family Residential
WEST	Rural; DR/GR	Agriculture (AG-2)	Public Right-of-Way (SR 31)

The property has more than 2 miles of frontage on SR 31 and approximately 1.5 miles of frontage on North River Road/CR 78. Both SR 31 and North River Road are 2-lane arterial roadways.

It is important to emphasize that the subject property is largely surrounded by lands owned by the Applicant, government-owned conservation areas, or arterial roadways. The only adjacent properties under residential usage are those parcels in the "cut out" north of North River Road in Section 8. The vast majority of these lands are controlled by the Armeda Family, LLC, and utilized for agricultural purposes, with the exception of four (4) single-family properties on lots ranging from 5 to 7.5 acres along Turkey Run Lane. The lack of established residential communities adjacent to, or near the subject properties mitigates issues concerning neighborhood compatibility.

As outlined in the below analysis of Lee Plan Compliance section and the companion MPD Amendment application, the amendments to allow additional dwelling units within the New Community FLU will be limited to the far northern limits of the property and adjacent to Charlotte County, thereby protecting the surrounding rural lands in Lee County from impacts of additional density. Further, the amendment is offset by substantial reduction to the number of permitted hotel rooms and substantial increase to the on-site preserve areas. The MPD maintains all adopted performance standards to ensure the future development is complimentary to the surrounding land use pattern, including: a clustered development footprint with minimal external impacts; enhanced roadway and PD perimeter setbacks; transitional density from west to east; and increased buffers.

V. Proposed New Community Amendment

The proposed New Community Amendment will continue the development of Babcock Ranch under a Mixed-Use Planned Development program with clustered development pods within the ±4,157-acre site. The proposed Comprehensive Plan Map Amendment will expand the total wetland acreage within the preserve from 608.2 acre to 615.28 acres. Within the development pods, density is proposed to slightly increase and be capped at a maximum of 2,078 dwelling units. This text amendment will continue to allow for the clustering of development in a mixed-use setting by allowing for an additional 360 multifamily dwelling units. The remaining density will be utilized for Assisted Living Facility beds utilizing the Land Use Equivalency Matrix adopted by the MPD. These changes will provide additional housing diversity and allow for aging in place opportunities for existing and future residents and their families.

The text amendment will work to balance the proposed change by reducing the total number of hotel rooms from 600 rooms to 250 rooms. The reduction of hotel rooms lessens the intensity of allowable development within the Lee County portion of Babcock Ranch. The multifamily units will achieve more diverse housing stock for the Babcock Ranch community. Additionally, the companion MPD and supportive Master Concept Plan will delineate substantial increases to preserve areas that will remain under perpetual conservation easements.

The proposed amendments to Lee Plan Policy 1.1.15 and Objective 29.9 are in keeping with the policies and goals of the New Community Future Land Use category as outlined below in Section VII, particularly the protection and enhancement of natural resources and North Olga's rural character.

VI. Public Infrastructure

The subject property is currently serviced, or will be serviced, by public and private infrastructure that can accommodate the proposed mix of uses at the requested densities and intensities. The subject property is located within the Babcock Ranch Community Independent Special District (ISD), established in 2007 by House Bill 1515 (codified in Chapter 2007-306, Laws of Florida) passed by the Florida Legislature, and approved by the Governor of Florida on June 27, 2007, as amended. The ISD will provide for the governing, financing, construction, operation and maintenance of essential public services and facilities within the Town of Babcock Ranch.

Potable water, sanitary sewer, and irrigation services will be provided by BRCISD. In addition, there are adequate community facilities and services in the immediate vicinity of the project, including fire protection, EMS, schools, and public parks.

As detailed in the accompanying Traffic Circulation Analysis prepared by David Plummer & Associates, the surrounding roadway network requires improvements with or without the project. Some of these improvements are currently being planned and funded by the developer of the Town of Babcock Ranch. It is understood the developer will continue to identify funding sources and work with the appropriate state, regional and local transportation agencies for the planning and financing of required improvements.

Please refer to the enclosed agency availability letters for a complete description of available infrastructure and services to support development within the subject property. It should also be noted that as the Town of Babcock Ranch grows, additional services will be readily available to the proposed MPD, and other Charlotte County services by way of interlocal agreements.

VII. Lee Plan Compliance

In accordance with the Lee Plan, the enclosed application demonstrates compliance to the following policies and objectives:

> ***POLICY 1.1.15:*** *The New Community future land use category are areas of land that can be planned and developed as a cohesive unit ~~in order~~ to better achieve the conservation of important environmental resources and ~~to~~ initiate area-wide surface water management. New Community land must be located such that the area is capable of being developed with a balance of residential and non-residential uses and that major impacts of the development are internalized and/or alleviated by existing infrastructure ~~that is existing~~ or will be funded privately. New Community areas will be developed as freestanding economic units and will not impose negative fiscal impacts on the County (other than those associated with the delay in placing property improvements on the tax rolls). The residential density is one unit per ~~2.5~~ 1.9 gross acres (1 du/~~2.5~~ 1.9 acres) except within the Gateway/Airport Planning District, where a residential density*

of up to six dwelling units per gross acre (6 du/acre) may be permitted. [As proposed via this amendment]

Babcock Ranch is a mixed-use master planned community with the full range of land uses balanced with expansive preservation area in direct compliance with this policy. The community is self-contained in that it provides for a variety of housing types, which is further enhanced by the proposed amendment, as well as goods, services and employment. Adequate resources are available to serve the proposed increase of dwelling units as outlined in the enclosed letter of availability from Babcock Ranch Community Independent Special District (BRCISD).

Development within the New Community future land use category must have at least the following characteristics:

1. *The land will be developed under a well-conceived overall Planned Development;*

   Babcock Ranch is a well-conceived MPD zoning district subject to a binding Master Concept Plan (MCP) with commercial, office, residential, and recreational uses located on impacted uplands of the property. The MCP provides for significant wetland and upland preservation areas, as well as common open space areas demonstrating a sensitively planned project that not only preserves but enhances natural resources.

2. *The land can be served with all necessary facilities and services at no expense to the County. Uniform Community Development Districts and special taxing districts may be utilized toward achieving this objective;*

   Adequate services are available or planned for the proposed community, including those required for the additional density requested through this application. The amendment makes efficient use of the existing investment in developer-funded infrastructure.

3. *Population, recreation, open space, educational, office, and research facilities are distributed in an orderly and attractive manner;*

   Residential, recreational, and commercial uses are clustered within the Babcock Ranch MPD with extensive preserve area provided around the various development pods. The development pods are connected through a variety of streets, sidewalks, and multi-use trails with parks throughout the development. Mixed-use areas ensure goods and services are proximate to residential neighborhoods.

4. *The land must be developed in such a manner as to protect environmentally sensitive areas;*

   The proposed amendment and corresponding MPD increases the preservation area, as delineated on the MCP Land Use Summary, from 2,079 acres to 2,613, while decreasing acreage of development. This includes increases to both uplands and wetland preserves areas, both providing significant environmental benefit relating to connectivity of habitat for listed species, enhancement of surface water management systems, and protection of groundwater resources. The proposed amendment directly supports the protection of environmentally sensitive areas.

5. *The land must be developed as a free-standing community offering a complete range of land uses (e.g. full mix of housing types for a range of household incomes, industrial and office employment centers, and community facilities such as fire departments, schools, law*

enforcement offices, public recreational areas, health care facilities, and community commercial areas). The mix of land uses will be evaluated through buildout of the New Community to ensure developments include both residential and non-residential uses;

The Babcock MPD is being developed as a free-standing community with residential within close proximity to a variety of commercial and recreational uses. The Lee County MPD lands are highly integrated with the greater Town of Babcock Ranch within Charlotte County and fully fulfill the intent of this future land use category to create a self-contained community.

6. *Off-site impacts must be mitigated;*

   Off-site impacts are mitigated via the MPD zoning conditions relating to protection of natural resources and delivery of infrastructure and services. Letters of availability are provided with this this application to support the increased unit count.

7. *On-site levels of service must meet County-wide standards contained in this plan;*

   On-site levels of service meet County-wide standards as noted in the provided Utility/Service Demand Analysis, Traffic Impact Study, and the provided Letters of Availability.

8. *The land area must exceed a minimum of 2,000 acres to ensure an appropriate balance of land uses; and*

   The proposed amendments do not impact the ±4,157-acre site boundary approved with Ordinance 18-06.

9. *The land must be developed consistent with Goal 29 if located within the North Olga Community Plan area identified on Lee Plan Map 2-A.*

   The proposed amendment is consistent with Goal 29, as noted below.

POLICY 1.5.1: *Permitted land uses in Wetlands consist of very low density residential uses and recreational sues that will not adversely affect the ecological functions of wetlands. All development in Wetlands must be consistent with Goal 124. The maximum density is one dwelling units per twenty acres (1 du/20 acre) except as otherwise provided in Table 1(a) and Chapter XIII.*

The proposed amendment provides for additional 7 acres of jurisdictional wetland preservation. No additional impacts to wetlands are proposed. Thus, the amendment will enhance the project's consistency with this policy.

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

The proposed density increase will occur in areas of the site approved for development, resulting in no new impacts to preserve or open space areas. The project remains contiguous and interconnected with the Town of Babcock Ranch in Charlotte County with shared infrastructure to serve the proposed modifications to uses. The project

demonstrates clustered development areas that maximize the permanent preservation of thousands of acres of native habitat, wildlife corridors and flowways.

POLICY 2.2.1: *Rezoning and DRI 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 surrounding infrastructure has capacity to handle the increase in residential density outlined in the proposed Comprehensive Plan Amendment. Please find attached letters of availability from schools, fire, and police. The availability letter from EMS will be provided in a subsequent submittal.

STANDARD 4.1.1: 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.)*
2. *If the proposed development lies within the boundaries of a water utility's certified or franchised service area, or Lee County Utilities' future potable water service area, then the development must be connected to that utility.*
3. *The developer must provide proof that the prior commitments of the water utility, plus the projected need of the developer, do not exceed the supply and facility capacity of the utility.*
4. *All waterline extensions to new development will be designed to provide minimum fire flows, as well as adequate domestic services as required by Fla. Admin. Code R. 62-555.*
5. *If a new development is located in a certificated or franchised service area, or Lee County Utilities' future potable water service area (see Map 4-A), and the utility cannot provide the service or cannot provide the service except at a clearly unreasonable cost to the developer, the developer is encouraged to petition the appropriate regulatory agency to contract the service area so that the development may establish its own community water system or invite another adjacent utility to expand its service area in order to provide the required service.*
6. *If a development lies outside any service area as described above, the developer may: • request that the service area of Lee County Utilities or an adjacent water utility be extended to incorporate the property; • establish a community water system for the development; or • develop at an intensity that does not require a community water system.*
7. *Lee County Utilities may provide potable water service to properties not located within the future water service area when such potable water service is found to benefit public health, safety, and welfare, including protection of Lee County's natural resources.*

Potable water services will be provided by Babcock Ranch Community Independent Special District (BRCISD). Please refer to the enclosed letter from this entity confirming availability of services for the additional proposed density within this petition. All water flows will be in compliance with code requirements.

STANDARD 4.1.2: *SEWER.*

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.*
2. *If the proposed development exceeds the thresholds listed above and lies within the boundaries of a sewer utility's certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and that utility has sufficient capacity to provide minimum service to the development, then the development must connect to that*

sewer utility if there is existing infrastructure adequate to accept the effluents of the development within I/4 mile from any part of the development.

3. *If there is not sufficient capacity nor adequate infrastructure within I/4 mile of the development, the developer must provide proof in the form of a clearly stated rejection of service.*
4. *If a new development is located in a certificated or franchised service area, or Lee County Utilities' future sanitary sewer service area (see Map 4-B), and the utility cannot provide the service, or cannot provide the service except at a clearly unreasonable cost to the developer, the developer may establish on a temporary basis a self-provided sanitary sewer facility for the development, to be abated when the utility extends service to the site. The developer may also petition the appropriate regulatory agency to contract the service area of the utility in order that another utility may be invited to provide the service.*
5. *If a development lies outside any service area as described above, the developer may: • request that the service area of Lee County Utilities or an adjacent sewer utility be expanded to incorporate the property; • establish a self-provided sanitary sewer system for the development; • develop at an intensity that does not require sanitary sewer service; or • if no more than 5000 gallons of effluent per day per parcel is produced, an individual sewage disposal system per Fla. Admin. Code R. 64E-6 may be utilized, contingent on approval by all relevant authorities.*
6. *Lee County Utilities may provide sanitary sewer service to properties not located within the future sewer service area when such sanitary sewer service is found to benefit public health, safety, and welfare, including protection of Lee County's natural resources.*

Sanitary sewer services will be provided by Babcock Ranch Community Independent Special District (BRCISD). Please refer to the enclosed letter from this entity confirming availability of services for the additional proposed density within this petition.

POLICY 4.1.4: ENVIRONMENTAL FACTORS

1. In any case where there exists or there is the probability of environmentally sensitive areas (as identified by Lee County, the Corps of Engineers, Department of Environmental Protection, South Florida Water Management District (SFWMD), or other applicable regulatory agency), the developer/applicant must prepare an environmental assessment that examines the existing conditions, addresses existing or anticipated environmental problems, and proposes means and mechanisms to protect, conserve, or preserve the environmental and natural resources.
2. Ensure that land uses and structures are well integrated, properly oriented, and functionally related to the topographic and natural features of the site.
3. Ensure development minimizes the need for expansion and construction of street and utility improvements.

The approved development footprint is reduced by the companion MPD Amendment. The areas proposed for development were carefully located in the prior zoning approval to maximize preservation of existing wetlands, upland habitat and flowways. Development is located in the areas historically impacted by agricultural, leaving over 60% undeveloped. Compliance with this policy is enhanced by the proposed amendment.

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 CPA will maintain compatibility with the surrounding rural and residential land uses via expansive buffers and setbacks, limited access to surrounding roadways, and clustering of development adjacent to the Charlotte County line proximate to the urban core of the Town of Babcock Ranch.

Specifically, the CPA and companion MPD amendment will not impact the 1,300' setback from North River Road; prohibition of access onto North River Road; and buffers in excess of the LDC along all roadways. A 50' setback from edge of pavement along SR 31 will be provided.

The proposed additional density will be located in the MU-1 or MU-2 areas of the site shown on the MCP, in the far northern limits of the project to enhance internal accessibility of the Town's goods, services and employment located in the mixed use areas of both Charlotte and Lee Counties.

***GOAL 9: AGRICULTURAL LAND USES**. To protect existing and potential agricultural lands from the encroachment of incompatible land uses and to discourage the introduction or expansion of agricultural uses in the Future Urban Areas.*

The New Community policies will continue to require expansive buffers and setbacks from adjacent agriculturally zoned property as well as any agricultural uses that may occur on the abutting Conservation 20/20 lands.

***OBJECTIVE 17.3: PUBLIC INPUT:** To provide opportunities for public input as part of the comprehensive plan and land development code amendment process.*

***POLICY 17.3.1:** Educate the public regarding comprehensive planning and sound planning principles by requiring public information meetings.*

To coincide with the application and inform the community on the proposed changes, the applicant has met with Alva Inc., North Olga, and held a townhall in Babcock Ranch. These were preliminary meetings, and the official publicly advertised meeting summaries and proof of noticing are provided.

***POLICY 17.3.2:** One public information meeting is required for privately-initiated applications that propose a text change within a community plan or revises a map designation within a community plan area boundary. The meeting must be conducted before the application can be found complete.*

The applicant has held a Babcock Community Meeting on December 7, 2023, a meeting with the North Olga Planning Panel on January 18, 2024, an Alva Inc. meeting on February 13, 2024, a North Olga meeting on the Property no March 12, 2024, a meeting with the North Olga Planning Panel on April 18, 2024, and another meeting with the North Olga Planning Panel on July 18, 2024. The purpose of these meetings is to inform the community of the proposed amendments. These were preliminary meetings, and the official publicly advertised meeting summaries and proof of noticing has been provided.

GOAL 27: *NORTHEAST LEE COUNTY COMMUNITY PLAN. Maintain, enhance, and support the heritage and rural character, natural resources, and agricultural lands. Alva and North Olga will work cooperatively toward this goal through the objectives and policies that follow, and through their individual community plans.*

The proposed Map and Text amendments will serve as enhancement to the rural character by clustering development adjacent to Charlotte County and away from low density and agricultural lands in Lee County. The amendment further enhances the natural resource protection elements committed by the original CPA, by increasing the wetland preserve areas shown on the Future Land Use Map. Policy requirements for expansive buffers and setbacks from all adjacent lands and public roadways will be maintained.

POLICY 27.1.2: *Work with residents and property owners of Alva and North Olga to develop standards and guidelines for clustering future development and conserving large areas of open lands to promote compatibility with adjacent residential and agricultural areas. These standards and guidelines are intended to give clear and meaningful direction for future amendments to the Land Development Code.*

The proposed CPA will continue to cluster development areas in a manner that conserves large areas of undeveloped lands in perpetuity, and also addresses compatibility with active agricultural operations in the area.

POLICY 27.3.2: *Identify, maintain, and enhance appropriate public access to Northeast Lee County's public lands and surface waters, balanced with new and ongoing efforts to protect and enhance the community's water quality and natural resources.*

An internal trail system will be provided and open to the public. The trails will be accessible by trailheads throughout the development and within the adjacent Town of Babcock Ranch in Charlotte County. Main access points to the project from SR 31 and from the Town of Babcock Ranch will not be gated, and will facilitate public ingress/egress to these trailheads.

POLICY 27.4.1: *Work to preserve the rural character and scenic qualities of North River Road, and support multiple modes of travel for residents, business, visitors, and commercial agriculture within Northeast Lee County. Implementation of this policy will not impact the function or operation of agricultural lands within the Planning Community for the purposes of scenic preservation.*

The concurrent MPD and MCP will continue to limit access to North River Road for the purposes of preserving the rural character of this corridor. The MPD conditions further limit access to this roadway for emergency purposes only. In addition, development areas are proposed to be setback 1,300 feet from North River Road in order to preserve the expansive rural vistas. The proposed sub-policies also require enhanced setbacks where proposed development abuts adjacent agricultural uses to mitigate impacts to the function and operations of these lands. Therefore, the CPA/MPD is in direction compliance with the above policy.

GOAL 29: NORTH OLGA COMMUNITY PLAN*. Promote and support the unique rural character, heritage, economy, quality of life, and natural resources in the North Olga Community Plan.*

POLICY 29.1.1. *Protect the community's rural aesthetic qualities, preserve the natural and historic resources, and support a diverse rural economy by promoting compact or clustered development areas that maintain large, contiguous tracts of open space, while supporting commercial agricultural businesses.*

The proposed amendment increases onsite preservation area from 2,079 acres to 2,613 acres. This promotes the rural character of the North Olga area by preserving sensitive lands and clustering onsite development within pods dispersed throughout the site.

POLICY 29.1.3. *Maintain enhanced design, landscaping, signage, and architectural standards to promote the rural character of the North Olga Community Plan area.*

The proposed amendment will not alter the approved design or landscaping which takes into consideration traditional Florida architectural Florida-friendly/Florida-native landscaping.

OBJECTIVE 29.2: *RESIDENTIAL LAND USES. Protect and enhance the rural character of the North Olga Community by evaluating residential development proposals for consistency with the community rural character and sense of community. Rural character is defined as those characteristics that convey the rural lifestyle such as: large lots or clustered development, ample view of wooded areas, open spaces, and river fronts, working farms, productive agricultural uses, and the protections of environmentally sensitive lands.*

POLICY 29.2.1: *Proposed planned developments will be encouraged to provide a mix of unit types and flexible lot sizes to allow for clustering, affordability, preservation of open space, natural assets, and diversity of choice within the community.*

The proposed amendment will provide additional types of residential product types increasing affordability within the community. The proposed multifamily units will cluster units and create more of a walkable, mixed-use development.

OBJECTIVE 29.9: *NEW COMMUNITY. Land designated as New Community on the Future Land Use Map within the North Olga Community Plan area will be developed as a unified planned development in order to achieve conservation and enhancement of important environmental resources; initial area wide surface water management; prevent sprawling land use patterns; create critical hydrological and wildlife corridors and connections; and protect rural character of the surrounding community.*

POLICY 29.9.1: *Residential densities for land within the New Community future land use category may be permitted up to a maximum of 1 du/~~2.5~~ 1.9 acres. In no case shall the unit count in the New Community future land use category in North Olga exceed ~~1,630~~ 2,078 dwelling units. [As proposed via this amendment].*

The proposed petition would amend this policy to allow for up to 2,078 dwelling units. As an off-set, the total number of hotel rooms would be decreased from 600 rooms to 250 rooms. The applicant is also proposing to increase the onsite preservation areas from 2,079 acres to 2,613 acres, reducing the overall developable area within Babcock Ranch.

POLICY 29.9.2. *Non-residential intensities for lands within the New Community future land use category will be limited to a maximum permitted Floor Area Ratio (FAR) of 0.15. The FAR will be based upon the gross acreages dedicated to non-residential uses within the overall planned development boundary, including all uplands, wetlands, open space, rights-of-way, recreation areas, and/or lake. In no case shall the total commercial square footage in the New Community future land use category in North Olga exceed 1,170,000 square feet in addition to ~~600~~ **250** hotel rooms.*

The proposed amendment will not exceed the outlined FAR. The amendment will decrease total hotel rooms from 600 rooms to 250 rooms.

GOAL 54: CONSERVATION. *To ensure that future populations have access to potable water supplies and services at a reasonable price by using and encouraging conservation and resource management measures to reduce consumption of potable water.*

Babcock Ranch is designed to be environmentally conscious through site design, Florida-friendly landscaping, preservation, and clustered development. The community is designed to preserve existing natural resources and continues to educate the community on the importance or conservation and resiliency.

POLICY 60.1.1: *Require design of surface water management systems to protect or enhance the groundwater.*

The CPA will enhance the project's surface water management system that incorporates "green infrastructure" through addition of open space, preserve and wetlands in the easter portion of the site. The surface water management system for the Property has been conceptually permitted through the South Florida Water Management District (SFWMD) to include a net reduction in discharge rates throughout the development. This allows for more contact time between surface water and groundwater tables directly enhancing the potential for recharge in the area. The MPD conditions require an additional 50% water quality treatment in addition to state requirements. This will enhance both groundwater and surface water quality in the vicinity. These commitments are not changed by the proposed amendment.

POLICY 60.1.2: *Incorporate, utilize, and where practicable restore natural surface water flowways and associated habitats.*

Much of the site will remain under a preserve easement with natural surface flowways being maintained.

POLICY 60.4.1: *The County encourages new developments to design their surface water management systems to incorporate best management practices including, but not limited to, filtration marshes, grassed swales planted with native vegetation, retention/detention lakes with enlarged littoral zones, preserved or restored wetlands, and meandering flow-ways.*

The Babcock Ranch site will continue to follow best practices for surface water management through filtration marshes, grassed swales, native vegetation, and increase preserve area, as outlined in the Johnson Engineering Environmental Benefit/Impact Analysis.

POLICY 60.4.2: *The County encourages new developments to design their surface water management system to incorporate existing wetland systems.*

The site has been significantly altered by agricultural operations, and many of the existing flowways have been redefined. The CPA will continue to maintain and enhance the existing flow ways. In addition to preserving much of the land directly encompassing the flowways, the project also includes weirs within the ditched system that will hold back lower flows, thereby restoring natural communities.

As detailed within the Environmental Impact Analysis prepared by Johnson Engineering, the development also includes substantial wetland creation areas throughout the development.

***POLICY 60.4.3**: The County encourages the preservation of existing natural flow-ways and the restoration of historic natural flow-ways.*

Existing natural flowways will continue to be preserved. The proposed CPA increases the total preservation area within Lee County portions of Babcock Ranch.

***OBJECTIVE 71.1: ENERGY CONSERVATION.** Support programs on energy efficiency and conservation, resource conservation and recycling, appropriate community technology, and environmental protection.*

The Babcock Ranch community includes 150 MW of solar generation on more than 440 acres. This energy is fed into the FPL energy grid and is sufficiency to power the existing and planned development in Babcock Ranch, thereby contributing to a self-sustained community. Additionally, the project includes substantial environmental protection measures directly relating to conservation of protected species, native habitat, surface water and groundwater. The community is also planned for multimodal transportation and an integrated mix of land uses to reduce Vehicle Miles Travelled (VMT),

***POLICY 72.2.2:** Assess the impact of all new residential development upon the projected hurricane evacuation network and upon projected hurricane evacuation times, and require mitigation either through structural (on-site or off-site shelter) provisions or through nonstructural methods or techniques. Pursuant to Policy 24.7.5, all new residential development and redevelopment within the Hurricane Vulnerability Zone in Greater Pine Island must mitigate hurricane sheltering and evacuation impacts in accordance with the LDC, Chapter 2, Article XI.*

Babcock Ranch is located within Hurricane Evacuation Zone D, which is less likely to evacuate during a hurricane. Babcock Ranch demonstrated strong resiliency during Hurricane Ian in September of 2022 and experienced limited flooding impacts due to design consistent with current state and federal regulations. Additionally, the planned widening of the surrounding roadway network will better accommodate an emergency evacuation.

***POLICY 123.2.4:** Encourage the protection of viable tracts of sensitive or high-quality natural plant communities within developments.*

The CPA via the companion MPD is increasing the acreage of natural preserve areas to 2,613 acres, which is over 60% of the site. This commitment far exceeds the standards of the Lee Plan and LDC and will provide substantial environmental benefit to the region due to connectivity to vast private and public conservation areas.

***POLICY 125.1.2**: New development and additions to existing development must not degrade surface and ground water quality.*

The CPA will continue to include conditions to ensure no degradation to surface and groundwater, including but not limited to Surface Water and Groundwater Monitoring Plans, Water Quality Monitoring Plans, and enhanced standards related to pre-treatment of stormwater and discharge rates. No changes to these commitments are proposed to the MPD. Moreover, the amendment will provide more open space/preserve within the project to enhance the project's stormwater management capabilities via additional pervious areas.

***POLICY 126.1.1:** Natural water system features which are essential for retention, detention, purification, runoff, recharge, and maintenance of stream flows and groundwater levels shall be identified, protected, and managed.*

The Flow-ways Map included as Attachment 6 of the Environmental Impacts/Benefits Analysis illustrates the major flowways that were mapped across the Lee County BRC during original permitting. Comparing this map to the Development/Preserves Map and Preserve Phasing Map included as Attachments 7 and 8, respectively, of the same report, illustrates the natural flow-ways have been incorporated into the preserve areas.

POLICY 126.1.4: *Development designs must provide for maintaining or improving surface water flows, groundwater levels, and lake levels at or above existing conditions.*

The development/preserve layout was designed to accommodate major flow-ways remaining in place. As part of the review process for the South Florida Water Management District (SFWMD) Environmental Resource Permit (ERP) that has been obtained for the project, surface water flows and groundwater levels were evaluated in great detail to ensure a permitted stormwater management design that does not negatively impact preserved wetlands and surface waters.

VIII. State Comprehensive Plan Analysis

The Community Planning Act of 2011 (HB7207) removed the requirement to address consistency with the local comprehensive plan and state comprehensive plan, however, the proposed amendment is consistent with the State Comprehensive Land Use Plan's intent to ensure the protection of natural resources. Specifically, the amendment is consistent with the following guiding policies:

187.201 (15) Land Use.
(a) Goal.—In recognition of the importance of preserving the natural resources and enhancing the quality of life of the state, development shall be directed to those areas which have in place, or have agreements to provide, the land and water resources, fiscal abilities, and service capacity to accommodate growth in an environmentally acceptable manner.
(b) Policies.—

1. ***Promote state programs, investments, and development and redevelopment activities which encourage efficient development and occur in areas which will have the capacity to service new population and commerce.***
2. ***Develop a system of incentives and disincentives which encourages a separation of urban and rural land uses while protecting water supplies, resource development, and fish and wildlife habitats.***

As identified in the attached letters of availability there is service capacity in place to serve the project in terms of potable water and sanitary sewer service. There is also adequate capacity of law enforcement, school services, solid waste, and emergency services.

187.201 (17) PUBLIC FACILITIES.—
(a) Goal.—Florida shall protect the substantial investments in public facilities that already exist and shall plan for and finance new facilities to serve residents in a timely, orderly, and efficient manner.
(b) Policies.—

1. **Provide incentives for developing land in a way that maximizes the uses of existing public facilities.**
3. **Allocate the costs of new public facilities on the basis of the benefits received by existing and future residents.**

The proposed amendment will utilize existing and already planned facilities. The added density clusters housing within the already planned development pod to minimize impacts. Potable water and sanitary sewer will be privately provided through Babcock Ranch Community Independent Special District.

IX. Conclusion

In sum, the Comprehensive Plan Amendment proposes an increase to residential density and a decrease in total hotel units while maintaining all performance standards and goals, objectives and policies that ensure protection of natural resources and rural character. The additional density will be clustered on impacted areas of the subject property, immediately adjacent to the Town of Babcock Ranch in the far northern portion of the site pursuant to the companion MPD. The development will continue in a manner that creates specific and measurable enhancements relating to protection, conservation, enhancement and restoration of natural resources, as well as furthering the County's defined economic goals and objectives, all of which result in significant regional benefits. These enhancements will fulfill the intent of the New Community-North Olga future land use category. The Applicant has committed to additional Wetland future land use acreage as further evidence of their commitment to environmental protection. The proposed amendment will meet or exceed the standards set forth in the LDC is consistent and supportive of the Lee Plan as a whole, and the specific intent for North Olga. For these reasons, the Applicant respectfully requests approval of this Comprehensive Plan Amendment as proposed.

Community Meeting Summary

NOTICE OF PUBLIC INFORMATION MEETING

DATE: Tuesday, March 12, 2024

TIME: 7:00 PM

ADDRESS: 21471 N. River Road, Alva, Florida 33920

In accordance with the Northeast Lee County Community Plan Requirements of the Lee County Lee Plan and Land Development Code, the Applicant, Babcock Property Holdings, LLC will be presenting information to the public on the following request:

> The request is to amend the approved Mixed-Use Planned Development (DCI2023-00053) for the +/-4,157-acre property to allow an increase in the number of dwelling units (DUs) from 1,630 DU to 2,078 DUs and a reduction in hotel rooms from 600 rooms to 250 rooms. The amendment will increase onsite preservation acreage. A companion Comprehensive Plan Amendment (CPA2023-00012) includes amending Lee Plan Policy 1.1.15 and Objective 29.9 relating to New Community, North Olga, to modify the entitlements.

For questions, please contact:

Tom Sacharski, AICP
RVi Planning + Landscape Architecture
8725 Pendery Place, Suite 101, Bradenton, FL 34201
(941) 706-6132 or tsacharski@rviplanning.com

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3/1/24 9900699

Babcock Lee Comprehensive Plan Amendment & MPD Amendment
CPA2023-00012 & DCI2023-00053
North Olga Community Meeting Summary

In accordance with the Northeast Lee County Community Plan Requirements of the Lee County Lee Plan and Land Development Code, the Applicant, Babcock Property Holdings, LLC held a community meeting on the proposed Comprehensive Plan Amendment (CPA2023-00012) and Mixed-Use Planned Development Amendment (DCI2023-00053) for the +/-4,157-acre property known as "Babcock Lee".

The meeting was held on the subject property, generally at the intersection of Saw Palmetto Parkway and Curry Preserve Drive at 10:00 a.m., on Saturday, March 16, 2024. The meeting was advertised in the News Press as shown on Exhibit A. Three (3) attendees participated in the meeting per the Sign-In Sheet attached as Exhibit B.

The Consultant presented the proposed MPD Master Concept Plan (MCP) in contrast to the approved MCP, noting the request will increase the unit count from 1,630 units to 2,078 units. It was noted the number of hotel rooms would be decreased from 600 to 250 rooms. Consultants explained the expanded/increased preserve areas and open space, as well as the FDOT improvements to SR 31, noting no change to proposed access. The Consultants concluded the meeting at approximately 11:00 a.m.

NOTICE OF PUBLIC INFORMATION MEETING

DATE: Saturday, March 16, 2024

TIME: 10:00 AM

ADDRESS: Intersection of Saw Palmetto Pkwy and Curry Preserve Dr, Alva, FL 33920

In accordance with the Northeast Lee County Community Plan Requirements of the Lee County Lee Plan and Land Development Code, the Applicant, Babcock Property Holdings, LLC will be presenting information to the public on the following request:

The request is to amend the approved Mixed-Use Planned Development (DCI2023-00053) for the +/-4,157-acre property to allow an increase in the number of dwelling units (DUs) from 1,630 DU to 2,078 DUs and a reduction in hotel rooms from 600 rooms to 250 rooms. The amendment will increase onsite preservation acreage. A companion Comprehensive Plan Amendment (CPA2023-00012) includes amending Lee Plan Policy 1.1.15 and Objective 29.9 relating to New Community, North Olga, to modify the entitlements.

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(941) 706-6132 or tsacharski@rviplanning.com

Directions:

From the Lee Civic Center Complex (11831 Bayshore Rd, North Fort Myers) driving north, go approximately 2.75 miles. Take a right onto Saw Palmetto Pkwy (traveling straight through the stop sign) for approximately 0.75 miles. The meeting location will be onsite, south of the intersection of Saw Palmetto Pkwy and Curry Preserve Dr. Please see attached location map.

NP-38901590

BABCOCK LEE COMPREHENSIVE PLAN AMENDMENT & MPD AMENDMENT
NORTH OLGA COMMUNITY MEETING
MARCH 16, 2024

NAME	EMAIL	ADDRESS
Tom Mullins	Mullinsz@icloud.com	1811 Jones Ave
Pete Galatro	~~17133 Bullhorn Cir.~~ PGALATRO@GMAIL.COM	17133 Bullhorn Cir.
Ron & Norma Moricone		43843 Stream Crossing Ln

Preliminary Density Calculation

BABCOCK MPD AMENDMENT
PRELIMINARY DENSITY CALCULATION

REVISED JULY 2024

The Babcock Mixed Use Planned Development Amendment application is companion to the Babcock Comprehensive Plan Amendment. The CPA proposes to increase the maximum allowable density from 1 du/2.5 acres to 1 du/1.9 acres, and reduce the number of hotel rooms from 600 to 250 rooms. No change to the project intensity is proposed. The amendments will continue to allow for clustered mixed-use development, in a manner that supports specific and measurable enhancements relating to protection, conservation, enhancement and restoration of natural resources, as well as furthering the County's defined economic development goals, all of which result in significant regional benefits. The amendment also specifically supports housing diversity and the inclusion of multi-family and ALF units in the northern portion of the MPD, adjacent to more intensive "town center" uses in the Town of Babcock Ranch.

The following is a breakdown of the project density based upon the companion Comprehensive Plan Amendment.

Future Land Use	Maximum Density	Acreage	Unit Count
New Community (Uplands & Preserved Wetlands)	1 du/1.9 AC	4,100.6 AC	2,158 DU
Wetlands (Impacted)	1 du/20 AC	56.52 AC	3 DU
TOTAL PERMITTED UNIT COUNT*			**2,161 DU**
TOTAL REQUESTED UNIT COUNT*			**2,078 DU**

*Companion MPD zoning limits unit count to 2,078 DU

Environmental Impacts Analysis

Babcock Ranch Community
Environmental Impacts/Benefits Analysis

Lee County Comprehensive Plan Amendment / MPD Zoning Amendment

~~*November 2016*~~
Updated November 2023

Prepared for:

Babcock Property Holdings, LLC

Prepared by:

JOHNSON ENGINEERING

TABLE OF CONTENTS

LIST OF TABLES

ATTACHMENTS

I. PROJECT DESCRIPTION/INTRODUCTION

The Babcock Mixed Use Planned Development (MPD) is comprised of the ± 4,157-acre portion of the Babcock Ranch Community (BRC) that is located in Lee County (east of SR 31 and north of CR 78). Babcock Property Holdings, LLC ("BPH" or "Applicant") received Lee County approvals in 2016/2017 to develop an environmentally sensitive mixed use community with up to 1,630 dwelling units (DUs), 600 hotel rooms, and 1,170,000 square feet of non-residential development in a compact development pattern, while preserving approximately half of the property as native preserve (indigenous open space). The Applicant now seeks approval to amend the Babcock MPD to increase the number of DUs from 1,630 DUs to 2,078 DUs; reduce the number of hotel rooms from 600 to 250 rooms; and increase the on-site preservation areas (further described below). The amendment does not propose any changes to the non-residential intensity of 1,170,000 square feet and the maximum proposed building height of 65 feet.

From a preservation standpoint, the approved MPD Master Concept Plan (MCP) reflects 2,079 acres of required preserve. However, the original Preserves Map, which was the basis of environmental conditions and the Preserve Phasing Plan included with the original zoning illustrated approximately 2,379 acres of preserve. The MCP proposed with this application includes approximately 2,613 acres of preserve, which is a net increase of approximately 234 acres of preserve compared to the original Preserve Map and a net increase of 534 acres of preserve compared to the "required preserve" acreage shown on the existing MCP. This net increase of preserve is accomplished by returning approximately 254 acres of lands originally approved for development on the eastern side of the property back to the preservation landscape to provide enhanced wildlife corridors and removing approximately 20 acres of preserve from the southwest portion of the development along State Road 31 to accommodate the future roadway widening.

An overview of existing property attributes is provided below while the maps in **Attachments 1-7** are intended to illustrate the natural conditions found on the properties, as required by Section IV.C of the Application for a Comprehensive Plan Amendment: Environmental Impacts and Part 8: Environmental Requirements of the Planned Development zoning application. The maps remain consistent with those reviewed/approved as part of the original CPA and MPD processes for the BRC, except for updates to illustrate areas of development and preserves that have been implemented to date, as well as illustrate the additional preserve areas on the eastern side of the property. This analysis further provides an overview of the ecological benefits resulting from the expansive preserve corridors.

II. EXISTING CONDITIONS

A. Land Uses / Vegetation

Lee County BRC (± 4,157 acres): The existing Babcock MPD Master Concept Plan (MCP) authorized 1,797 acres of development across six different land use classifications (MU-1/R, MU-1, MU-2, R-1, R-2, and R-3), 2,079 acres of preserve, and 281 acres of buffers/stormwater/other. Since authorization of the Babcock MPD, BPH has commenced development (construction underway or Development Order applications are in process) on approximately 1,200 acres in Lee County. Conservation easements [granted to the South Florida Water Management District (SFWMD) with third party enforcement rights provided to the Florida Department of Environmental Protection (FDEP) and Lee County] have been placed over approximately 1,600

acres of preserve in Lee County. Land management activities (exotic removal/maintenance, prescribed fire, and supplemental plantings, where needed) have commenced within these preserve areas, with approximately 1,300 acres having recently passed CC inspection with Lee County Development Services environmental staff. Agricultural uses were discontinued across the referenced development and preserve areas in accordance with existing zoning requirements. All other undeveloped lands (designated development tracts and future preserve areas) are being maintained with prescribed fire on a 3-5 year rotation.

Vegetation mapping on the property was conducted in accordance with the Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT, 1999) during the original ERP process for the overall BRC (Charlotte and Lee Counties). The limits of jurisdictional wetlands were included in a specific purpose survey during that permitting effort and considered binding by the SFWMD (ERP # 08-0004-S-05, Application # 070330-5) and the U.S. Army Corps of Engineers (USACE) (Permit SAJ-2006-6656 IP-MJD). The habitat mapping and limits of jurisdictional wetlands were re-verified during a modification of the SFWMD permit (new conceptual ERP # 08-105624-P obtained in September 2021) for what is referred to as the 2020 Babcock Plan, which authorized the preserve configuration being sought with this Lee County application. An FDEP State 404 Permit (Permit # 396574-001 obtained in November 2021) was also obtained for the 2020 Babcock Plan following the State's assumption of Section 404 permitting from the USACE in late December 2020.

Prior to the start of development, the site was comprised of approximately 3,428 acres of uplands consisting primarily of improved pastures, pine flatwoods, palmetto prairies, mixed rangeland, pine with oak and cabbage palm, live oak, and upland scrub. Wetlands onsite represented approximately 672 acres and included both forested and herbaceous communities with varying degrees of disturbance. The property also contained approximately 57 acres of surface waters, comprised of both streams and waterways, as well as other manmade areas of open water associated with agricultural uses. Habitat quality of wetlands and uplands varies throughout the site, particularly depending on proximity of canals, roads, and farming activities. The **FLUCFCS Map in Attachment 1** is illustrative of the habitat types found within the Babcock MPD and also provides a detailed acreage breakdown for each habitat type in table format. Development that has occurred to date (±1,200 acres) is shaded in dark gray on this map for illustrative purposes, but the original FLUCFCS codes underlying the development areas remain on the map and in the acreage table. A narrative description of the various habitat types, as originally provided, follows.

FLUCFCS Code 211: Improved pasture

Vegetation in the upper and mid-canopy is mostly absent. The herbaceous stratum is characterized by a variety of pasture grasses and pioneering species, including dog fennel (Eupatorium capillifolium) and Caesar weed (Urena lobata). Other herbaceous ground cover includes a number of pasture grasses and forbs, including Bahia grass (Paspalum notatum), Bermuda grass (Cynodon dactylon), broomsedge (Andropogon virginicus), ragweed (Ambrosia artemisiifolia), smutgrass (Sporobolus indicus) and chocolate weed (Melochia corchorifolia). Scattered Brazilian pepper, cabbage palm (Sabal palmetto) and wax myrtle (Myrica cerifera) can be found in the mid-canopy around the edges of some pastures.

FLUCFCS Code 2551: Pole barn

Existing pole barn structures can be found near some agricultural lands, and are typically used for storage and maintenance of vehicles, equipment and materials.

FLUCFCS Code 320: Shrub and brushland

Canopy vegetation in this upland habitat is mostly absent. The vegetation is representative of a habitat in succession following a disturbance, such as fire and/or clearing activities. Exotic species, such as cogon grass, Caesar weed, melaleuca and Brazilian pepper often occur in varying amounts throughout this habitat. Other common mid-canopy species present include wax myrtle, winged sumac (*Rhus copallinum*), gallberry (*Ilex glabra*), saltbush (*Baccharis halimifolia*), rusty lyonia (*Lyonia ferruginea*) and tarflower (*Bejaria racemosa*). Ground cover in this habitat includes scattered saw palmetto (*Serenoa repens*), wire grass (*Aristida stricta*), dog fennel, greenbrier (*Smilax spp.*), broomsedge (*Andropogon spp.*), chocolate weed and various other upland and transitional opportunistic herbaceous species.

FLUCFCS Code 321: Palmetto prairie

The upper canopy of the palmetto prairie areas is largely open with the exception of a few slash pines (*Pinus elliottii*) and occasional live and laurel oaks (*Quercus virginiana; Quercus laurifolia*). Mid-canopy vegetation is dominated by saw palmetto with scattered beautyberry (*Callicarpa americana*), tar flower, wax myrtle, rusty lyonia and gallberry. Representative herbaceous vegetation includes dwarf live oak (*Quercus minima*), gopher apple (*Licania michauxii*), pennyroyal (*Piloblephis rigida*), shiny blueberry (*Vaccinium myrsinites*), Elliott's milkpea (*Galactia elliottii*), Caesarweed, blackroot (*Pterocaulon pycnostachyum*), winged sumac, panic grass (*Dichanthelium spp.*) and greenbrier.

FLUCFCS Code 330: Mixed rangeland

This habitat type is similar to shrub and brushland (FLUCFCS Code 320) and is also frequently characterized as a habitat in succession following a disturbance, such as fire, logging and/or clearing activities. Mid-canopy vegetation is generally less dense than FLUCFCS Code 320 and dominant ground cover frequently includes broomsedge, cogon grass, mikania (*Mikania scandens*), swamp fern (*Blechnum serrulatum*) and saltbush.

FLUCFCS Code 411: Pine flatwoods

FLUCFCS Code 4119E1: Pine flatwoods, 1-24% exotics

FLUCFCS Code 4119E3: Pine flatwoods, 50-74% exotics

The upper canopy of this habitat is dominated by slash pine with scattered cabbage palm, oaks and strangler fig (Ficus aurea). Saw palmetto, wax myrtle, cabbage palm, myrsine (Myrsine cubana), gallberry and dahoon holly (Ilex cassine) are present in the mid-canopy. Varying coverage of exotic vegetation, including Brazilian pepper, melaleuca and Caesar weed, may be found in portions of these habitats, typically along areas of previous disturbance, such as fire breaks, trails, edges of farm fields and fence lines. The herbaceous stratum is diverse, comprised of dwarf live oak, shore rush (Juncus marginatus), netted pawpaw (Asimina reticulata), dog fennel, Caesar weed, thistle (Cirsium nuttallii), chocolate weed, beggarweed (Desmodium sp.), chalky bluestem (Andropogon virginicus var. glaucus), bog buttons (Lachnocaulon sp.), blueberry, blackroot, greenbrier, muscadine grapevine (Vitis rotundifolia), wire grass (Aristida stricta), marsh fleabane (Pluchea rosea) and panic grass.

FLUCFCS Code 416: Pine Flatwoods, Graminoid Understory

The upper canopy of this habitat consists of slash pine and scattered cabbage palm. Mid-canopy species include wax myrtle, cabbage palm, myrsine and dahoon holly. Ground cover includes beautyberry, chalky bluestem, Caesar weed, poison ivy (*Toxicodendron radicans*), wire grass, bog buttons and marsh fleabane.

FLUCFCS Code 423: Oak-Pine

The upper canopy of this habitat consists of a nearly equal mix of slash pine and various oak species. Mid-canopy species include cabbage palm and Brazilian pepper. Ground cover includes beautyberry, saw palmetto, Caesar weed, poison ivy, and Virginia creeper (*Parthenocissus quinquefolia*).

FLUCFCS Code 427: Live oak

The upper canopy is dominated by live oak. The mid-canopy is mostly open, and ground cover consists of saw palmetto, greenbrier, beautyberry, wild coffee (*Psychotria sulzneri*), muscadine grapevine and poison ivy.

FLUCFCS Code 436: Upland scrub

Xeric upland scrub is located in the southwest corner of the site near the intersection of SR 31 and CR 78. The upper canopy is mostly open, with the exception of a few scattered slash pines. The mid-canopy consists of saw palmetto, myrtle oak (*Quercus myrtifolia*), sand live oak (*Quercus geminata*), Chapman's oak (*Quercus chapmanii*) and wax myrtle. Representative ground cover species include saw palmetto, greenbrier, beautyberry, muscadine grapevine, slender flattop goldenrod (*Euthamia caroliniana*), wiregrass (*Aristida stricta*) and poison ivy.

FLUCFCS Code 510: Streams and waterways

The majority of the streams and waterways are altered natural drainages or were created to assist with draining and irrigation of fields and pastures. Vegetation along these areas is representative of adjacent habitat types. During the height of the dry season, standing water is limited or absent. These areas provide significant conveyance during the wet season. Typical ground cover includes torpedo grass, West Indian marsh grass, smartweed (*Polygonum punctatum*), para grass (*Urochloa mutica*), red ludwigia (*Ludwigia repens*), muskgrass (*Chara sp.*) and white vine.

FLUCFCS Code 525: Cow pond

These small ponds, located throughout the site, were dug to provide a drinking source for cattle and are typically void of vegetation.

FLUCFCS Code 616: Inland slough

The upper canopy of this wetland habitat is dominated by pond cypress (*Taxodium ascendens*). The mid-canopy contains scattered pond apple (*Annona glabra*), cypress, Brazilian pepper, and cabbage palm. Ground cover species include West Indian marsh grass, mermaid weed (*Proserpinaca spp.*), red ludwigia (*Ludwigia repens*) and maidencane (*Panicum hemitomon*).

FLUCFCS Code 618: Willow

This shrubby wetland habitat is dominated by Carolina willow (*Salix caroliniana*). Additional species within the wetland include groundsel tree, wax myrtle, and scattered primrose willow (*Ludwigia peruviana*). There is little groundcover within this wetland type due to the dense canopy/mid-canopy.

FLUCFCS Code 621: Cypress

The upper canopy of this wetland habitat is dominated by pond cypress. The mid-canopy contains corkwoods, wax myrtle, dahoon holly, swamp bay (*Persea palustris*), cypress, Brazilian pepper, and cabbage palm. Ground cover species include scattered West Indian marsh grass, mermaid weed, red ludwigia, and maidencane.

FLUCFCS Code 625: Hydric Pine

The upper canopy of this wetland habitat is dominated by slash pine and scattered cabbage palm. Mid-canopy species include wax myrtle, cabbage palm, myrsine and dahoon holly. Ground cover includes chalky bluestem, wire grass, bog buttons, marsh fleabane, St. John's–wort (*Hypericum spp.*), umbrella grass (*Fuirena* sp.), coinwort (*Centella asiatica*), and blue maidencane (*Amphicarpum muhlenbergianum*).

FLUCFCS Code 631: Wetland shrubs

Scattered cabbage palms may be present in the canopy of this habitat type, but more typically the canopy is absent. Mid-canopy vegetation is dominated by wax myrtle, groundsel tree and Carolina willow. Groundcover includes torpedo grass, beakrushes *(Rhynchospora spp.)*, buttonweed (*Diodia virginiana*), mermaid-weed (*Proserpinaca spp.*), maidencane (*Panicum hemitomon*), hedge hyssop (*Gratiola ramosa*), marsh fleabane, St. John's–wort, umbrella grass, coinwort, blue maidencane, and mock Bishop's weed (*Ptilimnium capillaceum*).

FLUCFCS Code 640: Vegetated, non-forested wetland

Canopy and mid-canopy vegetation is mostly absent from this habitat, which is often found in heavily grazed areas and is frequently characterized by herbaceous, transitional species such as beakrush, sedges (*Cyperus spp.*), West Indian marsh grass, Southern watergrass (*Luziola fluitans*), torpedo grass and common frog fruit (*Phyla nodiflora*).

FLUCFCS Code 641: Freshwater marsh

This wetland habitat type is scattered throughout the site. The canopy and mid-canopy are typically absent but may include red maple, Carolina willow, wax myrtle and groundsel tree. Typical species present in the herbaceous stratum include alligator flag (*Thalia geniculata*), bull arrowhead (*Sagittaria lancifolia*), shore rush, mock Bishop's weed, blue hyssop (*Bacopa monnieri*), buttonweed, marsh pennywort (*Hydrocotyle umbellata*), smartweed, coinwort, flatsedge (*Cyperus haspans*), pickerelweed (*Pontederia cordata*), and West Indian marsh grass. Areas mapped as disturbed typically have a significant coverage of torpedo grass.

FLUCFCS Code 740: Disturbed land

Party of the BRC (Lee County) in the southwest corner has been altered in the past by way of native vegetation removal to facilitate bee-keeping and storage of related equipment and materials. The upper

and mid-canopies of this habitat are mostly open. Ground cover, when present, includes bahia grass, Bermuda grass, smut grass and carpet grass.

FLUCFCS Code 742: Borrow area

These small excavation areas can be found in various locations throughout the site and were dug to obtain fill material for various purposes, typically for agricultural uses. This habitat is typically void of vegetation, although exotic vegetation such as Brazilian pepper is common around the edges.

FLUCFCS Code 8146: Primitive trail

Primitive woods trails exist in portions of the BRC and typically contain a variety of ruderal herbaceous species, including Spanish needles, bahia grass, ticktrefoil (*Desmodium incanum*), torpedo grass and slender flattop goldenrod.

B. Wetlands

The **Wetlands Map in Attachment 2** further illustrates through hatching the jurisdictional wetlands identified on the BRC parcel. As detailed on the FLUCFCS Map (**Attachment 1**), wetlands within the Lee County BRC comprise approximately 671.8 acres, or roughly 16% of the area. Wetland communities within the BRC have been affected over the years by ditching and intensive cattle grazing in addition to farming and mining activities to the north. Efforts to improve wetland hydroperiods have been built into the mitigation plan associated with the Babcock MPD to be discussed later in the proposed conditions portion of this report.

C. Uplands

The BRC contains a significant amount of land that has been converted for agricultural activities. Converted uplands comprise approximately 32% (1,346.4 acres) of the site, of which the majority is proposed for development. Although the properties do not contain any Rare and Unique upland habitats as defined by Lee County LDC 34-1571 since the Babcock MPD is located outside of the designated Coastal Zone, an **Uplands Map (Attachment 3)** has been prepared to highlight the native upland communities found throughout the Lee County BRC. Despite select logging that has occurred, pine flatwoods with large, mature trees are found within large tracts, much of which has been proposed as preserve in the Babcock MPD.

D. Listed Species

The FLUCFCS mapping previously described allows for a uniform but flexible means of classifying land uses important for determining potential suitable habitat for protected species. Based on the Lee County Protected Species Ordinance and previous consultation with the Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish and Wildlife Service (USFWS) (occurred with State and federal permitting for the BRC during both the original permitting process and the more recent ERP modification/State 404 permitting process), the following table of potential listed species per habitat type was prepared. Note the table remains consistent with that previously reviewed during the original Lee County entitlements process in 2016. Listed Species Management Plans & Human-Wildlife Coexistence Plan required by the original zoning were provided with the first Lee County development order and have been approved by Lee County. They are included for reference under separate cover.

Table 1. Potential Lee County Protected Species on the Babcock MPD.

Common Name	*Scientific Name*	Potential Habitat Type(s)	Listing Status
Reptiles and Amphibians			
American Alligator	*Alligator mississippiensis*	510, 514, 525, 534, 616, 621, 631, 640, 641, 742	FT(S/A)
Eastern Indigo Snake	*Drymarchon corais couperi*	320, 321, 330, 411, 4119E1, 4119E3, 416, 423, 427, 436	FT
Gopher Tortoise	*Gopherus polyphemus*	211, 320, 321, 330, 411, 4119E1, 4119E3, 423, 427, 436, 740	ST
Gopher Frog	*Rana capito*	211, 320, 321, 411, 4119E1, 4119E3, 416, 423, 436, 631,	SSC
Birds			
Florida Scrub-Jay	*Aphelocoma coerulescens*	436	FT
Limpkin	*Aramus guarauna*	510, 514, 525, 621, 625, 630, 631, 641	SSC
Audubon's Crested Caracara	*Caracara cheriway*	211, 321, 330	FT
Little Blue Heron	*Egretta caerulea*	510, 514, 525, 616, 618, 621, 625, 630, 631, 640, 641	SSC
Reddish Egret	*Egretta rufescens*	510, 514, 525, 616, 640, 641	SSC
Snowy Egret	*Egretta thula*	510, 514, 525, 616, 618, 621, 625, 630, 631, 640, 641	SSC
Common Name	***Scientific Name***	**Potential Habitat Type(s)**	**Listing Status**
Tricolored Heron	*Egretta tricolor*	510, 514, 525, 616, 618, 621, 625, 630, 631, 640, 641	SSC
White Ibis	*Eudocimus albus*	510, 514, 525, 621, 625, 630, 631, 640, 641	SSC
Southeastern American Ketstrel	*Falco sparverius paulus*	321, 411, 4119E1, 4119E3, 416	ST
Florida Sandhill Crane	*Grus canadensis pratensis*	211, 321, 330, 641	ST
Wood Stork	*Mycteria americana*	514, 616, 621, 630, 631, 640, 641	FT
Red-Cockaded Woodpecker	*Picoides borealis*	411, 4119E1, 4119E3, 416, 625	FE
Roseate Spoonbill	*Platalea ajaja*	510, 514, 525	SSC

Everglade Snail Kite	*Rostrhamus sociabilis plumbeus*	525, 641	FE
Mammals			
Florida Panther	*Felis concolor coryi*	211, 411, 4119E1, 4119E3, 416, 423, 427, 616, 621, 630, 631	FE
Everglades Mink	*Neovison vison evergladensis*	510, 514, 525, 616, 621, 630, 631, 641	ST
Sherman's Fox Squirrel	*Sciurus niger shermani*	411, 4119E1, 4119E3, 416, 423, 616, 621, 625, 630	SSC
Florida Black Bear	*Ursus americanus floridanus*	321, 411, 4119E1, 4119E3, 416, 423, 427, 616, 621, 625, 630, 631	Lee
Plants			
Curtis Milkweed	*Asclepias curtissii*	320, 321	SE
Fakahatchee Burmannia	*Burmannia flava*	320, 321, 411, 4119E1, 4119E3, 416	SE
Satinleaf	*Chrysophyllum olivaeforme*	411, 4119E1, 4119E3, 416	ST
Beautiful Pawpaw	*Deeringothamnus pulchellus*	321, 411, 4119E1, 4119E3	FE
Simpson's Stopper	*Myrcianthes fragrans var. simpsonii*	427	ST
Hand Adder's Tongue Fern	*Ophioglossum palmatum*	427	SE
Common Name	***Scientific Name***	**Potential Habitat Type(s)**	**Listing Status**
Twisted Air Plant	*Tillandsia flexuosa*	427, 616	ST
Fuzzy-Wuzzy Wild Pine	*Tillandsia pruinosa*	411, 4119E1, 4119E3, 416, 423, 427, 612, 616, 621, 625, 630	SE
Giant Wild-Pine	*Tillandsia utriculata*	411, 4119E1, 4119E3, 416, 423, 427, 612, 616, 621, 625, 630	SE
Florida Coontie	*Zamia floridana*	320, 321, 411, 4119E1, 4119E3, 436	CE

List of Abbreviations:
FE = Federally Endangered
FT = Federally Threatened
FT(S/A) = Federally Threatened (Similarity of Appearance)
SE = State Endangered
ST = State Threatened
SSC = State Species of Special Concern
CE = State Commercially Exploited
Lee = Lee County Protected Species Ordinance

E. Soils

The underlying soil types of the Babcock MPD parcels are illustrated on the **Soils Map in Attachment 4**. The soils information was provided by the Florida Geographic Data Library and is based on United States Department of Agriculture (USDA)/Natural Resources Conservation Service (NRCS) soil survey maps for Lee County.

Approximately 66% (2,758 acres) of the Lee County BRC is underlain with soils designated as non-hydric, with the remaining 34% (1,393 acres) comprising hydric soil designations and less than 1% was classified as open waters.

A hydric soil is defined as, "A soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile that favor the growth and regeneration of hydrophytic vegetation" (USDA NRCS, 1991). A soil is inundated when the water table is at or above the soil surface. A soil is flooded if the water is moving across the soil surface as in a slough or on a floodplain. A soil is ponded if the water is sitting on top of the soil with no movement to an outlet, as in the case with some depressional systems.

Table 2 and the following narrative details the soil types classified on the property:

Table 2. Soil Types Found within the Babcock MPD Parcels

Soil No.	Soil Name	Local Status
6	Hallandale Fine Sand	Non-Hydric
9	EauGallie Sand	Non-Hydric
10	Pompano Fine Sand	Hydric
12	Felda Fine Sand	Hydric
13	Boca Fine Sand	Non-Hydric
14	Valkaria Fine Sand	Hydric
26	Pineda Fine Sand	Hydric
27	Pompano Fine Sand, Depressional	Hydric
28	Immokalee Sand	Non-Hydric
33	Oldsmar Sand	Non-Hydric
34	Malabar Fine Sand	Hydric
35	Wabasso Sand	Non-Hydric
39	Isles Fine Sand, Depressional	Hydric
41	Valkaria Fine Sand, Depressional	Hydric
42	Wabasso Sand, Limestone Substratum	Non-Hydric
44	Malabar Fine Sand, Depressional	Hydric
45	Copeland Sandy Loam, Depressional	Hydric

49	Felda Fine Sand, Depressional	Hydric
51	Floridana Sand, Depressional	Hydric
55	Cocoa Fine Sand	Non-Hydric
63	Malabar Fine Sand, High	Non-Hydric
66	Caloosa Fine Sand	Non-Hydric
73	Pineda Fine Sand, Depressional	Hydric
99	Water	

06 - Hallandale Fine Sand - This is a nearly level, poorly drained soil on low, broad flatwoods areas. Slopes are smooth and range from 0 to 2 percent.

The surface layer is gray fine sand about 2 inches thick. The subsurface layer is light gray fine sand about 5 inches thick. The substratum is very pale brown fine sand about 5 inches thick. At a depth of 12 inches is fractured limestone bedrock that has solution holes extending to a depth of 25 inches. These solution holes contain mildly alkaline, loamy material.

Under natural conditions, the water table is less than 10 inches below the surface for 1 to 3 months. It recedes below the limestone for about 7 months.

The available water capacity is low. Natural fertility is low. Permeability is moderate to moderately rapid.

09 - EauGallie Sand - This is a nearly level, poorly drained soil on flatwoods. Slopes are smooth to convex and less than 1 percent.

The surface layer is dark gray sand about 4 inches thick. The subsurface layer is sand that is gray in the upper 5 inches and light gray in the lower 13 inches. The subsoil and underlying material are sand, loamy sand, and sandy loam to a depth of 80 inches or more. The upper 5 inches is dark brown sand that is well coated with organic matter. The next 14 inches is dark brown loam sand. The next 4 inches is pale brown loamy sand. The next 13 inches is light gray sand. The lower 22 inches is light gray sandy loam.

Under normal conditions, the water table is within 10 inches of the surface for 2 to 4 months. It is 10 to 40 inches below the surface for more than 6 months.

The available water capacity is very low in the surface and subsurface layers and medium in the subsoil. Permeability is rapid in the surface and subsurface layers and moderately slow or moderate in the subsoil.

10 - Pompano Fine Sand - This is a nearly level, poorly drained soil on sloughs. Slopes are smooth to concave and range from 0 to 1 percent.

The surface layer is dark gray fine sand about 4 inches thick. The underlying layers are light gray, very pale brown, or white fine sand and extend to a depth of 80 inches or more.

Under normal conditions, the water table is at a depth of less than 10 inches for 2 to 4 months, and at a depth of 10 to 40 inches for about 6 months. It recedes to a depth of more than 40 inches for

about 3 months. During periods of high rainfall, the soil is covered by slowly moving water for periods of about 7 to 30 days or more.

The available water capacity is very low. Natural fertility is low. Permeability is rapid.

12 - Felda Fine Sand - This is a nearly level, poorly drained soil on broad, nearly level sloughs. Slopes are smooth to concave and range from 0 to 2 percent.

The surface layer is dark gray fine sand about 8 inches thick. The subsurface layer is light gray and light brownish gray fine sand about 14 inches thick. The subsoil is light gray loamy fine sand about 16 inches thick and is underlain by gray and light gray fine sand that extends to a depth of 80 inches or more.

Under normal conditions, this soil has a water table within 10 inches of the surface for 2 to 4 months. The water table is 10 to 40 inches below the surface for about 6 months. It is more than 40 inches below the surface for about 2 months. During periods of high rainfall, the soil is covered by a shallow layer of slowly moving water for periods of about 7 to 30 days or more.

The available water capacity is low in the surface and subsurface layers and medium in the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers, moderate or moderately rapid in the subsoil, and rapid in the substratum.

13 - Boca Fine Sand - This is nearly level, poorly drained soil on flatwoods. Slopes are smooth and range from 0 to 2 percent.

The surface layer is gray fine sand about 3 inches thick. The subsurface layer is fine sand about 22 inches thick. The upper 11 inches is light gray and the lower 11 inches is very pale brown. The subsoil, about 5 inches thick, is gray fine sandy loam with brownish yellow mottles and calcareous nodules. At a depth of 30 inches is a layer of fractured limestone.

Under natural conditions, the water table is within 10 inches of the surface for 2 to 4 months. It recedes below the limestone for about 6 months.

14 - Valkaria Fine Sand - This is a nearly level, poorly drained soil on sloughs. Slopes are smooth to concave and range from 0 to 1 percent.

The surface layer is about 2 inches of dark grayish brown fine sand. The subsurface layer is 5 inches of very pale brown fine sand. The subsoil is loose fine sand to a depth of 80 inches or more. The upper 9 inches is yellow, the next 6 inches is yellowish brown, and the lowermost 54 inches is pale yellow, yellow, brown, and very pale brown.

The available water capacity is low. Natural fertility is low. Permeability is rapid.

26 - Pineda Fine Sand - This is a nearly level, poorly drained soil on sloughs. Slopes are smooth to slightly concave and range from 0 to 1 percent.

The surface layer is black fine sand about 1 inch thick. The subsurface layer is very pale brown fine sand about 4 inches thick. The upper part of the subsoil is brownish yellow fine sand about 8 inches thick. The next 10 inches is strong brown fine sand. The next 6 inches is yellowish brown fine sand. The next 7 inches is light gray fine sand with brownish yellow mottles. The lower part of the subsoil is light brownish gray fine sandy loam with light gray sandy intrusions about 18 inches thick. The Substratum is light gray fine sand to a depth of 80 inches or more.

Under natural conditions, the water table is within 10 inches of the surface for 2 to 4 months. It is 10 to 40 inches below the surface for more than 6 months, and it recedes to more than 40 inches below the surface during extended dry periods. During periods of high rainfall, the soil is covered by a shallow layer of slowly moving water for periods of about 7 to 30 days or more.

The available water capacity if very low in the surface and subsurface layers and in the upper, sandy part of the subsoil and medium in the lower, loamy part of the subsoil.

Natural fertility is low. Permeability is rapid in the surface and subsurface layers and the upper, sandy part of the subsoil and slow or very slow in the lower, loamy part of the subsoil.

27 • Pompano Fine Sand, Depressional - This is a nearly level, poorly drained soil in depressions. Slopes are concave and less than 1 percent.

The surface layer is gray fine sand about 3 inches thick. The substratum is fine sand to a depth of 80 inches or more. The upper 32 inches is light brownish gray with few, fine, and faint yellowish brown mottles. The lower 45 inches is light gray.

Under natural conditions, the water table is within 10 inches of the surface for 2 to 4 months and stands above the surface for about 3 months. It is 10 to 40 inches below the surface for more than 5 months.

The available water capacity is low. Natural fertility is low. Permeability is rapid.

28 • Immokalee Sand - This is a nearly level, poorly drained soil in flatwoods areas. Slopes are smooth to convex and range from 0 to 2 percent.

The surface layer is black sand about 4 inches thick. The subsurface layer is dark gray sand in the upper 5 inches and light gray sand in the lower 27 inches. The subsoil is sand to a depth of 69 inches. The upper 14 inches is black and firm, the next 5 inches is dark reddish brown, and the lower 14 inches is dark yellowish brown. The substratum is very pale brown sand to a depth of 80 inches or more.

Under natural conditions, the water table is within 10 inches of the surface for 1 to 3 months and 10 to 40 inches below the surface for 2 to 6 months. It recedes to a depth of more than 40 inches during extended dry periods.

The available water capacity is medium in the subsoil and very low in the surface and subsurface layers. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and moderate or moderately rapid in the subsoil.

33 • Oldsmar Sand - This is a nearly level, poorly drained soil on low, broad flatwoods areas. Slopes are smooth to slightly convex and range from 0 to 2 percent.

The surface layer is black sand about 3 inches thick. The subsurface layer is gray and light gray sand about 39 inches thick. The upper part of the subsoil is very dark gray sand about 5 inches thick. The lower part of the subsoil is yellowish brown and mixed light brownish gray and brown fine sandy loam about 11 inches thick. Pale brown sand extends to a depth of 80 inches or more.

Under natural conditions, the water table is at a depth of less than 10 inches for 1 to 3 months. It is at a depth of 10 to 40 inches for more than 6 months, and it recedes to a depth of more than 40 inches during extended dry periods.

The available water capacity is low in the surface layer and medium in the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers, moderate in the upper part of the subsoil, and slow or very slow in the lower part of the subsoil.

34 - Malabar Fine Sand - This is a nearly level, poorly drained soil on sloughs. Slopes are smooth to concave and range from 0 to 1 percent.

The surface layer is dark gray fine sand about 5 inches thick. The next 12 inches is light gray and very pale brown fine sand. Below this are a 16-inch layer of light yellowish brown fine sand with yellow mottles and a 9-inch layer of brownish yellow fine sand. The subsoil layer is gray loamy fine sand about 9 inches thick with large yellowish brown mottles. The next 8 inches is gray fine sandy loam with large brownish yellowish mottles. Below is light gray loamy fine sand with yellowish brown mottles to a depth of 80 inches or more.

Under natural conditions, the water table is at a depth of less than 10 inches for 2 to 4 months. It is at a depth of 10 to 40 inches for more than 6 months, and it recedes to a depth of more than 40 inches during extended dry periods. During periods of high rainfall, the soil is covered by a shallow layer of slowly moving water for periods of about 7 to 30 days or more.

The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and the upper part of the subsoil and slow or very slow in the lower part of the subsoil.

35 - Wabasso Sand - This is a nearly level, poorly drained soil on flatwoods. Slopes are smooth to slightly convex and range from 0 to 2 percent.

The surface layer is dark gray sand about 6 inches thick. The subsurface layer is sand to a depth of 24 inches. The upper 11 inches is light brownish gray with dark grayish brown stains along root channels, and the lower 7 inches is light gray with dark grayish brown stains. The subsoil is about 38 inches thick. The upper 4 inches is dark brown sand with few iron concretions. The next 8 inches is brownish yellow sandy clay loam with light brownish gray, light gray, and reddish brown mottles. The lower 26 inches is light gray sandy clay loam with pale olive and olive mottles and stains along root channels. Below is light gray fine sandy loam with olive mottles extending to a depth of 80 inches or more.

Under natural conditions, the water table is less than 10 inches below the surface for 2 to 4 months. It is 10 to 40 inches below the surface for more than 6 months. It recedes to a depth of more than 40 inches during extended dry periods.

39 - Isles Fine Sand, Depressional - This is a nearly level, very poorly drained soil in depressions. Slopes are smooth to concave and less than 1 percent.

Typically, the surface layer is very dark gray fine sand about 5 inches thick. The subsurface layer is about 5 inches of light gray fine sand. Next is 11 inches of very pale brown fine sand with yellowish brown mottles. The subsoil is 26 inches of gray fine sandy loam with brownish yellow mottles and pockets of light brownish gray loamy sand. Limestone bedrock is at a depth of 47 inches.

Under natural conditions, the water table is above the surface for 3 to 6 months. It is within a depth of 10 to 40 inches for 2 to 4 months. The water table recedes to a depth of more than 40 inches during extended dry periods.

The available water capacity is low. Permeability is rapid in the surface and subsurface layers and moderate in the subsoil. Natural fertility is low.

41 - Valkaria Fine Sand, Depressional - This is a nearly level, poorly drained soil in depressions. Slopes are concave and less than 1 percent.

The surface layer is dark gray fine sand about 1 inch thick. The subsurface layer is about 4 inches of light gray fine sand. The subsoil is fine sand about 33 inches thick. The upper 4 inches is brownish yellow, the next 16 inches is yellow, and the lower 13 inches is light yellowish brown. The substratum is pale brown fine sand with few fine faint brown mottles to a depth of 80 inches or more.

Under natural conditions, the water table is within 10 inches of the surface for about 6 months, and the soil is ponded for about 3 months. The water table is 10 to 40 inches below the surface most of the rest of the year, except in extended dry periods.

The available water capacity is very low. Natural fertility is very low. Permeability is rapid.

42 - Wabasso Sand, Limestone Substratum - This is a nearly level, poorly drained soil on broad flatwoods. Slopes range from 0 to 2 percent.

The surface layer is black sand about 3 inches thick. The subsurface layer is sand about 16 inches thick. The upper 10 inches is gray, and the lower 6 inches is light gray. The subsoil is about 32 inches thick. The upper 2 inches is dark brown sand that is well coated with organic matter. The next 2 inches is dark reddish brown friable sand. The next 14 inches is brown loose sand with dark brown streaks along root channels. The lower 14 inches is light brownish gray, firm fine sandy loam with light olive brown mottles. A hard, fractured limestone ledge and boulders are at a depth of 51 inches.

In most years, under natural conditions, the water table is within 10 inches of the surface for 1 to 3 months. It is 10 to 40 inches below the surface for 2 to 4 months. It is below the limestone during extended dry periods.

The available water capacity is low in the surface and subsurface layers and the upper part of the subsoil and medium in the lower part of the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and the upper part of the subsoil. It is slow in the lower part of the subsoil.

44 - Malabar Fine Sand, Depressional - This is a nearly level, poorly drained soil in depressions. Slopes are concave and are less than 1 percent.

The surface layer is 4 inches thick. The upper 1 inch is black fine sand that is high in organic matter content. The lower 3 inches is dark gray fine sand. The subsurface layer is sand to a depth of 44 inches. The upper 3 inches is very pale brown. The next 11 inches is yellow, iron-coated sand grains. The next 10 inches is very pale brown with common coatings of iron on the sand grains. The lower 16 inches is light gray. The subsoil is 23 inches of live gray sandy loam with dark bluish gray mottles. Sandy loam with marl and shell fragments underlies the subsoil.

Under natural conditions, the soil is ponded for about 4 to 6 months or more. The water table is 10 to 40 inches below the surface for 4 to 6 months.

The available water capacity is low in the surface and subsurface layers and medium in the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and slow or very slow in the subsoil.

45 - Copeland Sandy Loam, Depressional - This is a low, nearly level, very poorly drained soil in depressions. Slopes are concave and less than 1 percent.

The surface layer is about 8 inches of very dark gray sandy loam. The subsoil is very dark gray sandy loam about 12 inches thick. It is underlain by 9 inches of light brownish gray sandy clay loam with soft calcium carbonate throughout. Fractured limestone bedrock is at a depth of 28 inches.

Under natural conditions, the water table is above the surface for 3 to 6 months. It is 10 to 40 inches below the surface for about 3 to 6 months. The available water capacity is medium. Natural fertility is medium. Permeability is rapid in the surface layer and moderate in the subsoil.

49 - Felda Fine Sand, Depressional - This is a nearly level, poorly drained soil in depressions. Slopes are concave and less than 1 percent.

The surface layer is gray fine sand about 4 inches thick. The subsurface layers extend to a depth of 35 inches. The upper 13 inches is grayish brown fine sand and the lower 18 inches light gray fine sand with yellowish brown mottles. The subsoil is about 17 inches thick. The upper 6 inches is gray sandy loam and the lower 11 inches is sandy clay loam with many yellowish brown and strong brown mottles. Below this is light gray fine sand to a depth of 80 inches or more.

Under natural conditions, the soil is ponded for about 3 to 6 months or more. The water table is within a depth of 10 to 40 inches for 4 to 6 months. The available water capacity is low in the surface and subsurface layers and medium in the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and moderate or moderately rapid in the subsoil.

51 - Floridana Sand, Depressional - This is a nearly level, very poorly drained soil in depressions. Slopes are concave and less than 1 percent.

The surface layer is black sand about 22 inches thick. The subsurface layer is light brownish gray sand about 17 inches thick. The subsoil is olive gray fine sandy loam to a depth of 54 inches. Below the subsoil there is light brownish gray sand with pickets of olive gray loamy sand.

Under natural conditions, the water table is above the surface for 3 to 6 months. It is 10 to 40 inches below the surface during extended dry periods. The available capacity is medium in the surface layer and subsoil and low in the subsurface layer. Natural fertility is medium. Permeability is rapid in the surface and subsurface layers and slow or very slow in the subsoil.

55 - Cocoa Fine Sand - This is a nearly level to gently sloping, moderately well drained soil on ridges. Slopes are smooth to slightly convex and range from 0 to 2 percent.

The surface layer is brown fine sand about 3 inches thick. The subsurface layer is reddish yellow fine sand about 10 inches thick. The next layer is yellowish red fine sand about 4 inches thick. The next 10 inches is reddish yellow fine sand, and below this is 4 inches of strong brown fine sand. Fractured limestone bedrock is at a depth of 31 inches.

Under natural conditions, the water table is within 24 inches below the surface for 1 to 2 months and 24 to 40 inches below the surface for 1 to 2 months. It recedes to more than 40 inches below the surface during extended dry periods.

The available water capacity is low. Natural fertility is low. Permeability is rapid.

63 - Malabar Fine Sand, High - This is a nearly level, poorly drained soil in the flatwoods. Slopes are smooth to slightly convex and range from 0 to 2 percent.

The surface layer is very dark gray fine sand about 4 inches thick. The subsurface layer is light gray fine sand about 13 inches thick. The subsoil is fine sand and sandy clay loam about 51 inches thick. The upper 7 inches is very pale brown fine sand with brownish yellow mottles. The next 6 inches is brownish yellow fine sand with yellowish brown mottles. Next is yellow fine sand with yellowish brown mottles, light gray fine sand with yellowish brown mottles, and gray sandy clay loam with yellowish brown stains along root channels. The lower 8 inches is greenish gray sandy clay loam. Below that and extending to a depth of 80 inches or more is gray fine sand with about 60 percent shell fragments.

Under natural conditions, the water table is 10 to 40 inches below the surface for 4 to 6 months. It recedes to more than 40 inches below the surface during extended dry periods.

The available water capacity is low in the surface and subsurface layers and medium in the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and the sandy part of the subsoil and moderately slow in the lower, loamy part of the subsoil.

66 – Caloosa Fine Sand - This is a nearly level, somewhat poorly drained soil formed by dredging and filling and by earthmoving operations. Slopes are smooth to slightly convex and range from 0 to 2 percent.

Typically, the surface layer is about 10 inches of light brownish gray, mixed mineral material of fine sand and lenses of silt loam with about 10 percent shell fragments. The next 17 inches is pale brown and gray, mixed mineral material of fine sand and lenses of silty clay loam. The next 11 inches is light gray silty clay with brownish yellow mottles. Below this to a depth of 80 inches or more is gray silty clay with dark gray streaks and brownish yellow mottles.

The depth to the water table varies with the amount of fill material and the extent of artificial drainage within any mapped area. However, in most years, the water table is 30 to 42 inches below the surface of the fill material for 2 to 4 months.

The available water capacity is variable, but it is estimated to be low to medium in the upper part of the fill material and medium to high in the lower part. Permeability is variable within short distances, but it is estimated to range from rapid to very slow depending on the soil material. Natural fertility is estimated to be medium.

73 - Pineda Fine Sand, Depressional - This is a nearly level, very poorly drained soil in depressions. Slopes are concave and are less than 1 percent.

Typically, the surface layer is dark gray fine sand about 3 inches thick. The subsurface layer is fine sand to a depth of 31 inches. The upper 9 inches is light gray, the next 7 inches if very pale brown with yellowish brown mottles, and the lower12 inches is brownish yellow with many iron-coated sand grains. The subsoil is fine sandy loam to a depth of 55 inches. The upper 8 inches is gray with very pale brown sandy intrusions and yellowish brown mottles. The lower 16 inches is gray. Below that and extending to a depth of 80 inches is light gray loam sand.

Under natural conditions, the soil is ponded for about 3 to 6 months or more. The water table is within a depth of 10 to 40 inches for 4 to 6 months.

The available water capacity is low in the surface and subsurface layers and medium in the subsoil. Natural fertility is low. Permeability is rapid in the surface and subsurface layers and slow or very slow in the loamy subsoil.

99 - Water - This category describes soils that lie permanently underwater.

F. Topography

The topography of the Lee County BRC generally slopes north to south or north to southeast. The land within this large tract is relatively steep for Southwest Florida, with slopes of approximately 5ft per mile. Please refer to the **Topographic Map in Attachment 5** for illustration.

G. Flow-ways

The majority of the Lee County BRC is located between Owl Creek and Telegraph Creek. Trout Creek and its tributaries, bisect the property. The Trout Creek watershed receives the majority of the overland flow and runoff from the property. Owl Creek, located on the west side of the property receives runoff from only a small area in the southwestern corner of the property. Telegraph Creek, located east of the property, receives flow from the eastern portion of the property. Please refer to the **Flow-ways Map in Attachment 6** for illustration of the referenced flow-ways.

III. PROPOSED CONDITIONS

Ecological Benefits

The proposed Babcock MCP delineates approximately 1,508 acres for development (36 % of the property) across six different land use classifications (MU-1/R, MU-1, MU-2, R-1, R-2, and R-3), 2,613 acres of preserve (63% of the property), and 36 acres of other open space/buffers. The decrease in development is directly attributable to removing much of the currently approved development on the eastern side of the property (±254 acres) and placing it into preserve, to create a more significant wildlife corridor with adjacent, offsite preserve lands. Approximately 20 acres of preserve near the southwest portion of the property has been removed from the MCP for the future expansion of State Road 31. Combined, these changes provide a net increase of approximately 234 acres in preserve compared to the "Preserve Map" included with the original zoning and an increase of 534 acre of preserve compared to the minimum required on the currently approved MCP. The applicant has already memorialized these commitments through obtaining a modification to their SFWMD ERP (Permit No. 08-105624-P obtained in September 2021) and obtaining an FDEP State 404 Permit (Permit # 396574-001 obtained in November 2021) that already depict the reduced development/increased preserve scenario in Lee County.

Consistent with the existing approvals, the majority of the development impacts are to upland pastures/active farm fields, with impacts to native upland (300 and 400 series FLUCFCS Codes) and wetland (600 series FLUCFCS Codes) habitats limited to approximately 454 acres and 56 acres, respectively. The **Development/Preserves Map in Attachment 7** clearly illustrates the ecological benefits that can be gained from this type of planning effort.

While the gray on the map represents future development pods, the blue and green represent approximately 63% (±2,613 acres) of the property in preserve through the form of habitat preservation/enhancement, trails, and creation. A Lee County Preserve Management and

Mitigation Monitoring Plan was previously reviewed and approved by Lee County at the time of the first development order to address components such as the removal/maintenance of exotic vegetation, ecological burning, and supplemental plantings. The Preserve Management and Mitigation Monitoring Plan has been updated to include the increased preserve acreage (provided under separate cover for reference). The preserve management plan is phased to remain concurrent with or ahead of indigenous preserve requirements for each development order, as illustrated in the Preserve Phasing Map (**Attachment 8**). The Preserve Phasing Map illustrates the preserve areas that have been implemented to date (±1,600 acres), identifies the ±1,300 acres that have already passed Lee County inspection, and then provides a timeline to implement the remaining ±1,013 acres.

Upland Preservation/Enhancement: Approximately 40% (±1,656 acres) of the uplands on the Lee County BRC will be incorporated into preserve. Pine flatwoods (FLUCFCS 411, 411E1, 411E3, and 416) make up the largest portion of upland preserve with ±1,006 acres, followed by palmetto prairie (FLUCFCS 321, ±275 acres) and oak-pine (FLUCFCS 423, ±1298 acres). Although these habitats are not considered rare and unique uplands by the Lee County LDC due to their location outside of the Coastal Study Area, many areas contain mature stands of trees. These upland preserves provide valuable habitat for listed species such as the Florida panther, gopher tortoise, and Sherman's fox squirrel to name a few. Recognizing the importance of large tracts of uplands in the preservation landscape, Lee County LDC 10-415 provides an incentive to developers for providing sizeable upland preserves. At first glance, the Lee County BRC would receive up 1.5 times the credit for their upland preserves, far in excess of the code minimum 15% indigenous open space requirement associated with a large commercial development. Where areas of improved pasture are being incorporated into upland preserve, a supplemental planting plan is provided as part of the Preserve Management and Mitigation Monitoring Plan, as needed, to meet the targeted habitat type/intended function of the given area. Primitive trails that exist in the upland preserves will remain and be incorporated into the proposed pedestrian trail system, as feasible.

Wetland Preservation/Enhancement: Approximately 91% (±615 acres) of the wetlands on the Lee County BRC will be incorporated into onsite preserves. The majority of this preservation comes in the form of wetland shrub communities (FLUCFCS 631, ±306 acres), freshwater marsh (FLUCFCS 641, ±134 acres), and hydric pine (FLUCFCS 625, ±77 acres). A wetland supplemental planting plan will be provided for areas with greater than 50% nuisance/exotic coverage that do not successfully naturally recruit (80% coverage of desirable species in all strata, densities appropriate for habitat type) within two years.

Wetland Creation Areas: Approximately 261 acres (inclusive of perimeter berms) of wetland creation (WC) areas are planned within the Lee County BRC, delineated as WC 2-6 and WC-9 and 10 on the Preserves Map. Each wetland creation area will be created predominantly from upland pasture located downstream of a proposed development pod. The wetland creation areas will receive treated runoff from the development pod's stormwater system and will provide additional water quality treatment prior to final discharge to the downstream receiving bodies. All mitigation areas are either part of the surface water management system or serve as an outfall point for it. Required water quality treatment is provided prior to surface water entering these areas.

Detailed grading and planting plans will be provided for each wetland creation area at time of local development order. However conceptual plans for their design have been reviewed by SFWMD staff to ensure proposed design elevations are consistent with the targeted levels of inundation and wetland hydroperiod for the proposed habitats. These plans have been included in the Preserve

Management and Mitigation Monitoring Plan provided under separate cover. All of the wetland creation areas include a mosaic of habitat types from transitional uplands to open water areas. These areas will be over-excavated and backfilled with appropriate native soils to final grade to ensure mitigation success. BPH currently has development order applications in process for WC-2, WC-6, WC-9, and WC-10.

General Preserve Maintenance: Approximately 1,600 acres of the Lee County preserve have already been placed under conservation easement and the remaining 1,013 acres of proposed County preserves are expected to be under conservation easement within the next five years. Mechanical harvesting of nuisance and exotic vegetation may occur in areas with greater than 75% infestation but will otherwise be conducted by hand-removal methods. Maintenance shall be conducted in perpetuity to ensure that the conservation areas are maintained free from Category 1 exotic vegetation (as defined by the Florida Exotic Pest Plant Council at the time of permit issuance) immediately following a maintenance activity. Maintenance in perpetuity shall also insure that conservation areas, including buffers, maintain the species and coverage of native, desirable vegetation specified in the mitigation plan. Coverage of exotic and nuisance plant species shall not exceed 5% of total cover between maintenance activities. In addition, the permittee shall manage the conservation areas such that exotic/nuisance plant species do not dominate anyone section of those areas. Torpedo grass has an allowable maximum coverage of 10% in any mitigation area.

Recreational trails are proposed throughout the preserve areas, with the goal to provide access to the greenway system year round. Trails, where feasible, are proposed to be located on existing berms and farm roads. Above grade trails are an allowable use in the conservation areas and will be designed to include culverts, as needed, to ensure adequate sheet flow and hydrological connection between preserve areas. It is important to note that the trails are not eligible for mitigation credit and where they cross wetlands are considered wetland impacts. Allowable uses on the trails will include biking, hiking, non-motorized vehicles and equestrian uses.

Listed Species: Listed Species Management Plans & Human-Wildlife Coexistence Plan have previously been prepared and approved by Lee County in accordance with Babcock MPD zoning requirements. The onsite preserve areas provide a critical link between major wildlife habitat areas to the west and east of the Babcock MPD. To the east, the lands within the State of Florida and Lee County conservation purchase, now known as the Babcock Ranch Preserve (BRP), are considered some of the most regionally significant and environmentally sensitive lands in the area. These areas are included in one of the largest groupings of Strategic Habitat Conservation Areas (SHCA) in the state. SHCA lands are designated based on the density of flora and fauna of regulatory interest that inhabit the area and are assigned high values in the selection process for acquisition. SHCA areas are considered essential to provide rare species and natural communities in the land base that are necessary to sustain populations into the future. Public ownership of these lands, with the proposed connections through the onsite preserve areas to the west through the Babcock/Webb Wildlife Management Area (WMA) and Charlotte Harbor State Buffer Preserve provide a critical link for a wildlife corridor that stretches from Lake Okeechobee to the Gulf of Mexico. Please see the **Regional Connectivity Map in Attachment 9** for illustration of the large preserve corridors in and around the Babcock MPD.

Wildlife crossings have been incorporated into the project design to connect on site preserve areas and maintain their connection with offsite natural areas. These wildlife crossings will be depicted

on the plans at time of local development order, via cross-sections and on the engineering drawings for each tract. The Lee County Preserve Management and Mitigation Monitoring Plan previously reviewed and approved by Lee County at the time of the first Lee County development order provides the proposed locations of wildlife crossings within the Babcock MPD.

The United States Fish and Wildlife Service (FWS) issued a biological opinion on the entire BRC (Charlotte and Lee Counties) on August 21, 2009, relating to effects on the endangered Florida Panther and the endangered wood stork. The FWS concluded that the project is not anticipated to result in "take" of wood storks due to the proposed mitigation/preserve plan. For the Florida Panther, the FWS concluded that no direct "take" or mortality would occur, but that incidental take is expected to occur. However, based on the evaluations provided for the project's direct, indirect, and cumulative effects, the status of the species and the compensation proposed by the applicant, the FWS believes that the proposed construction and operation of BRC will not jeopardize the survival and recovery of the species.

During the State 404 permitting process, the FWC and FWS again reviewed the projects potential effects on listed species, which resulted in the formation of the referenced Listed Species Management Plans, which have also been previously reviewed and approved by Lee County during review of the first Lee County development order within the BRC. A copy of this approved plan is provided under separate cover for reference.

IV. REFERENCES

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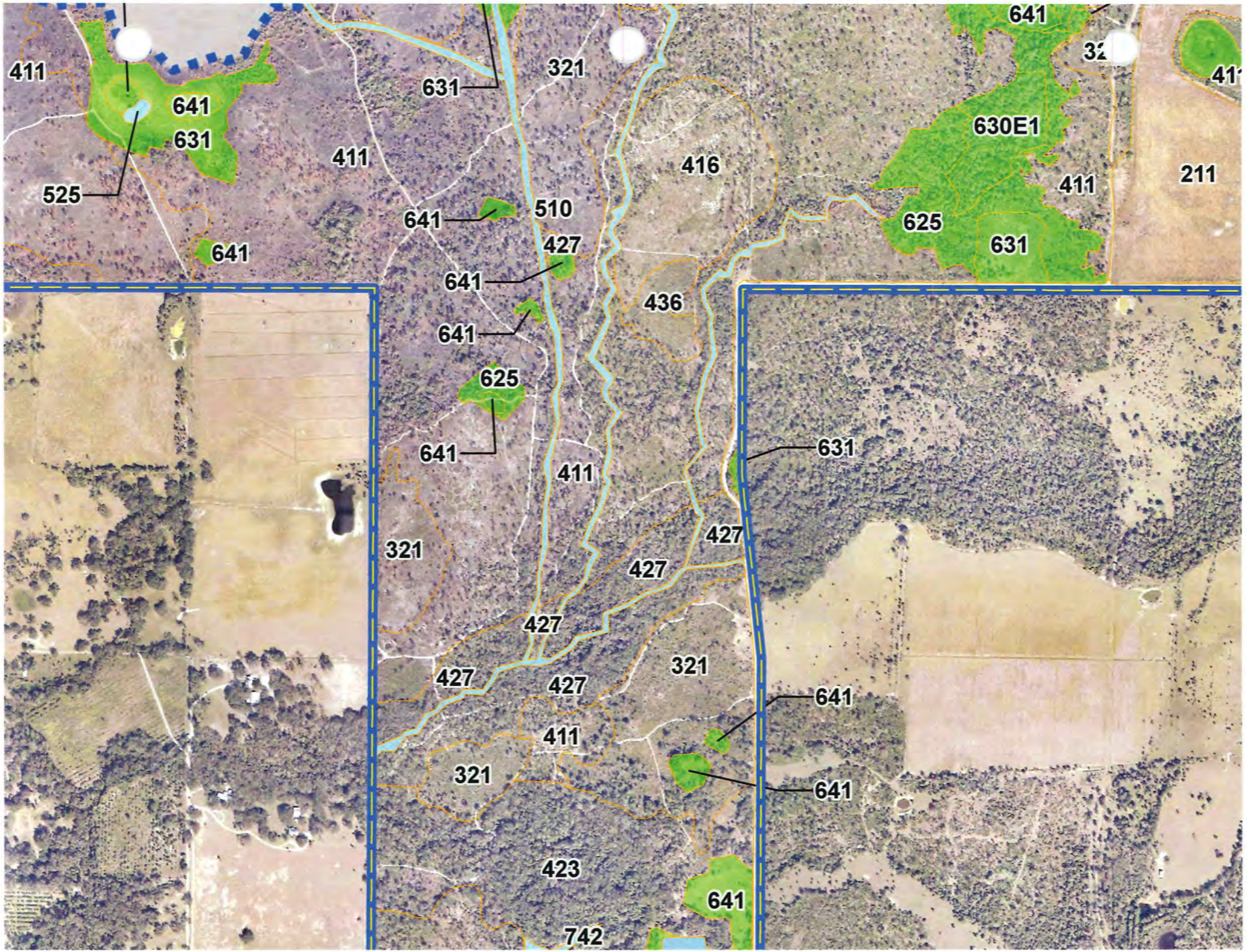
Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 1

FLUCFCS MAP

(Updated November 2023 to Illustrate Development to Date)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Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 2

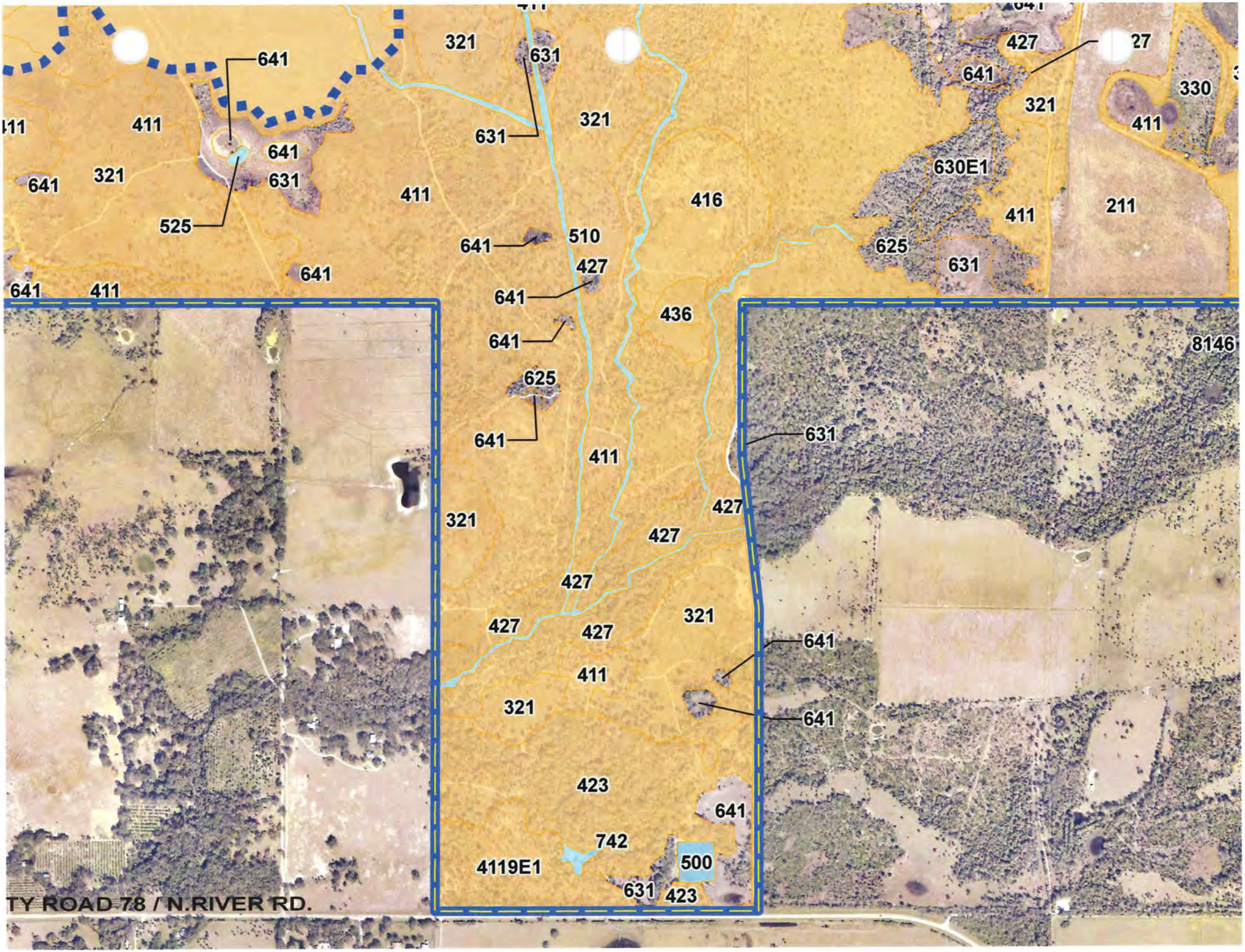
WETLANDS MAP


TY ROAD 78 / N.RIVER RD.

Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 3

UPLANDS MAP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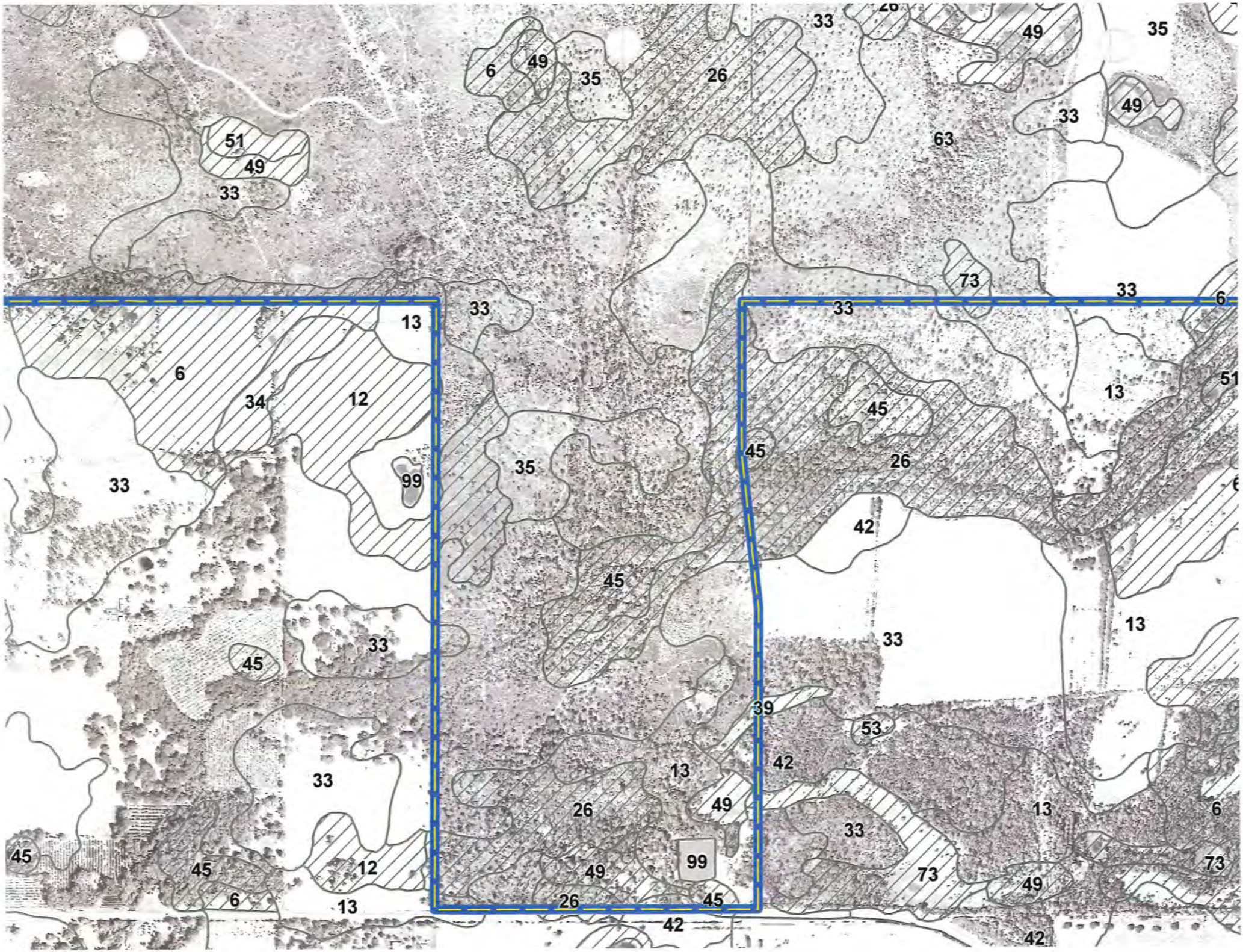
Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 4

SOILS MAP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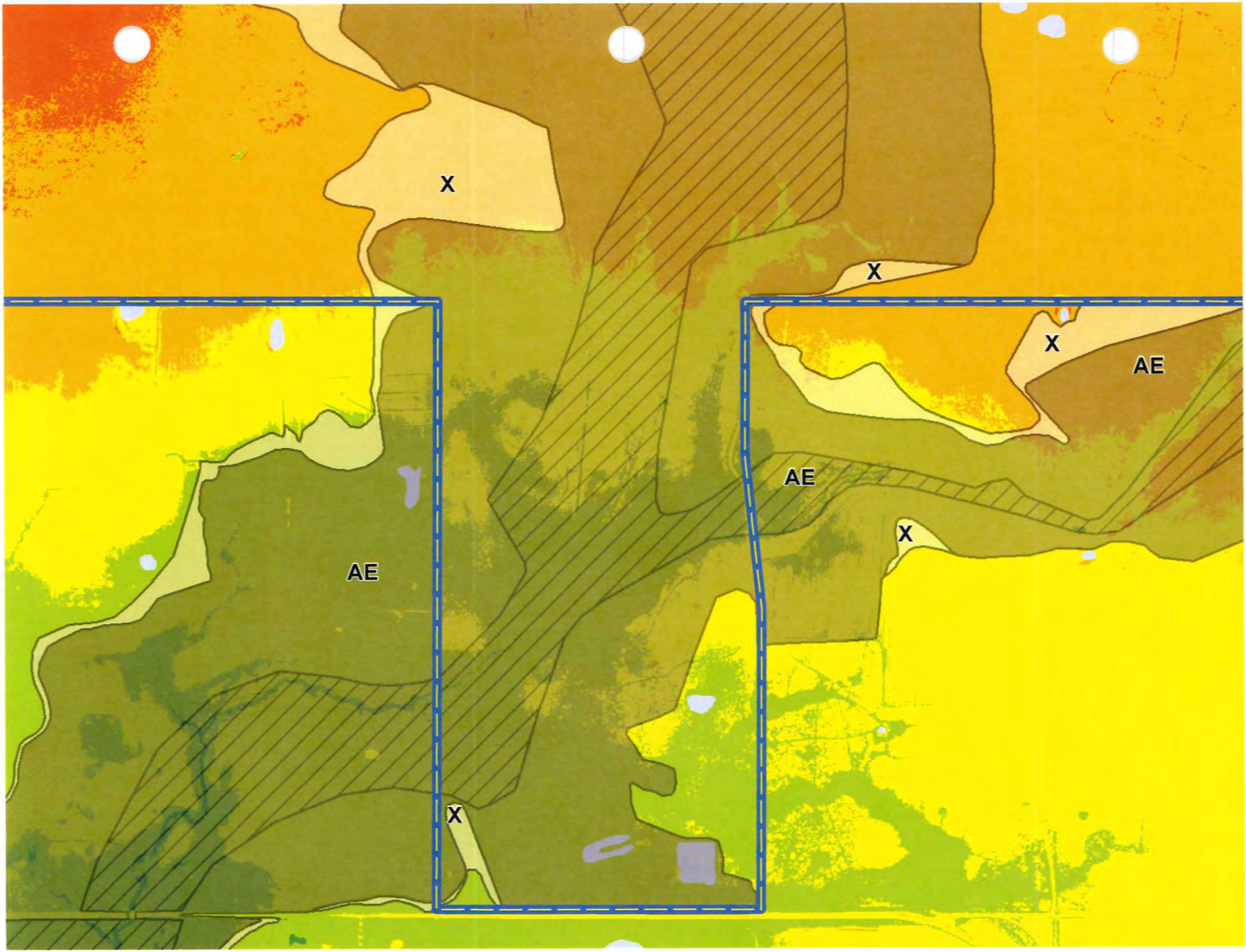
Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 5

TOPOGRAPHY MAP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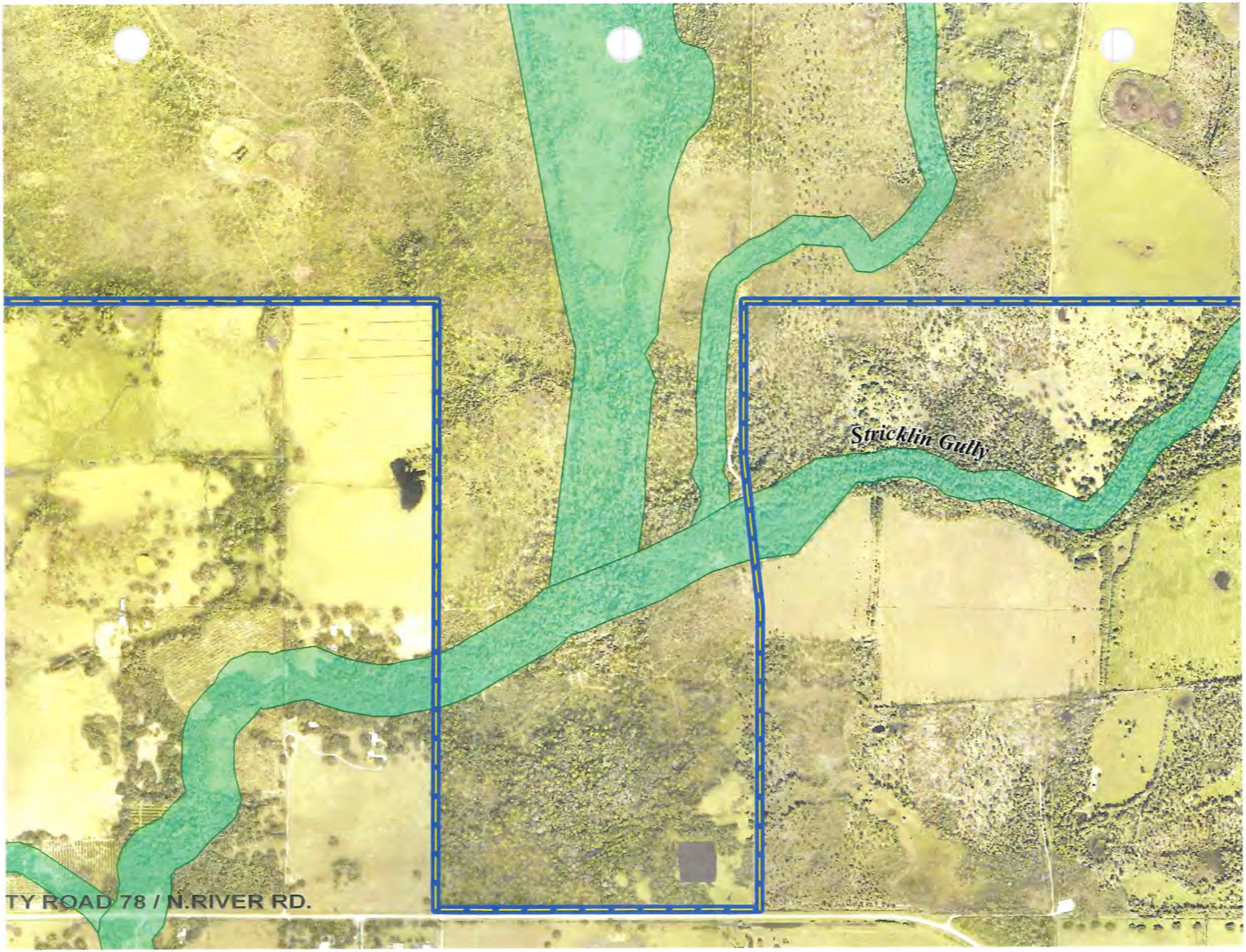
Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 6

FLOW-WAY MAP

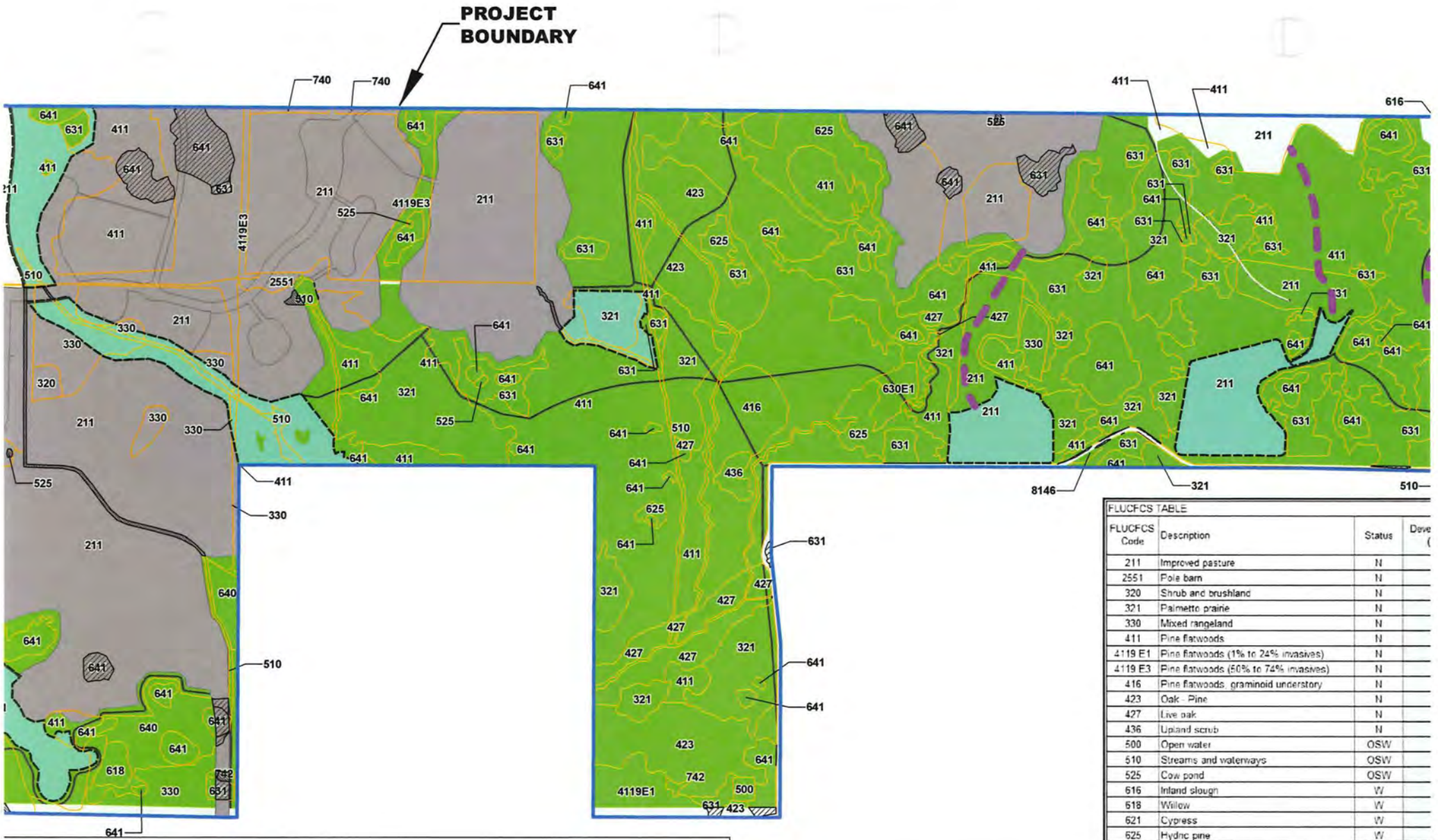

Stricklin Gully
TY ROAD 78 / N.RIVER RD.

Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 7

DEVELOPMENT / PRESERVES MAP

(Updated November 2023 to Illustrate Development to Date and Increased Preserves)



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ined: 1204.5 Ac)

Future Development

🟦 Wetland creation areas

🟩 Preserves

⬛ Trails

FLUCFCS polygons

▨ SFWMD wetlands, impacted

▨ SFWMD OSWs, impacted

Proposed flowways

NOTES

1. Nomenclature and delineations as per the Florida Land Use Cover and Forms Classification System (FLUCFCS) (FDOT, 1999).
2. FLUCFCS Codes were obtained from SFWMD Permit # 08-0004-S-05 (Application # 070330-5) for the Babcock Ranch Community (BRC).
3. The project boundary shown is from a Johnson Engineering survey dated August of 2016.

FLUCFCS TABLE

FLUCFCS Code	Description	Status	Deve (
211	Improved pasture	N	
2551	Pole barn	N	
320	Shrub and brushland	N	
321	Palmetto prairie	N	
330	Mixed rangeland	N	
411	Pine flatwoods	N	
4119 E1	Pine flatwoods (1% to 24% invasives)	N	
4119 E3	Pine flatwoods (50% to 74% invasives)	N	
416	Pine flatwoods, graminoid understory	N	
423	Oak - Pine	N	
427	Live oak	N	
436	Upland scrub	N	
500	Open water	OSW	
510	Streams and waterways	OSW	
525	Cow pond	OSW	
616	Inland slough	W	
618	Willow	W	
621	Cypress	W	
625	Hydric pine	W	
6309 E1	Wetland forested mix (1% to 24% invasives)	W	
631	Wetland shrubs	W	
640	Vegetated, non-forested wetland	W	
641	Freshwater marsh	W	
740	Disturbed land	N	
742	Borrow area	OSW	
8146	Primitive trail	N	
		Total	

LEGEND
N = Non-wetland
W = Wetland
OSW = Other Surface Water

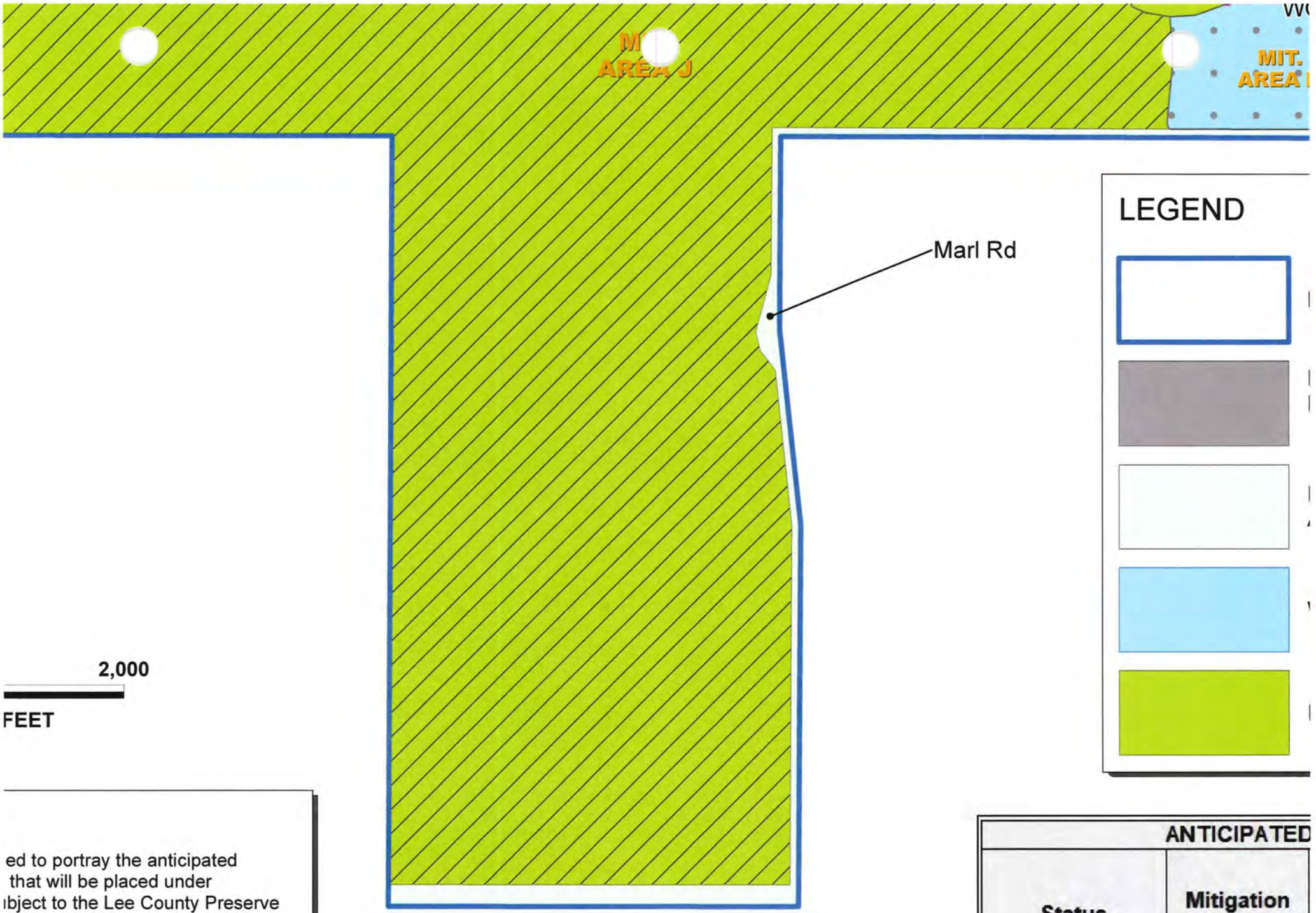
Notes: Wetland creation areas include berms, they are not included in the considered within the "wetlands to remain" acreage as no fill will be install received for trails or berms

Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 8

PRESERVE PHASING MAP

(Updated November 2023 to Illustrate Implementation to Date and Increased Preserves)



ed to portray the anticipated
that will be placed under
ıbject to the Lee County Preserve
Plan. The preserve areas will be
ɔnditions until such time the

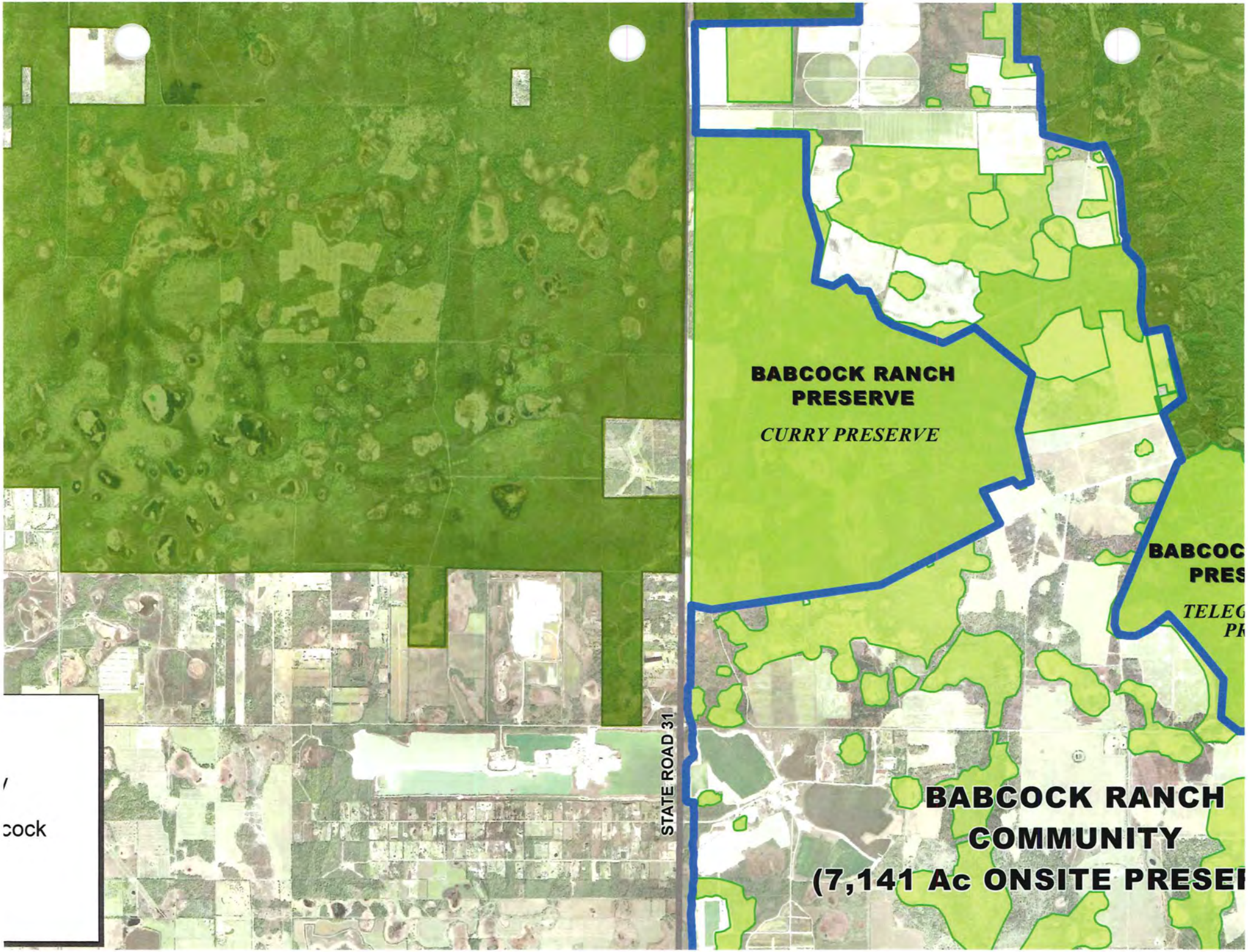
ANTICIPATED	
Status	**Mitigation Area**
Preserve	H2B

Babcock Ranch Community
Environmental Impacts/Benefits Analysis

ATTACHMENT 9

PRESERVE CONNECTIVITY MAP

(Updated November 2023 to Illustrate Increased Preserves)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Listed Species Management Plan
&
Wildlife Coexistence Plan

BABCOCK RANCH COMMUNITY

Listed Species Management Plans
&
Human-Wildlife Coexistence Plan

Originally Prepared June 2021

Last Updated June 2022 to Include New Permit Numbers and reference to Specific Conditions of FDEP State 404 Permit No. 396574-001

Prepared for:

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42850 Crescent Loop
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Prepared by:

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2122 Johnson Street
Fort Myers, Florida 33901

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B-2 Gopher Tortoise FWC Brochure

B-3 Eastern Indigo Snake USFWS Brochure

B-4 Florida Sandhill Crane FWC Brochure

B-5 Wood Stork and Wading Bird Informational Pamphlet

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B-7 Living with Bats FWC Brochure; Wildlife in Structures FWC Brochure

B-8 A Guide to Living in Bear Country FWC Brochure; You Live in Bear Country FWC Information; Protect Your Pets FWC Brochure

B-9 Living with Panthers FWC Brochure; Florida Panther Safety Tips FWC Information

B-10 Beautiful Pawpaw Information

B-11 How Wildlife Sees Your Backyard FWC Brochure

B-12 A Guide to Living with Urban Coyotes FWC Brochure

B-13 Living with Bobcats FWC Brochure

B-14 Burmese Pythons in Florida FWC Brochure; Keeping Your Pets Safe Around Cane Toads FWC Brochure; Tegus in Florida FWC Brochure; Fighting for Florida: Battling Invasive Species in the Sunshine State USFWS Infographic

Appendix C. Representative Educational Signage within the BRC

1.0 INTRODUCTION

The Babcock Ranch Community (BRC) was previously part of the 91,362-acre Babcock Ranch, one of the largest contiguous parcels remaining in the State of Florida. During 2005 and 2006 the State of Florida, Charlotte County and Lee County formed a public-private partnership with Babcock Florida Company to purchase 73,575 acres of the Babcock Ranch for perpetual conservation and sustainable agricultural purposes known as the Babcock Ranch Preserve (BRP). Extensive negotiations with state and federal agencies, non-governmental organizations, and concerned citizens were involved in determining the BRC boundary in a collaborative effort to produce a sustainable mixed-use community on the remaining 17,787 acres of private acquisition (±19% of the parent tract). It was this public-private partnership that allowed for the resulting development with concentrated preserve/mitigation areas to provide for long-term habitat connectivity, maintenance of existing flow-ways and significant supporting upland habitat to wetland preserve areas, resulting in a regionally significant mitigation plan. The BRC is located in the southwest portion of the Babcock Ranch, with 13,630 acres located within Charlotte County and 4,157 acres located within Lee County. The Project Location Map is shown in **Appendix A-1**.

In 2010, the South Florida Water Management District (SFWMD) (Permit # 08-00004-S-05, Application # 070330-5) and U.S. Army Corps of Engineers (USACE) (Permit# SAJ-2006-6656) approved the development of the BRC and its associated mitigation plan. The approvals entitled the construction of 19,500 residential units and 6,000,000 square feet (SF) of non-residential uses. When the design for the BRC was originally developed, the future demands of the housing and non-residential markets were conceptual projections only and were fully expected to be refined as the BRC was developed over the course of decades. As such, Babcock Property Holdings, LLC (BPH) recently obtained approval for a modified BRC site plan ("2020 Babcock Plan") to provide flexibility within the interior portion of the development to meet the project's purpose of building 19,500 residential units and 6,000,000 SF of non-residential uses, while providing additional preserves within the BRC boundary ("on-site") that will connect to adjacent "off-site" conservation lands/preserves [State-owned portion of the BRP, ±67,619 acres and Lee County Conservation 2020 lands (Bob Janes Preserve, 5,620 acres and Telegraph Creek Preserve, 1,730 acres)]. The 2020 Babcock Plan is conceptually authorized by SFWMD Permit No. 08-105624-P obtained on September 23, 2021, and Florida Department of Environmental Protection (FDEP) State 404 Permit No. 396574-001 issued on November 19, 2021.

As construction of the BRC and implementation of the associated mitigation plan are anticipated to occur in an incremental fashion, listed species management plans are an important component to ensuring the development continues in accordance with permit requirements, while minimizing adverse secondary impacts to listed species over the life of the project. Listed species management plans were prepared and approved as part of the original 2010 permits. Some of the plans have been updated where necessary, as part of the 2020 Babcock Plan, to account for changes in listed species regulations or listed species utilization within the BRC since issuance of the 2010 permits. A Human-Wildlife Coexistence Plan for the BRC is also included herein that provides supplemental educational information for residents about the wildlife that may be encountered in the area, as well as steps that can be taken to minimize potential human-wildlife conflict. The Listed Species Management Plans and Human-Wildlife Coexistence Plan will be placed on the Babcock Ranch Community Independent Special District (BRCISD) website (babcockranchcommunityisd.com) in accordance with approvals by the Florida Fish and Wildlife Conservation Commission (FWC), U.S. Fish and Wildlife Service (USFWS), and Lee County.

2.0 PROTECTED SPECIES SURVEYS

The initial protected species surveys (PSS) were conducted for the BRC in 2006 and 2007. These surveys were conducted in accordance with FWC and USFWS guidelines, which require a minimum of 15% coverage of each habitat suitable for listed species utilization. The surveys were also conducted using the Standardized State-Listed Animal Survey Procedures for Use in the Review of the Babcock Ranch Development of Regional Impact provided by staff of the Southwest Florida Regional Planning Council in July 2006. Updated pre-construction protected species surveys have been conducted between 2007 and 2020 as new phases of development have occurred. Specific for the 2020 Babcock Plan, updated generalized listed species surveys were conducted across the 8,711± acres east of Curry Canal that is subject to the reconfiguration of internal preserves/development pods. Species-specific surveys have also been conducted across the larger expanse of the BRC boundary, as needed.

As identified through prior PSS reports conducted for the project, listed species occurrences have been documented within the BRC. The BRC Mitigation Plan, as outlined below, contains land management activities that will benefit listed species, including implementation of a prescribed burn plan, exotic and nuisance species eradication and maintenance, and plantings for created wetlands and portions of farm fields. The listed species management plans that follow provide additional protective measures for each of the identified listed species, as well as specific land management criteria intended to benefit the long-term habitat conditions for the listed species.

3.0 MITIGATION AREAS

The mitigation and preserve management plan for the overall BRC (Charlotte and Lee Counties) is a combination of off-site and on-site mitigation across 12,982± acres that includes wetland creation, wetland enhancement and preservation, and upland enhancement, restoration, and preservation intended to provide wetland and listed species mitigation requirements associated with State and Federal permits for the BRC. All lands proposed for mitigation have been divided into Mitigation Areas A through K, as illustrated on **Appendix A-2**. The off-site mitigation occurs on the portion of the BRP purchased by the State (Mitigation Areas B, C, and D). These 5,840± acres of off-site mitigation areas are referred to as Telegraph Swamp Preserve, Curry Preserve, and Telegraph Trail Preserve, respectively. All mitigation activities proposed on the BRP have been approved by the State's Acquisitions and Restoration Council (ARC). The remaining Mitigation Areas A and E-K comprise the on-site mitigation areas for the overall BRC (Charlotte and Lee Counties) and total approximately 7,142 acres, which represents a net increase of 277± acres of preserve over the 2010 permit approvals.

4.0 LISTED SPECIES MANAGEMENT PLANS

4.1 AMERICAN ALLIGATOR MANAGEMENT PLAN

Biology

American alligators (*Alligator mississippiensis*) were placed on the endangered species list in 1973 and delisted in 1987. Currently, alligators are listed as federally threatened (FT) by the USFWS due to their similarity of appearance to the American crocodile (*Crocodylus acutus*), a federally endangered species, and protected by FWC under Florida's Endangered and Threatened Species Rule (Florida Statute 68A-27.003). It is estimated that over one million of these large reptiles live in Florida. They are mostly found in major river drainages but can also be found in marshes, swamps, ponds, canals, and ditches. Alligators live approximately 30 to 35 years and breeding typically occurs from April to June with offspring hatching in late summer. The average size for adults is ~8 feet for females and ~11 feet for males. Alligators are opportunistic feeders and will feed on fish, turtles, birds, and mammals. Numerous species will prey on young alligators including raccoons, wading birds, bobcats, otters, and other alligators.

Occurrence On-site

Alligators may be found utilizing a variety of freshwater wetlands and surface waters, such as marshes, lakes, ditches, and other similar habitats throughout the BRC.

Protection During Construction

The proposed project includes impacts to wetlands and other surface waters. Prior to start of construction activities, the proposed impact areas will be resurveyed for alligators and alligator nests by an ecologist/biologist. If an active alligator nest is located within the impact areas, construction will be discontinued within 150 feet of the nest until the project ecologist determines the nest is no longer active.

Habitat Management & Maintenance Activities

The preservation, enhancement, and creation of wetlands and surface waters on the BRC will continue to provide sufficient habitat for alligators on-site. Conservation and management measures will concentrate on educating homeowners on how to live in close proximity to alligators. Signs posted at appropriate water bodies should include, but may not be limited to, the following information:

- Alligators that are fed may lose their natural fear of people and will associate people with food and may become aggressive. It is against the law in Florida to feed an alligator.
- It is against the law to harm or harass or remove an alligator from its natural habitat.
- The State of Florida has a Nuisance Alligator Management Plan and when called, will respond and remove nuisance alligators.

FWC brochures about *Living with Alligators* will be posted on the Babcock Ranch Community Independent Special District (BRC ISD) website (babcockranchcommunityisd.com). A copy of the brochure is included in **Appendix B-1** and a photograph of signage in use on the BRC is included in **Appendix C**.

4.2 GOPHER TORTOISE MANAGEMENT PLAN

Biology

The gopher tortoise (*Gopherus polyphemus*) is listed as state-designated threatened (ST) by the FWC and a federal candidate species for listing under the Endangered Species Act (ESA). Gopher tortoises are a moderate-sized, terrestrial turtle most often found on well-drained sandy soils in upland habitats with low-growing herbs but may also be found in disturbed habitats including urban areas. In the wild, gopher tortoises typically live between 40 and 60 years. Breeding season occurs from March to October with egg-laying between May and July. Hatchlings typically emerge between August and November. Burrows not only provide protection for the tortoise, but also serve as refugia for up to 350 other commensal species. Prescribed fire is important for maintaining optimal gopher tortoise habitat and promoting the growth of low-growing herbaceous plants on which they feed (Ernst et al 1994).

Occurrence On-site

Within the BRC, gopher tortoise burrows have been identified in multiple habitat types including improved pasture, palmetto prairie, mixed rangeland, pine flatwoods, and pine-oak-cabbage palm. Although the State has expressed concern in the past that the water table is too high for a recipient site, multiple pre-construction surveys have identified active gopher tortoise burrows, including those of juveniles, indicating there is a reproducing population. Updated gopher tortoise surveys for the modification area east of Curry Canal identified 160 adult gopher tortoise burrows and three juvenile burrows.

Protection During Construction

In accordance with Specific Condition 24 of the FDEP Permit No. 396574-001, pre-construction surveys will be conducted in accordance with the Gopher Tortoise Permitting Guidelines (FWC 2017) in areas containing suitable gopher tortoise habitat. A relocation permit will be sought from FWC for all gopher tortoise burrows located within 25 feet of the construction limits. An Authorized Gopher Tortoise Agent will be present for all surveys and relocations. To preclude gopher tortoises from entering the construction limits, silt fence will be installed around the perimeter upon completion of relocation activities, if applicable. To date, Conservation Permits have been obtained from the FWC to relocate gopher tortoises from an active construction phase to an FWC approved, off-site recipient location. Gopher tortoises located within the approved mitigation areas will remain on-site, with the habitat managed through exotic removal and prescribed fire.

Habitat Management and Maintenance Activities

Management for gopher tortoises will be accomplished through habitat preservation and enhancement activities.

- Nine small animal wildlife crossings (**Appendices A-3** and **A-4**) are proposed within the BRC. These structures will provide safe passage for a variety of small to medium-sized animals, such as gopher tortoises, bobcats, snakes, and more under residential roads.
- The prescribed burn plan for on-site and off-site preserves will benefit gopher tortoises by decreasing woody vegetation encroachment into preferred habitats and promote growth of fresh shoots.

FWC *Living with Gopher Tortoises* brochures will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy is included in **Appendix B-2**. Signs will be erected on roadways where appropriate to notify residents and reduce potential vehicular mortality. A photograph of similar signage in use on the BRC can be found in **Appendix C**.

4.3 EASTERN INDIGO SNAKE MANAGEMENT PLAN

Biology

The Eastern indigo snake (*Drymarchon corais couperi*) is listed as federally threatened by the USFWS. The Eastern indigo snake (EIS) is a non-venomous, glossy black snake, larger and more robust in build than the more common black racer (*Coluber constrictor*). EIS utilize a variety of habitat types including pine flatwoods, scrub areas, hydric pine flatwoods, wet and dry prairies, agricultural fields, coastal hardwood hammocks, mangrove areas and even human altered areas can be considered habitat for the species (USFWS 1999). In south Florida, the species is not as dependent on gopher tortoise burrows for over-wintering but will use tortoise burrows as an underground refuge. In addition, the species will use armadillo burrows, natural ground holes, hollows at the base of trees, ground litter, and debris piles. EIS are diurnal and breeding is thought to occur in winter and early spring.

Occurrence On-site

The BRC contains eastern indigo snake habitat. Two EIS have been observed on-site during the various wildlife surveys, habitat mapping, and agency site visits associated with the development to date.

Protection During Construction

The BRC will follow the USFWS Standard Protection Measures (2013) for the EIS:

The permittee and/or contractors will use the current EIS educational materials (posters and pamphlets) offered by the USFWS, which are included by reference in the USACE permit for the BRC. Informational signs will be posted throughout the construction site and contain the following information:

1. A description of the EIS, its habits, and protection under federal law;
2. Instructions not to injure, harm, harass or kill this species;
3. Directions to cease clearing activities and allow the EIS sufficient time to move away from the site on its own before resuming clearing; and,
4. Telephone numbers of pertinent agencies to be contacted if a dead EIS is encountered. The dead specimen should be thoroughly soaked in water, then frozen.
5. If not currently authorized through an Incidental Take Statement in association with a Biological Opinion, only individuals who have been either authorized by a section l0(a)(l)(A) permit issued by the USFWS, or by the State of Florida through the FWC for such activities, are permitted to come in contact with or relocate an EIS.
6. If necessary, EIS shall be held in captivity only long enough to transport them to a release site; at no time shall two snakes be kept in the same container during transportation.

Community signage will include educational information about EIS and encourage the reporting of sightings to FWC at their *Rare Snake Sightings* page. The USFWS Eastern Indigo Snake brochure will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of the brochure is included in **Appendix B-3**. EIS will also benefit from the proposed wildlife crossings within the BRC (**Appendices A-3** and **A-4**).

4.4 SANDHILL CRANE MANAGEMENT PLAN

Biology

The Florida sandhill crane (*Antigone canadensis pratensis*) is listed as state-designated threatened by the FWC. They are long-legged, long-necked with a grey body and a patch of bald red skin at the top of the head. The Florida sub-species of sandhill crane is a year-round resident and typically nests in late winter to early spring (December – March). Nests are made of emergent freshwater marsh vegetation and located in herbaceous wetlands. Florida sandhill cranes may successfully breed and forage near development. They are regularly seen foraging in open grassy areas with vegetation typically less than 18-inches in height (Wood and Nesbitt 2001).

Occurrence On-site

One Florida sandhill crane nest was located in a freshwater wetland on the western side of the BRC during the original PSS. Florida sandhill cranes are commonly observed utilizing freshwater wetlands, wet prairies, and farm fields within the BRC.

Protection During Construction

In accordance with Specific Condition 25 of FDEP Permit No. 396574-001, within 30 days prior to construction activities during the breeding season (January-August), the project ecologist will conduct either two ground surveys or one aerial drone survey of any herbaceous wetlands within the development footprint and within 400' of the development to ensure that no active nests are taken or disturbed during construction. If an active nest is discovered within 400' of the development, the nest site will be buffered by 400' to avoid disturbance by active construction and human activities until the nest is inactive in accordance with the FWC Species Conservation Measures and Permitting Guidelines (2016) for the Florida sandhill crane.

The BRC mitigation plan provides suitable roosting, nesting, and foraging habitat for the sandhill crane. If an active nest were to be found within an approved development tract during pre-construction surveys, no additional mitigation is required, as the potential impacts associated with the permitted habitat loss have already been addressed through the approved comprehensive mitigation plan.

Habitat Management & Maintenance Activities

Conservation efforts that will benefit the Florida sandhill crane include the following:

- Portions of the preserve areas previously containing greater than 50% exotic vegetation coverage will be replanted with desirable native vegetation to improve foraging opportunities.
- Wetland creation areas proposed for the BRC (Charlotte and Lee Counties) total approximately 368 acres (inclusive of berms and transitional upland areas). The majority of the wetland creation areas will be freshwater marsh, with deeper pools and areas of forested wetlands. Ephemeral wetlands will be included along the created wetland edges. The created herbaceous wetlands will provide additional nesting habitat for the sandhill crane.
- The prescribed fire management plan for the preserves will minimize woody encroachment into herbaceous wetlands.
- BRC road signage for sandhill cranes may be used, as needed, in areas where cranes frequent to alert motorists and reduce possible vehicular-caused mortality.

Additional information on *Living with Sandhill Cranes* will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of the brochure is included in **Appendix B-4**.

4.5 COLONIAL NESTING WADING BIRDS MANAGEMENT PLAN

Biology

The wood stork (*Mycteria americana*) is listed as federally threatened (FT). It prefers freshwater and estuarine habitats for nesting, roosting, and foraging. Stick nests are usually constructed in medium to tall trees surrounded by open water and can be located in freshwater or brackish habitats (Rodgers et al. 1996). During the breeding season, a nearby foraging area plays an important role in chick survival as adult birds are better able to provide food without flying over extended distances. Wood storks are likely to forage in a wide variety of habitat types during the non-breeding season including freshwater marshes, stock ponds, roadside ditches, tidal pools and creeks and open water portions of cypress heads (USFWS 1999). Wood storks prefer to forage in shallow open water areas where prey is concentrated as they are tactile feeders (Kahl 1964). Dry season (winter) conditions in south Florida provide for heavy concentrations of prey in shallow depressions. Practically any shallow wetland depression that acts to concentrate large numbers of fish may be used as feeding habitat. All wetlands and other surface waters in the BRC mitigation plan may be utilized by wood storks and total approximately 4763 acres, exclusive of the surface water management lakes and/or rain gardens that are constructed within the approved development tracts outside of the BRC mitigation plan.

The little blue heron (*Egretta caerulea*), reddish egret (*Egretta rufescens*), tricolored heron (*Egretta tricolor*), and roseate spoonbill (*Platalea ajaja*) are all listed as state-designated threatened by the FWC. The reddish egret is a year-round resident of Florida mainly nesting and foraging in coastal areas but can occasionally be found inland utilizing spoil islands. The little blue heron is a small wading bird greyish-blue in color as an adult. The tricolored heron is slightly larger with a bluish colored head and upper body, purple chest, and white underparts. The roseate spoonbill has pink wings and underparts, a white neck and back, and distinct spoon-shaped bill. Typically, these wading bird species nest in rookeries, often with other wading birds. Nests are made of sticks and vegetation placed in small trees often over water and occurs between March and August. Habitats include fresh, salt, and brackish waters including marshes, swamps, and reclaimed mine lands.

Occurrence On-site

Wood storks have been observed on the BRC during the various wildlife surveys and other field work conducted to date, but no nesting by wood storks has been documented to date. Impacts to vegetation communities that may potentially be used by wood storks total approximately 547 acres for the entire BRC. Wood stork compensation will be accomplished by enhancing preserved wetlands within the BRC Mitigation Plan (±4950 acres), constructing approximately 215 acres of wetlands, and implementing hydrologic improvements in the Trout Creek and Telegraph Creek watersheds through the installation of control structures in the Curry Canal and Big Island Canal, respectively.

Two potential wading bird rookeries were identified during the original protected species survey, including one in the north section and one in the southwest corner of the BRC, south of the mine. An additional rookery was identified in 2019, located southwest of the Town Center near the old mine. Listed wading bird species common in Florida are transitory in nature and can be found foraging and roosting in a wide variety of wetland habitats. These species are regularly observed throughout the site utilizing freshwater wetlands, ditches, borrow areas, and cattle ponds.

Impacts Analysis

The USFWS methodology to assess project impacts to wood storks (applicable to all wading birds) and the mitigation lift associated with the BRC Mitigation Plan utilizes wetland hydroperiod classification, exotic coverage, and estimated wood stork consumption to calculate the change of

wood stork forage in kilograms of fish following wetland impacts, wetland restoration or enhancement. The entire Babcock Ranch totals approximately 91,000 acres. Of this total, approximately 26,000 acres of wetlands and other surface waters will remain after development of the BRC. Specifically, Telegraph Cypress Swamp and Creek, Jack's Branch, Clay Gully, Cypress Creek, Fichter's Branch, and Hall's Branch as they occur on Babcock Ranch will be preserved as a result of the project. Wood stork habitat lost by the development (577± acres; 678.39 kg of fish biomass) will be offset by the preservation and enhancement of approximately 4,763 acres of wetlands/surfaces within the BRC Mitigation Plan, inclusive of 2,215 acres of wetlands/surface waters on-site within the BRC boundary and 2,549 acres of offsite wetlands within the BRP that are part of the BRC Mitigation Plan (Mitigation Areas B, C, and D). These habitats provide for enhanced foraging, nesting, and roosting opportunities for all wading bird species.

In addition, wetland hydrology will be improved toward historic levels. Hydrologic restoration will result from the installation of four structures in Curry Canal and two structures in Big Island Canal. The structures will allow for a longer hydroperiod in the upstream wetlands and greater water quality treatment will occur as a result of the additional residence and filtration time. Additionally, remaining existing ditches within the wetland preserves will have a section backfilled to reduce the over draining of the wetlands. Both the on-site and off-site mitigation areas have approved land management plans and will be managed in perpetuity by the BRCISD.

Protection During Construction

In accordance with Specific Condition 26 of FDEP Permit No. 396574-001, pre-construction surveys within the development footprint to ensure that no active nests are affected during construction. If an active nest is discovered within the development footprint, appropriate buffers will be implemented as outlined in the FWC Species Conservation Measures and Permitting Guidelines (2017) for the State listed wading birds until the nest is no longer active. If this were to occur, no additional mitigation would be required because of the nesting, roosting and foraging opportunities for the wood stork and all State listed and non-listed wading birds associated with the BRC Mitigation Plan.

Habitat Management & Maintenance Activities

The BRC Mitigation Plan includes nine (9) different wetland creation areas proposed for a total of ±215 acres (869,991 m^2) of wetlands/surface waters to be constructed from upland farm fields. These created wetlands provide ±692 kg of new foraging prey base for wood storks/wading birds, in addition to the lift associated with wetland enhancement associated with the BRC Mitigation Plan, which more than offsets the expected impacts. The majority of the wetland creation areas will be freshwater marsh, with deeper pools and areas of forested wetlands. The deep pockets trap fish and macroinvertebrates during periods of water draw down, further increasing foraging opportunities for wood storks and wading birds. Ephemeral wetlands will be included along the created wetland edges.

In addition to the enhancement and creation of wetlands in the BRC, the hydroperiods of large wetland systems adjacent to the BRC will be restored by the installation of water control structures in Curry Canal and Big Island Canal. Wetlands and surface waters within the BRC mitigation plan will also be enhanced through exotic removal, improving upon foraging, nesting and wading opportunities than currently exists. Stormwater management lakes within the BRC will also be designed with lake littoral shelves and native plantings, which will create additional wading bird foraging habitat outside of the BRC mitigation plan.

An information pamphlet about wood stork and wading birds commonly found on the BRC will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of the pamphlet can be found in **Appendix B-5**.

4.6 BURROWING OWL MANAGEMENT PLAN

Biology

The Florida burrowing owl (*Athene cunicularia floridana*) is listed as state-designated threatened by the FWC. Some human activities have actually had a beneficial effect on the burrowing owl population in Florida. The conversion of native habitat to mowed grassy fields, cattle grazing, and wetland drainage have all contributed to increasing the species' range. Residential and industrial areas currently support the largest Florida concentrations of burrowing owls (Haug et al. 1993). The burrowing owl inhabits open native prairies and cleared areas that offer an expanse of short, herbaceous groundcover. The pastures, sod fields, and fallow agricultural fields within the BRC provide suitable habitat for this species. They are often attracted to areas that are slightly higher in elevation than surrounding areas, such as berms and canal banks. Burrowing owls prey heavily on insects and vertebrates associated with disturbed areas, including mole crickets, June beetles, dung beetles, brown anoles, and Cuban tree frogs. The entrance of burrows is often lined with materials such as grass clippings, feathers, grasshoppers, anoles, or manure. FWC lists burrowing owl nesting season as February 15 through July 10, which is when burrows are most likely to be active (e.g. eggs or flightless young are present). This species was observed within the BRC during listed species surveys for the Earth Source Mine expansion.

Protection During Construction

In accordance with Specific Condition 27 of FDEP Permit No. 396574-001, prior to construction activities, an FWC Registered Agent for Burrowing Owls will survey open native prairies and cleared areas with short, herbaceous ground cover within the development footprint to ensure that no active nests are taken during construction. FWC requires a 10' radius minimum buffer from inactive burrowing owl burrows and a 33' radius buffer from active burrows containing eggs or flightless young. If a potentially occupied burrowing owl burrow is identified within the development footprint and it is not possible to maintain the applicable buffer, coordination will occur with FWC.

Habitat Management & Maintenance Activities

Conservation and management efforts that will benefit the Florida burrowing owl include the following:

- If required as an FWC permit condition, wooden T-perches, starter burrows and/or artificial burrows may be constructed in suitable upland on-site preservation areas to enhance burrowing owl habitat.
- Vegetation management through prescribed fire and grazing will be implemented. Mowing could also be used, instead of or in addition to, grazing to maintain vegetation in fields and other grassy areas at the appropriate height to provide for prey species but allow for predator detection. Desirable vegetation height for burrowing owls is approximately 6" or less.

As development takes place, educating BRC residents will be crucial for the continued protection of the burrowing owl, especially since this species is adaptable to urban settings and is likely to interact with the human population. The goal of an education program will be to protect active burrows within and outside of the urban environment and develop a tolerance for owls attempting to nest on private property. If burrowing owls are observed nesting within the development, signage will be implemented to notify residents and protect burrows. Additional information on burrowing owls will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of the FWC brochure for burrowing owls is included in **Appendix B-6**.

4.7 CRESTED CARACARA MANAGEMENT PLAN

Biology

The crested caracara (*Caracara cheriway*) is listed as a federally threatened (FT) species by the USFWS. In Florida, crested caracaras were historically found in open grassland habitats and former native prairie. They now tend to utilize improved pastureland, i.e. grasslands managed for cattle production, and wet or dry prairies with scattered cabbage palms for nesting and foraging (Morrison 1999). The presence of open habitats as well as low ground cover and low density of tall and shrubby cover was shown to be preferred by caracaras in south-central Florida (Humphrey and Morrison 1997). The diet of the caracara includes both carrion and live prey. Many kinds of insects and other invertebrates, as well as fish, amphibians, reptiles, birds, and mammals are also consumed. Foraging habitats are varied and include pastures, newly plowed fields, drainage ditches, ponds, drying marshes or stock ponds, and several other habitat types (Morrison 2001). Caracaras nest almost exclusively in cabbage palm trees, but will also occasionally use live oaks, laurel oaks, and slash pine (Johnson Engineering, 2003 and 2007). In evaluating project impacts to the caracara in south Florida, the USFWS defines a primary management zone as 300-meters (985 ft), and a secondary management zone as 1,500-meters (4,920 ft) outward from the nest tree.

Occurrence On-site

Potential nesting habitat on the BRC is primarily limited to pastures east of the Curry Canal. As of the 2020 -2022 survey seasons, two active caracara nests are located within the BRC, and two active caracara nests are located off-site but within the 1,500-meter secondary zone buffer (USFWS 2016). Technical assistance occurred with the FWC and USFWS to address crested caracara involvement through the review process for FDEP State 404 Permit No. 396574-001. Specific Condition 23 of the permit details prudent and reasonable measures for the crested caracara.

Protection During Construction

As detailed in Specific Condition 23 of the State 404 Permit, incidental take for the crested caracara is anticipated, and it allows the removal of nest trees (including all alternate nest trees, as may be applicable) associated with up to five (5) pairs of caracaras through project build-out. Active nest trees within the BRC will only be removed prior to an active construction phase within that area and outside of the active nesting season. Prior to ongoing phases of construction, the project ecologist will survey suitable caracara habitat to verify if nests are located within the development footprint. If a new caracara nest is discovered, the applicant will comply with the conditions of the State 404 permit. Construction within the 300-meter primary buffer of an active caracara nest will be minimized to the extent feasible during the nesting season until nestlings have been confirmed to have fledged. Ongoing work within the secondary zone, outside of the primary zone, will be allowed to continue

Habitat Management & Maintenance Activities

Conservation and management efforts that will benefit the crested caracara include the following:

- Maintaining approximately 800 acres of agricultural lands suitable for caracara foraging post-development [±250 acres of improved pasture managed as dry prairie with cattle grazing in Mitigation Area E (Charlotte County), ±220 acres of agricultural land remaining as outparcels not approved for development (Charlotte County), and ±275 acres remaining as dedicated farmland in the North Babcock area (Charlotte County)].
- Continued maintenance of improved pastures not under conservation easement will occur through the use of cattle grazing, mowing and/or prescribed fire.

- Cabbage palms will be planted in clumps of two to six trees along approximately 25 percent of the edge of remaining onsite farmfields where none currently exist to increase nesting habitat for caracaras.
- Buffers will be observed around active caracara nest trees during nesting season, if applicable.

As mitigation for unavoidable impacts, BPH has agreed to trap and GPS tag 2 adult caracaras (one from each pair) from within the BRC during the nesting season prior to nest tree removal. Tracking will occur for a period of no less than two years post tagging, with an annual report provided to the FWS. Working with Dr. Joan Morrison and through advanced coordination with the USFWS, BPH has already implemented this mitigation, with one adult caracara from Site 4 and Site 8 having been trapped and fitted with a GPS transmitter in February 2021 and February 2022. It is anticipated these areas may move to development in 2022 after all necessary development permits have been obtained. Ongoing monitoring and reporting associated with the mitigation will be provided to the USFWS on an annual basis, as condition of the State 404 permit.

4.8 FLORIDA SCRUB JAY MANAGEMENT PLAN

Biology

The Florida scrub jay (*Aphelocoma coerulescens*) is listed by the USFWS as federally threatened. The scrub jay prefers scrub habitat characteristic of peninsular Florida's historic dune system, which is dominated by scrubby oaks occurring on well drained sandy soils. In optimal habitat, oaks are 1 to 3 m high, with sandy unvegetated openings occupying 10 to 50 percent of the site. Trees and dense herbaceous vegetation are uncommon. Scrub jays are very territorial and occur in family groups of typically three birds but may include up to eight birds. All the birds will aggressively defend their territory year-round. Scrub jay predators are predominantly raptors, however, bobcats, house cats, and some snakes may also feed on scrub jays.

Occurrence On-site

During wildlife surveys of the BRC in 2006 for the original permit, two scrub jays were observed in the southwest corner of the ranch. No scrub jays have been observed on the BRC since that time.

Habitat Management & Maintenance Activities

Conservation efforts that will benefit the Florida scrub jay include the following:

- Prescribed fire and/or mechanical methods will be used to reduce and/or remove canopy trees, oaks, and vines to restore the open sandy unvegetated areas preferred by the scrub jay, where scrub habitat exists.

4.9 RED-COCKADED WOODPECKER MANAGEMENT PLAN

Biology

The red-cockaded woodpecker (*Picoides borealis*) (RCW) is listed as federally endangered by the USFWS. RCWs prefer to live in old-growth pines with sparse understory and will utilize trees with heartwood disease for nesting (Conner et al. 1994). Mature pines are also used for foraging, but RCWs will to a lesser extent forage in hardwood trees and cypress domes (USFWS 2003). In southwest Florida, some research has shown RCWs prefer hydric pine flatwoods, which are maintained by fire and hydroperiod and often do not have dense midstory (Beever and Dryden 1992). Beever and Dryden (1992) found that cavity trees had a diameter at breast height (dbh) ranging from 20.5 to 30.8 cm, with the smallest pine being 15.4 cm and the largest measuring 35.9 cm.

Occurrence On-site

The BRC has some suitable nesting and foraging habitat for RCWs. Potential nesting habitat on the BRC includes pine and hydric pine flatwoods totaling approximately 5,763.45 acres (32.4% of the BRC). Foraging habitat includes pine, oak and cabbage palm, cypress, and cypress, pine, cabbage palm wetlands. Much of the potential habitat is not conducive to RCWs as pasture fields have fragmented pine flatwoods and silviculture has removed the old growth pine. In the remaining habitat the understory is often too tall and dense, mid-story may be present, pine stocking, age and size may be inappropriate and/or insufficient foraging habitat is available. No RCW cavity trees were observed during original or updated wildlife surveys conducted for the BRC.

Protection During Construction

As this is a phased project that will be constructed over several years and land management activities will be conducted that are conducive to RCW utilization, prior to construction activities the project ecologist will survey appropriate RCW nesting habitat. During the survey, if an active cavity is discovered within the footprint of development, the applicant will coordinate with the USFWS and adhere to the terms and conditions of its Biological Opinion, as applicable.

Habitat Management & Maintenance Activities

Conservation and management efforts that will benefit the RCW include the following:

- Within the on-site preserves and off-site mitigation areas tree stand stocking may be reduced through selective removal of young pines (10 to 30 years) to create better foraging habitat (USFWS 2003).
- Understory growth and mid-story establishment will be prevented by conducting controlled burns every 3 to 5 years (Komarek 1974).
- Existing snags will be protected as they provide nesting habitat for RCW competitors, i.e. red-bellied woodpecker (*Melanerpes carolinus*), pileated woodpecker (*Dryocopus pileatus*), and red-headed woodpecker (*M. erythrocephalus*), all of which have been observed on the BRC.

RCW cavity trees have been identified within the northeast portion of the Babcock Ranch Preserve. Subsequent, ongoing surveys to date have identified 47 cavities (active, inactive, starter) in the northeast corner of the ranch. Additionally, approximately 27 clusters of RCWs are present on the Babcock – Webb Wildlife Management Area (WMA) located to the west of the Babcock Ranch (USFWS 2003). RCW habitat preserved within the BRC may benefit RCWs by increasing the nesting and foraging habitat currently available for these two populations of RCWs. This may also help RCWs in dispersing from the Babcock Ranch population to the Babcock – Webb WMA, therefore helping to maintain the genetic viability of both populations.

4.10 FLORIDA BONNETED BAT MANAGEMENT PLAN

Biology

The Florida bonneted bat (*Eumops floridanus*) (FBB) is the largest bat species found in Florida and is known for its large, rounded ears. FBBs are known to roost in natural and man-made structures. Natural roosts include cavities and crevices of tall mature trees including pine, cypress, and royal palms, along with rock outcroppings. Man-made roosts may include bat houses and barrel tile roofs. Roosts typically require an open mid-canopy, so the bats can fly downward to gain enough speed for flight. Florida bonneted bats feed on insects and use echolocation to detect and capture their prey. Unlike many bats, they are active year-round. They forage in flight and at night, often returning to the roost periodically during the night.

Occurrence On-site

Effective November 2, 2013, the USFWS listed the FBB as federally endangered and established an FBB consultation area. The entire BRC falls within the consultation area, although the consultation area was established after the USFWS Biological Opinion (BO) (FWS Consultation Code: 41420-2007-F-0900) was issued for the project. The USFWS also provided FBB Consultation Guidelines (FBB Guidelines, 2019) to help developers and regulatory agency staff evaluate the effects of projects on the FBB. Additionally, in June 2020 the USFWS proposed to designate approximately 1,478,333 acres in Florida as critical habitat for FBB (Federal Register 2020). If approved, a portion of the BRC occurs within an area proposed to be designated as critical habitat (Unit 2) for the FBB. No FBB roosts have been documented within the BRC, but foraging has been recorded within the BRC and off-site preserves during acoustic surveys. Suitable FBB roosting habitat exists on the BRC.

Protection During Construction

In accordance with Specific Condition 22 of the State 404 Permit, pre-construction roost surveys for the FBB will occur prior to initiation of land clearing and vegetation removal activities that would impact potential roosting habitat to ensure there is no taking of an FBB roost. If the permitted activities require the removal of potential roost trees, snags, or structures, the permittee shall conduct a survey for Florida bonneted bats within 30 days prior to removal. If appropriate, an acoustic emergence survey may also be conducted in accordance with the USFWS Consultation Guidelines for the FBB (October 2019).

Best Management Practices (BMPs) in the October 2019 USFWS Consultation Guidelines for the FBB recommend a 250-foot (76 m) buffer around known or suspected FBB roost structures. Prior to construction activities, the project ecologist will survey appropriate FBB habitat. All identified potential FBB roost structures (e.g. snags with appropriately sized cavities or loose bark) within the proposed project area will be GPS located and observed using a treetop camera or an emergence survey conducted, if appropriate. If an active FBB roost is discovered within the footprint of development during the survey, a 250-foot radius buffer will be established to limit disturbance to roosting bats. Coordination will occur with the USFWS and FWC to implement proper exclusion measures prior to removal of the roost tree/structure outside of maternity season.

Habitat Management and Maintenance Activities

Conservation and management efforts that will benefit the FBB are based upon the BMPs contained within the FBB Guidelines, which were designed by the USFWS to minimize the impact of a project on the FBB and include the following:

- As compensation for FBB foraging impacts associated with full BRC development, the

BRC Mitigation Plan will provide approximately 12,913 acres of habitat preservation and enhancement, all of which is considered FBB foraging habitat and ±8,024 acres of forested preservation and enhancement that may be utilized for future FBB roosting, which exceeds FBB Guidelines.

- To conserve open freshwater and wetland habitats to promote foraging opportunities and avoid impacting water quality, the ±12,913-acre BRC Mitigation Plan will include approximately 4,534 acres of wetland/surface water preservation, ±418 acres of wetland enhancement, and ±215 acres of wetland creation areas.
- To conserve and/or enhance riparian habitat, streams/flowways and associated upland buffers will be incorporated into preserve, as detailed in the 2020 BRC Mitigation Plan and required by the SFWMD/State 404 permits.
- Development areas within the BRC will contain an average 17% stormwater ponds, which will contain a 6:1 littoral shelf planted with 100% native wetland plantings, as required by the BRC ISD Design and Specification Manual.
- The widespread application of insecticides (e.g., mosquito control, agricultural pest control) by the Permittee will be minimized to the extent feasible in onsite preserve areas where FBB are known or expected to forage or roost.
- Mature trees and snags within the preserve areas will be retained to the maximum extent practicable. Any trees or snags to be removed from preserve areas due to natural disasters or to ensure the health, safety, and welfare of the residents will be surveyed to determine if bat roosting is present prior to their removal.
- Prescribed fire will be utilized in the ±12,913 acres of mitigation lands in a manner that mimics the natural fire cycle for the various habitat types identified within the mitigation areas to provide enhanced foraging and roosting habitat for the FBB.
- If determined warranted by the USFWS, BPH will work with the Service to place up to 16 bat boxes in onsite preserve areas (2 per onsite Mitigation Areas A and E-K).

A copy of the FWC brochure *Living with Bats* and *Wildlife in Structures* will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of both of brochures is included in **Appendix B-7**.

4.11 FLORIDA BLACK BEAR MANAGEMENT PLAN

Biology

The BRC and adjacent State of Florida conservation lands contain forested habitats documented to be utilized by the Florida black bear (*Ursus americanus floridanus*). The Florida black bear is one of three subspecies of American black bear recognized in the southeastern United States and is regulated under the Florida Black Bear Conservation Rule 68A-4.009, Florida Administrative Code. This species can be found in a variety of habitats, including mixed hardwood pine, cabbage palm hammock, upland oak scrub, and forested wetlands, such as cypress and riverine swamps. Acorns, nuts, berries, and other native vegetation comprise the primary diet of this species.

The black bear management plan consists of design features intended to enhance and preserve black bear habitat and foraging opportunities within the BRC on-site preserves as well as within the Mitigation Areas. According to the FWC, 90% of the known bear mortalities in Florida were due to vehicular collisions. Therefore, an additional component of the black bear management plan includes conservation efforts to reduce vehicle-bear collisions in the project area.

Occurrence On-site

Black bears have been documented in the preserve area within the BRC located in Lee County. Black bears are also regularly documented by remote cameras on state lands adjacent to the BRC.

Habitat Management & Maintenance Activities

Extensive pine flatwoods are being preserved both on-site and within the Mitigation Areas, which include abundant saw palmetto coverage. Saw palmetto is the most universal component of the black bear's diet and it serves as important winter cover for both males and females (Maehr 1997). The prescribed fires will vary between growing season burns and winter burns to benefit a variety of wildlife species and the food sources they depend on. For the Florida black bear, summer or growing season burns not only reduce the potential for causing cub mortality but encourage fruit production in many plant species that evolved under a regime of periodic rainy season burns (Maehr et. al 2001).

Additional conservation efforts that will benefit the black bear include the following:

- Roadway fencing and the construction of two wildlife crossings are proposed along State Road 31 (**Appendix A-4**) to facilitate connectivity and safe passage between BRC on-site preserves, the Mitigation Areas, and Babcock – Webb WMA;
- Homeowners and residents will be instructed to bring pet food inside and store securely, protect gardens, compost, and livestock with fencing or other appropriate measures; and remove wildlife feeders when a bear is in the area.
- Any human-bear interaction or conflicts should be reported immediately to the FWC at 1-888-404-3922.

FWC *A Guide to Living in Bear Country*, *You Live in Bear Country*, and *Protect your Pets* pamphlets will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of the referenced black bear handouts can be found in **Appendix B-8**.

4.12 FLORIDA PANTHER MANAGEMENT PLAN

Biology

Florida panther (*Puma concolor coryi*) are listed as endangered by the USFWS, and the BRC is located within the boundaries of the USFWS Panther Focus Area and the Primary Dispersal/Expansion Area. Florida panthers are habitat generalists (Florida Panther Subteam 2002, Beir et al. 2003, Comiskey et al. 2002) and will use a wide range of habitat types, but typically prefer upland forested habitats. Panther primarily consume feral hog (*Sus scrofa*), and white-tailed deer (*Odocoileus virginianus*), but will prey on any small or medium-sized animal, including occasional domestic animals (Maehr 1990a, Dalrymple and Bass 1996). The majority of the breeding range of the Florida panther is south of the Caloosahatchee River (USFWS 1999) though male panthers are regularly documented in south central Florida and occasionally north of I-4.

In November 2016, the first female panther documented north of the River since 1972 was photographed on Babcock Ranch Preserve. The female panther was subsequently photographed with a litter of two kittens in March 2017 and a litter of two kittens in November 2017. In November 2019, a female panther was photographed with at least one kitten on Lee County preserve lands adjacent to the BRC. The re-colonization of the panther's previous range north of the Caloosahatchee River is an objective identified in the Florida panther recovery plan (USFWS 2006).

Thick understory cover, such as tall palmetto, is important habitat for denning and resting panthers (Maher 1990; Thatcher 2006). The Babcock Ranch, particularly sites in the BRC, is intensely managed for cattle and sod farms, which may negatively impact potential denning habitat. Prescribed fire management plans will include mosaic burns that retain some areas of thick palmetto.

Occurrence On-site

During the PSS on May 12, 2006 Johnson Engineering ecologists flushed an uncollared panther out of a shrubby wetland area in the northeast corner of the BRC between the Earth Source Mine and Curry Preserve. The panther had apparently been feeding on a small alligator. Between that survey and 2020 at least five other individual adult panthers and four kittens have been documented on Babcock Ranch Preserve, of which, at least four of the adults have also been documented within the BRC.

Habitat Management & Maintenance Activities

A total of 10,354.66 acres of habitat on the BRC is within the Panther Consultation Area and are viewed as "impacts" to panther habitat. These habitat impacts result from a combination of direct impacts associated with the proposed development and from internal preserve areas that are considered fragmented for the purposes of a far-ranging species like the Florida panther. The 10,354.66 acres has a functional unit value equal to 62,290.73 panther habitat units (PHUs) in the pre-development conditions based on the USFWS panther habitat assessment methodology. Development impacts to date have utilized a 1:1 ratio of functional loss to PHUs required, consistent with the 2009 BO. However, future development impacts will utilize a 1.26 multiplier based upon a 2018 USFWS updated panther assessment methodology for impacts north of the Caloosahatchee River. Considering impacts that had already occurred under the 2009 BO approved methodology and remaining future impacts that will utilize a 1.26 multiplier, the BRC necessitates a total of 80,033.96 PHUs. The applicant provides compensation for project effects to panther habitat through on-site preserves and the off-site mitigation areas. The on-site preserves, which qualify as panther compensation total 5,016.94 acres and provide 37,388.51 functional units of

panther habitat. The off-site mitigation is provided through the Babcock Ranch Mitigation Park, which totals 16,800 acres. Of that total, 5,915.69 acres will be utilized for panther mitigation, which provides 48,160.59 functional units of panther habitat. Therefore, 10,932.63 acres of panther habitat, totaling 85,549.10 functional units have been protected through mitigation. The additional 5,515.14 functional units of panther habitat will be available to offset future offsite BRC related impacts, as necessary.

Additional conservation efforts that will benefit the Florida panther include the following:

- Conducting prescribed fire less frequently (every 5 to 10 years) in areas identified as potential denning habitat for Florida panthers, and leaving a mosaic of unburned patches;
- If determined necessary by the BRC Development of Regional Impact (DRI), roadway fencing and the construction of two wildlife crossings are proposed along SR 31 (**Appendix A-3**) to facilitate connectivity and safe passage between the BRC on-site preserves, off-site preserves and the Babcock - Webb WMA. BPH will fund the installation of the wildlife crossing and adjacent fencing of SR 31 in that area as a part of the BRC DRI development approvals.

A copy of the *FWC Guide to Living with Panthers* brochure and an information sheet on *Florida Panther Safety Tips* will be posted on the BRC ISD website (babcockranchcommunityisd.com). A copy of both of brochures is included in **Appendix B-9**.

4.13 BEAUTIFUL PAWPAW MANAGEMENT PLAN

Biology

Beautiful pawpaw (*Asimina pulchella*) is a State and federally listed endangered plant. It is associated with mature pine flatwoods habitat along with evergreen blueberries (*Vaccinum myrsinites*), saw palmetto (*Serenoa repens*), wax myrtle (*Morella cerifera*), netted pawpaw (*Asimina reticulata*), and dwarf live oak (*Quercus minima*) (USFWS 1999). This species of pawpaw is strongly associated with fire, as this disturbance minimizes the plants competition with other species that may outcompete it. Beautiful pawpaw takes advantage of openings created by fire and will often flower in the first growing season following a fire (USFWS 1999).

Occurrence On-site

Beautiful pawpaw on the BRC has been identified in the northeast corner and just outside of the BRC boundary on the state protected land in the same general location. The plants were observed in pine flatwoods that had been recently logged and little canopy cover was present. Suitable habitat for pawpaw on the BRC includes pine flatwoods with zero to low exotic coverage and palmetto prairie. Much of the BRC development habitat likely has too thick of an understory for beautiful pawpaw to be successful, as it is not frequently burned. However, proposed mitigation areas are part of a prescribed fire rotation, with pine flatwoods/palmetto prairie habitat potentially burning as frequently as every 2 to 3 years to benefit beautiful pawpaw (USFWS 1999).

Habitat Management & Maintenance Activities

Conservation and management efforts that will benefit beautiful pawpaw include the following:

- Preserves with beautiful pawpaw present will be burned and/or mowed on a frequent basis to provide and maintain a habitat that is suitable for this species.

Brochures including pictures of beautiful pawpaw will be posted on the BRC ISD website (babcockranchcommunityisd.com) to aid in the identification and protection of the plant. A copy of the brochure is included in **Appendix B-10.**

4.14 SOUTHEASTERN AMERICAN KESTREL MANAGEMENT PLAN

Biology

The Southeastern American kestrel (*Falco sparverius paulus*) is listed as state threatened by the FWC. This kestrel is a non-migratory falcon that prefers to live in open woodlands that have been historically maintained by frequent fire. They will also utilize open cattle pasture and low-intensity agricultural areas, or open fields near residential areas. Kestrels primarily nest in large cavities in dead trees and will readily use nest boxes. Their diet consists mainly of grasshoppers and lizards, supplemented by other invertebrates, and occasionally frogs or small mammals. Kestrels will hunt from perches and can commonly be observed perched on electrical wires but can also hunt from the air. Southeastern American kestrels breed from mid-March to early-June. Females lay 3-5 eggs per nest. Eggs are white to reddish-brown with a dark speckling. Eggs hatch after approximately one month of incubation and will fledge approximately 30 days after hatching.

Occurrence On-site

The BRC has suitable nesting and foraging habitat for Southeastern American kestrels, and they have been observed foraging on-site. Potential nesting habitat on the BRC includes pine and hydric pine flatwoods, and foraging habitat includes pastures, dry prairie, light agricultural fields, and open wetlands. No active kestrel nests have been observed during original or updated wildlife surveys conducted for the BRC.

Protection During Construction

In accordance with Specific Condition 28 of FDEP Permit No. 396574-001, prior to construction activities, surveys for the Southeastern American kestrel shall be conducted during the survey season (April – August). A minimum of three (3) surveys shall be conducted 4-7 days apart between sunrise and 3-4 hours afterwards on clear calm days through all potential habitat, either on foot or by vehicle depending on site conditions. All kestrel observations will be noted and GPS-located, and if an active nest cavity is discovered, a buffer of 150-meters shall be established around the nest tree. No activities shall occur within the buffer during the breeding season (March 1 – July 30) and no nest cavity trees will be removed on BRC property. If any of these conditions cannot be adhered to, further coordination with the FWC will take place.

Habitat Management & Maintenance Activities

Conservation and management efforts that will benefit the Southeastern American kestrel include the following:

- Controlled burns/mechanical management every 3 to 5 years within the BRC Mitigation Areas to provide an open woodland habitat for nesting and foraging.
- Maintaining approximately 800 acres of agricultural lands suitable for kestrel foraging post-development.
- Continued maintenance of improved pastures not under conservation easement will occur through the use of cattle grazing, mowing and/or prescribed fire.
- Existing snags within mitigation areas will be protected as they provide nesting habitat. Snags with cavities within development areas are peeped prior to construction to check for bat roosts, and would also detect any nesting birds, such as the kestrel. Buffers will be provided around any active nests, as detailed in Special Condition 28.

4.15 FLORIDA PINE SNAKE MANAGEMENT PLAN

Biology

The Florida pine snake (*Pituophis melanoleucus mugitus*) is listed as state threatened by the FWC. The Florida pine snake is a large, non-venomous snake, with dark brown to reddish blotches on a gray to sandy-colored background. The head and snout are cone-shaped for adapted for burrowing. Adult pine snakes average 48-66 inches but can be as long as 90 inches. Florida pine snakes are known for their impressive defensive displays, with loud hissing, inflating their bodies, and tail vibrations. Pine snakes utilize a variety of mostly dry habitat types including sandhills, pine flatwoods, scrub areas, mesic pine flatwoods, dry prairies, and agricultural fields (FWC 2013). The species may spend 70-80% of their time in underground refugia, such as gopher tortoise burrows. In addition, the species will use armadillo burrows, natural ground holes, hollows at the base of trees, ground litter, and debris piles. Nesting occurs within burrows from June to August, with the eggs hatching by October.

Occurrence On-site

The BRC contains Florida pine snake habitat. No Florida pine snakes have been observed onsite during the original or updated wildlife surveys conducted for the BRC.

Protection During Construction

In accordance with Specific Condition 29 of FDEP Permit No. 396574-001, the BRC will adhere to the following protection measures for the Florida pine snake:

- Prior to site work, the permittee and/or contractors will meet to discuss Florida pine snake identification, its protected status, and what to do if one is observed. Educational materials with color photographs will be shared and distributed to personnel.
- If a Florida pine snake is observed on-site, all project activities are to cease and the snake shall be allowed to leave the area on its own accord without being harmed or captured. Observations shall be reported to the FWC.
- If a nest is discovered during a gopher tortoise burrow excavation, all work is to cease and the nest is to be reported to the FWC, who will provide further guidance.
- Injuries or mortalities to a Florida pine snake is to be immediately reported to the FWC Wildlife Alert Hotline.

Community signage will include educational information about Florida pine snake and encourage the reporting of sightings to FWC at their *Rare Snake Sightings* page. Florida pine snakes will also benefit from the proposed wildlife crossings within the BRC (**Appendices A-3** and **A-4**).

Habitat Management & Maintenance Activities

Florida pine snakes will benefit from the land management activities proposed within the BRC Mitigation plan, accomplished through habitat preservation and enhancement activities.

4.16 BALD EAGLE MANAGEMENT PLAN

Biology

The bald eagle (*Haliaeetus leucocephalus*) can be found throughout Florida year-round. Bald eagles can weigh up to 14 pounds and have a wingspan of up to eight feet. Males are smaller than females. Bald eagles are mostly dark brown, and don't get their distinctive white head and tail feathers until they are four to five years old. Bald eagles eat fish, waterfowl, turtles, rabbits, snakes, and other

small animals, and carrion. Their habitat includes estuaries, large lakes, reservoirs, rivers, and some seacoasts. They are also found in growing numbers in suburban and even some urban areas. They tend to congregate near open water in tall trees for shelter or spotting prey. Bald eagles typically nest in the tops of large trees. They often use and enlarge the same nest year after year. Although the bald eagle is no longer listed under the Endangered Species Act, it is still afforded protection under the Bald and Golden Eagle Protection Act (BGEPA).

Occurrence On-site

One bald eagle nest was discovered on-site within a mitigation area in years past but has not remained active and is now inhabited by a great-horned owl. Bald eagles have been observed regularly foraging with the BRC and flying overhead, but no further nests have been found on-site. The closest known eagle nest per FWC GIS information is LE033, located approximately 3 miles south of the southern project boundary

Protection During Construction

In accordance with Specific Condition 30 of FDEP Permit No. 396574-001, state rules, and the federal BGEPA, the BRC will adhere to the following protection measures for the bald eagle:

- No activities shall occur within a 660-foot buffer from any bald eagle nest discovered onsite or on neighboring properties. If activities with the 660-foot buffer cannot be avoided, the permittee shall follow the USFWS Eagle Management Guidelines or apply for a federal eagle permit if those guidelines are not possible.

5.0 PRESCRIBED FIRE

Many of the native plant communities in Florida were maintained naturally by fire prior to human intervention. The primary ecological functions of fire are to eliminate accumulated plant material, return nutrients to the soil, and germinate serotinous species. Prescribed burning is an essential tool in both land and wildlife management and helps reduce potential damage and hazards from wildfires in the wildland/urban interface areas. Proper prescribed burns promote the growth of green shoots, roots, and rhizomes of grasses and sedges that are then available for foraging. In wetlands, burning creates deep pools and edges for nesting and feeding of waterfowl, and controls undesirable vegetation. Prescribed fire has been practiced at Babcock Ranch for nearly 100 years.

Objectives

The prescribed fire plan for the BRC and off-site mitigation areas will be a program that mimics the natural fire cycle for the various plant communities identified within the mitigation areas. Timing, based on weather conditions, and ignition practices can be modified to accomplish goals ranging from exotic vegetation control to wildlife habitat enhancement and fuel reduction within burn units. Currently the objectives for burning relate to ongoing ranch activities such as silviculture and cattle grazing. When this burn plan is implemented, the burning will be conducted strictly for ecological purposes. For example, portions of burn units in the Curry Lake preserve may be burned every 5 or more years to allow thick patches of understory cover to develop for large mammal movement between the Babcock Ranch Preserve and Babcock - Webb WMA. However, flatwoods that are being managed for red-cockaded woodpeckers and/or gopher tortoises will be burned on a more frequent basis. The goals and objectives established for the BRC and off-site mitigation areas will be clearly laid out and incorporated into each prescription. Generally, prescribed burns conducted at the BRC and off-site mitigation areas will involve a variety of firing techniques over a range of weather conditions to create mosaic burn patterns that will benefit an array of wildlife species.

Burn Units

The mitigation areas have been subdivided into a total of 75 burn units, which in addition to facilitating the application of prescribed fire will also help create a mixture of burned and unburned areas across the mitigation areas (see **Appendix A-5** for Burn Unit Maps). The size and boundaries of each burn unit were established based on the limits of the mitigation areas and the location of existing barriers such as fence lines, ditches, and primitive roads. The division of burn units may change over time as the prescribed fire plan is implemented and on-the-ground logistics become more obvious. Fire breaks will consist of primitive roads, existing trails disked to bare mineral soil, wet lines or foam lines, and/or natural vegetation breaks. Additional manmade barriers may be constructed at the wildland/urban interface as a result of the development, such as berms separating human habitations from preserves, which can be utilized as fire breaks.

If new fire breaks are needed, efforts will be made to minimize disturbance to existing native vegetation during their creation and maintenance, and no wetlands will be adversely impacted as a result of fire break construction. In the event of a wildfire the Florida Division of Forestry (DOF) may create fire breaks within existing wetlands. If plow lines are put in as a result of a wildfire, whether they are in a wetland or upland, efforts will be made to grade those areas to prior grade.

Burn Frequency and Burn Season

The fire frequency for natural communities found within the Babcock Ranch Community and off-site mitigation areas will generally follow these guidelines (Florida Natural Areas Inventory 1990; http://www.fnai.org/descriptions.cfm accessed July 2, 2008):

- mesic pine flatwoods – frequent (2-4 year cycle);
- hydric pine flatwoods – frequent (3-7 year cycle);
- depression marshes – more frequent around the periphery (3-7 year cycle) and becoming more occasional toward the center (8-25 year cycle);
- wet prairies – annual (1-2 year cycle) or frequent (3-7 year cycle);
- cypress/pine/cabbage palm – transitional community from moist upland to hydric sites – occasional (8-25 year cycle);
- cypress strand/dome swamp – occasional around the periphery (8-25 year cycle) and rare in the deepest peat towards the center of the strand/dome (26-100 year cycle).

Areas identified as RCW recovery units will be burned every 1-3 years. Burn units incorporating multiple habitat communities under different fire cycles will be burned based on the community requiring the shortest cycle. The other communities within that burn unit that are on a longer fire cycle will likely not burn as frequently since fuels will not have built up. The seasonality, weather factors, or ignition techniques of the prescribed burn will also be selected to selectively burn the community within the unit with the shortest fire cycle.

Fire maintenance of hydric hammocks will be accomplished primarily by burning the adjacent flatwoods and marshes, reducing the fuel needed to ignite the hammock. Maintenance of natural species composition and protection from excess fuel build-up will be accomplished by allowing fire to enter the edges but not completely burn through the hammocks. Fire will be introduced into the edges of hammocks under moist conditions that will not result in a destructive fire through the hammock. Fire frequency in this situation will be dictated by the frequency of fires in adjacent communities.

Fire will be applied to freshwater marshes in conjunction with the burning of surrounding pine flatwoods to maintain open herbaceous ponds and control woody plants found primarily on the edge of these depressions. The centers of depression marshes are much wetter than the surrounding flatwoods and may not burn at the same time the flatwoods are ignited. In this case, a separate fire under guarded conditions may be needed to carry the fire across the marsh. In cypress domes or

strands, fire is beneficial for the control of hardwoods and reduction of ground fuels near their outside edge. Conditions dry enough to burn soils in the center of domes or strands, or muck fires, would most likely be damaging to trees within them. The burning of cypress domes and strands will take place only when moist conditions allow for light surface fires in the outer portion of the dome and avoid muck fires. Fire will be excluded from domes and strands under dryer conditions.

The burn schedule will then be modified as needed based on these qualitative observations. Areas where fire cannot be implemented will instead be mowed, roller chopped, or pruned to mimic effects of fire. The Burn Manager will conduct post-burn inspections to ensure the burn objectives are being met for each natural community. When possible, vegetation monitoring activities will be conducted around burn events to help assess the effectiveness of the prescribed burn regime.

Burn Manager Duties

Florida Statute 590.125 and Chapter 5I-2 of the Florida Administrative Code (FAC) grant the DOF the authority to regulate prescribed burning in Florida. Prescribed burning will be planned and carried out by a Florida Certified Prescribed Burn Manager (as licensed by the DOF) and experienced fire crews utilizing the DOF Prescribed Burn Plan form. The planning and application of prescribed burning will comply with all applicable federal, state, and local regulations.

All necessary permits and authorizations will be obtained by the Florida Certified Prescribed Burn Manager before implementation of the burn. As part of each prescription, the burn manager will develop an emergency action plan that will include escape routes for all personnel and actions to be taken in the event of unexpected weather changes or fire behavior.

Smoke Management

Smoke management is an essential component of the burn prescription. The burn manager will evaluate the potential impacts of each prescribed burn to smoke-sensitive areas located within a 20-mile radius from the location of the burn by employing a screening system, such as recommended in Wade and Lundsford (1989). Based on definitions contained within the state regulations, smoke sensitive areas are areas within which smoke could have an adverse impact for reasons of visibility, health, or human welfare (Natural Resources Conservation Service 2003). Monitoring of the prescribed burn will continue until smoke no longer presents a potential hazard and there is no potential for the fire to reignite and cause an uncontrolled fire.

6.0 WILDLIFE CROSSINGS AND FENCING

Conceptual wildlife crossings for the BRC include nine small animal crossings located within the development footprint (**Appendix A-3**). Conceptual cross-section drawings can be found in **Appendix A-4**. Two wildlife crossings are proposed on SR 31, which would provide connectivity for large animals like Florida black bear and Florida panther between Babcock Ranch and the Babcock – Webb WMA. The installation of these crossings will occur simultaneously with road-widening, if required in the BRC DRI development approvals.

7.0 LIGHTING

The developer and all future property owners must ensure that the indigenous preserve and restoration areas are not directly illuminated by lighting originating from the developed areas of the project. Shielding of the fixtures and eliminating uplighting will be used, where needed, to ensure lighting does not impact adjacent preserve areas. Development orders that include building in proximity to the designated preserves will include lighting details to

demonstrate this requirement is being met. The BRC ISD has lighting standards in place to ensure lighting is designed to avoid impacts to the preserves across the entirety of the BRC.

8.0 HUMAN-WILDLIFE COEXISTENCE PLAN

"Human-wildlife conflict occurs when the needs and behavior of wildlife impact negatively on the goals of humans or when the goals of humans negatively impact the needs of wildlife. These conflicts may result when wildlife damage crops, injure or kill domestic animals, threaten or kill people," (IUCN 2003).

Understanding the biology or ecology of the wildlife that is found in Florida is not necessarily enough to understand or provide solutions for the conflict. Understanding the human dimension is crucial in promoting human-wildlife coexistence and this often has more to do with the public's perception of risk from wildlife. Educating homeowners about the wildlife that lives alongside them, their importance in the ecosystem, and steps that can be taken to reduce interaction with wildlife, can not only reduce the potential for interaction but also reduce any fear. One of the tools the FWC implemented recently for Florida black bears includes a slogan, "A fed bear is a dead bear." This concept may be extended beyond bears. It implies that the responsibility for reducing the potential for negative human-wildlife interactions lies with the humans. FWC's brochure, *How Wildlife Sees Your Backyard*, is a useful resource for homeowners to identify how their property may be an attractant to wildlife. It is attached in **Appendix B-11**. Wildlife consistently exposed to human-provided food may lose their natural fear of people, which can lead to conflicts. Securing wildlife attractants makes the community safer for people, pets and wildlife. Homeowners in the BRC are fortunate to live adjacent to the 73,000-acre Babcock Ranch Preserve where the first female Florida panther north of the Caloosahatchee River since 1972 was photographed with two kittens in 2017. The BRC was designed with the environment and wildlife in mind.

Informational brochures for many listed species that may be found on or near the BRC will be posted on the BRC ISD website (babcockranchcommunityisd.com). Besides these listed species, other native and invasive species may also be encountered, which have the potential to result in human-wildlife conflict. The information provided here is not inclusive of every species, but a sample of some of the most common or misunderstood. This information will allow the homeowners in the BRC to fully enjoy all the amenities in this groundbreaking community, while also keeping themselves, pets, property, and the wildlife safe. Residents may contact FWC's Wildlife Impact Management Section staff at 863-648-3200 with requests for brochures, further questions, or to report conflicts with wildlife.

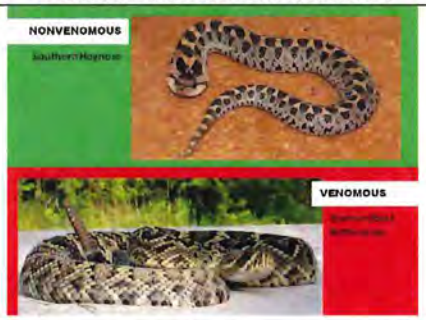
Venomous snakes

There are 44 species of snakes in Florida, of which only six are venomous, and four of those may potentially be found in the BRC: eastern coral snake (*Micrurus fulvius*), the cottonmouth (sometimes called water moccasin) (*Agkistrodon piscivorus*), eastern diamondback rattlesnake (*Crotalus adamanteus*), and the dusky pigmy rattlesnake (*Sistrurus miliarius barbouri*). All snakes are an important part of any ecosystem where they help control rodent populations, and some non-venomous snakes even prey on venomous ones. Most snakes are not particularly dangerous unless stepped on or handled aggressively. One should never handle a wild snake. More people are bitten by venomous snakes by getting close to the snake in an effort to kill the snake. Many harmless non-venomous snakes are killed when mistaken for a venomous species Some species, like the non-venomous Eastern indigo snake, are protected and harming them is against the law.

Most snakes cover relatively large areas, so even if it is observed in a resident's yard, it may be far away in a matter of hours. If snake sightings are frequent around homes/buildings, it can be a sign

of the presence of rodents. Removing brush or debris and keeping trash secured can discourage both rodents and snakes. Residents can encourage a snake in their yard to move along its way by spraying it with a water hose from a safe distance. If a snake must be relocated, homeowners should call a professional who is trained and will release the snake in a new location. If a homeowner is bitten by a venomous snake, they should call 911 immediately and not attempt to kill the snake or take the snake to the hospital. Venomous reptiles may only be possessed under license, and specific laws are in effect for handling, caging, and transporting them.

More information about dealing with snakes in residential areas can be found in the UF-IFAS series *Dealing with Snakes in Florida's Residential Areas* and FWC's web page *Living with Snakes*.

Cottonmouth/Water Moccasin	Eastern Coral Snake
	
Diamondback Rattlesnake	**Dusky Pygmy Rattlesnake**
	

Coyotes

Coyotes (*Canis latrans*) are considered a naturalized species in Florida, arriving as part of natural

range expansion. It is a member of the dog family and generally between 20 and 30 pounds. Their coat can range between grayish-brown, tan, reddish, and in rare occasions, even black. Coyotes have large home ranges and usually most active at night or dawn and dusk, though it is not unusual to see them during the day. Coyotes play an important role in the ecosystem by controlling populations of rodents and other small and medium-sized animals. They are adapted well to living in urban environments but rarely pose a threat to people. While curious, they are generally timid and can be scared away from homes by hazing the animal with loud noises. Pets can be kept safe from coyotes by being walked on a leash, brought into the house at night, or being kept in a secure enclosure when outdoors. Never intentionally feed coyotes (it is against the law) and keep attractants and garbage secure. Never approach a coyote, and if unusual coyote behavior is witnessed, report it to FWC at 1-888-404-3922. Further information can be found in FWC's *A Guide to Living with Urban Coyotes* and **Appendix B-12**.

Bobcats

Bobcats (*Lynx rufus*) are a native wild cat in Florida. They are larger than a house cat but smaller than a Florida panther, typically weighing less than 30 pounds and standing about 3 feet high at the shoulder. The coat is spotted their entire life but is variable, ranging from distinct rosettes to small splotches that appear only tan from a distance. The ears are pointed with a white tuft at the tip and white spots on the back. The tail is always shorter than the body but can be up to 8 inches in length. Bobcats are highly adaptable and will use a wide range of habitats including urban areas. They prey on small and medium-sized mammals and are typically active at night and dawn and dusks but may be seen during the day. The bobcat population in Florida is stable, and while they may occasionally den in neighborhoods, they are typically elusive and not seen.

Bobcats are native and have a legal hunting season. Trapping or take of nuisance bobcats is regulated by FWC. It is illegal to feed bobcats, and pets and attractants should be kept secure. Bobcats pose little to no threat to humans, but if you see a sick or injured bobcat, contact FWC at 1-888-404-3922. FWC information on *Living with Bobcats*, particularly how to keep pets safe, can be found in **Appendix B-13**.

Other common mammals and mesocarnivores

Many other species of small and medium-sized mammals may occur within the BRC. It is important to remember that they all serve as an important part of the ecosystem. Many aid in controlling rodent populations that could carry disease. Virginia opossums (*Didelphis virginiana*) even help by eating ticks. As with all wildlife, you should not intentionally feed them, keep your pets safe by using a leash and bringing them inside at night, and keeping attractants and trash secure. Any sick or injured wildlife should not be approached but reported to FWC.

Virginia opossum (*Didelphis virginiana*)	Raccoon (*Procyon lotor*)	Nine-banded armadillo (*Dasypus novemcinctus*)
		

Coexistence with wildlife really falls with humans and their actions. Simple measures such as protecting pets and securing garbage and attractants, can protect both humans and wild animals. FWC has a multitude of educational information on their web page *Living with Wildlife and Preventing Wildlife Conflict* as well as biologists able to engage and provide outreach and assistance when needed. The BRC is nestled among some of the most diverse habitats in southwest Florida and homeowners can safely enjoy all that it has to offer.

Invasive and nonnative wildlife

Conflict with invasive and nonnative wildlife is a growing concern in Florida. Invasive wildlife can negatively impact an area's ecology, cause economic harm, and threaten human health and safety. One of the most commonly sighted nonnative species is the feral hog (*Sus scrofa*). Feral hogs are present in the BRC and adjacent preserves and can cause damage to landscapes through rooting behavior and may also carry parasites and diseases. More information about hogs can be found at the FWC web page, *Living with Wild Hogs*.

Florida has more nonnative species of reptiles and amphibians living and breeding in the wild than anywhere else in the world. Sightings of high-priority species such as the Burmese python, Argentine black and white tegu, green iguana, or other nonnative wildlife species (living or dead) should be reported to FWC staff with photos and GPS coordinates to https://www.eddmaps.org/, or by calling the Exotic Species Hotline at 1-888 IVE GOT1 (888-483-4681). Additional information about nonnative reptiles can be found on the FWC website, and in the FWC brochures *Burmese Pythons in Florida*, *Keeping Your Pets Safe Around Cane Toads*, *Tegus in Florida*, and *Fighting for Florida: Battling Invasive Species in the Sunshine State*. These brochures can be found in **Appendix B-14**.

9.0 COMMUNITY SIGNAGE AND EDUCATION PLAN

Signs identifying the preserves as "Preserve area" are installed along the boundary of the preserves/development interface. The signage includes language stating, "No dumping allowed". An example of this existing signage, as well as representative photos of educational signage located at trail heads, are included in **Appendix C**.

Periodic seminars will be held for residents to further educate the community about the preservation areas, wetland benefits, human-wildlife coexistence, and the benefits of prescribed fire. Community informational and educational brochures will be posted on the Babcock Ranch

Residential Association's website (babcockranchliving.com) and the Babcock Ranch Community Independent Special District website (babcockranchcommunityisd.com). Continued education and development of additional signage as future phases are developed will ensure that the community is well-informed regarding the preserves and human-wildlife coexistence.

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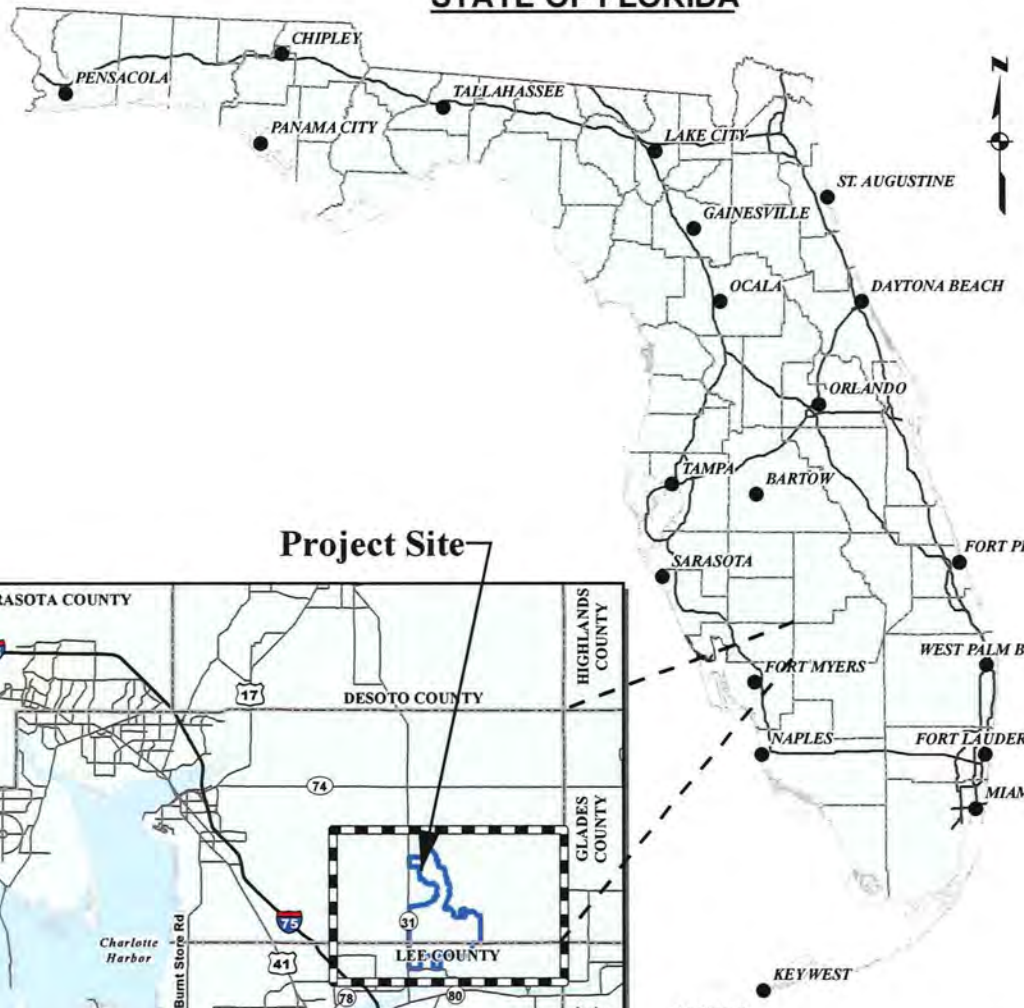
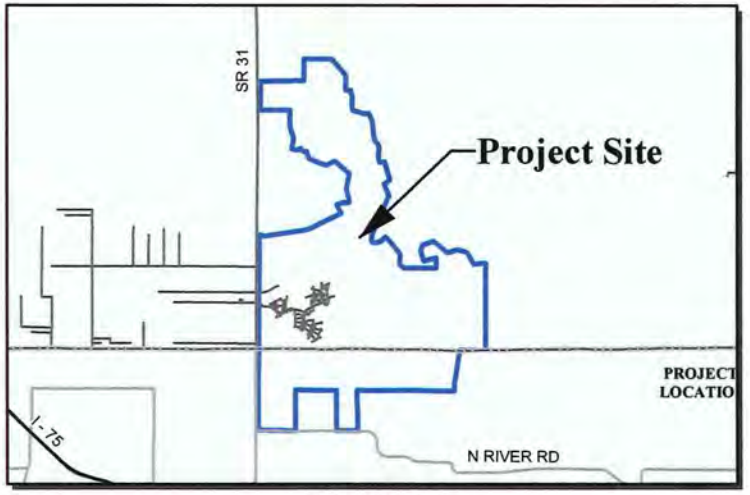
BABCOCK RANCH COMMUNITY

Listed Species Management Plans
&
Human-Wildlife Coexistence Plan

Appendix A. Maps

STATE OF FLORIDA





STREET MAP
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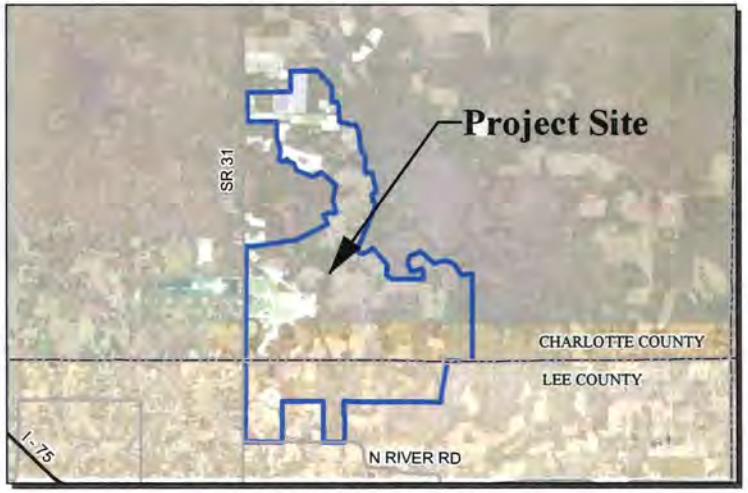
Project Site

CHARLOTTE COUNTY
N.T.S.

NOTES:
These drawings are for permitting purposes only and are NOT intended for construction use.
The aerial photograph shown was taken in...



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Babcock Ranch Community
Charlotte and Lee Counties, Florida

JOHNSON ENGINEERING

JOHNSON ENGINEERING, INC.
2122 JOHNSON STREET
P.O. BOX 1550
FORT MYERS, FLORIDA 33902-1550
PHONE (239) 334-0046
FAX (239) 334-3661
E.B. #642 & L.B. #642

Location Map

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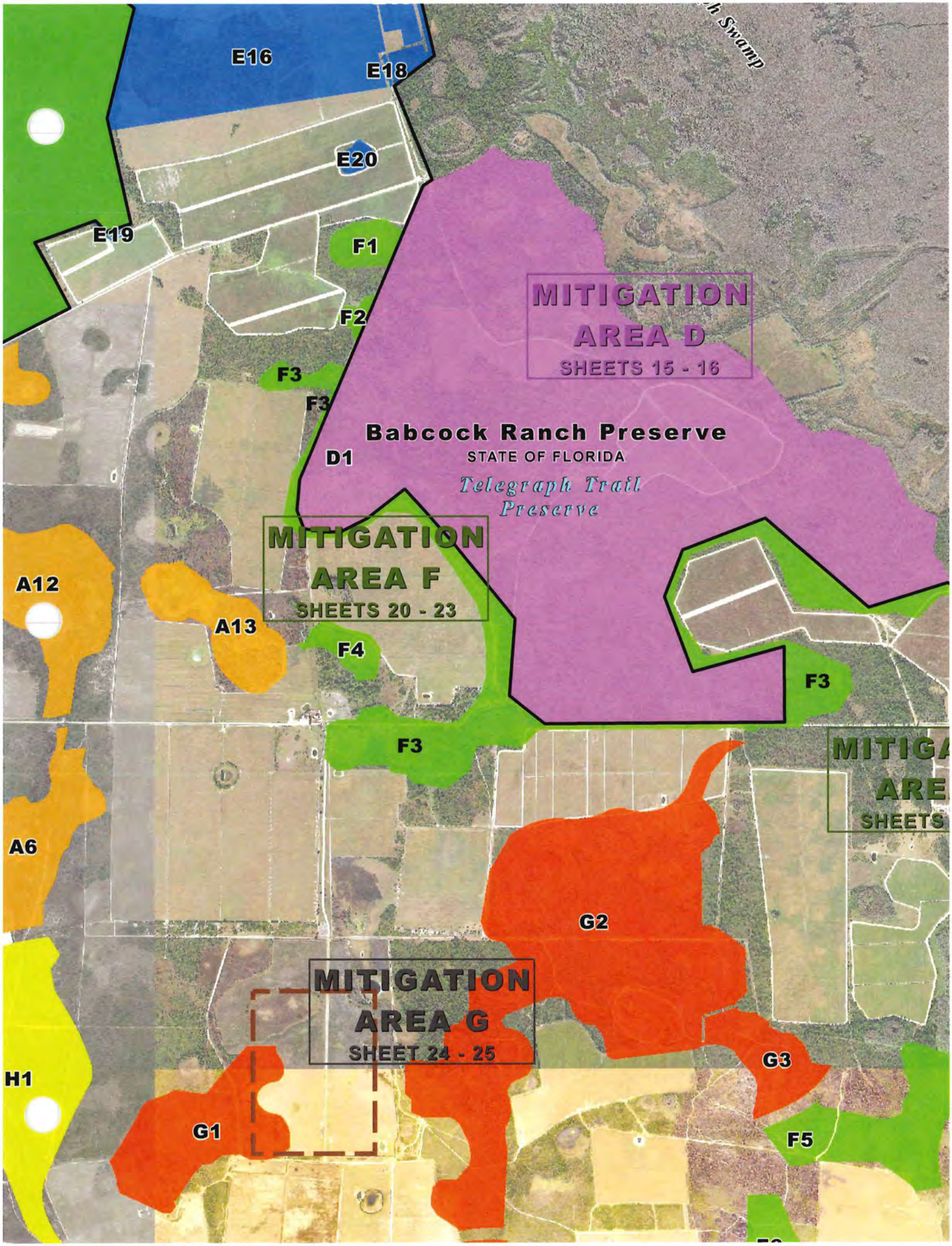
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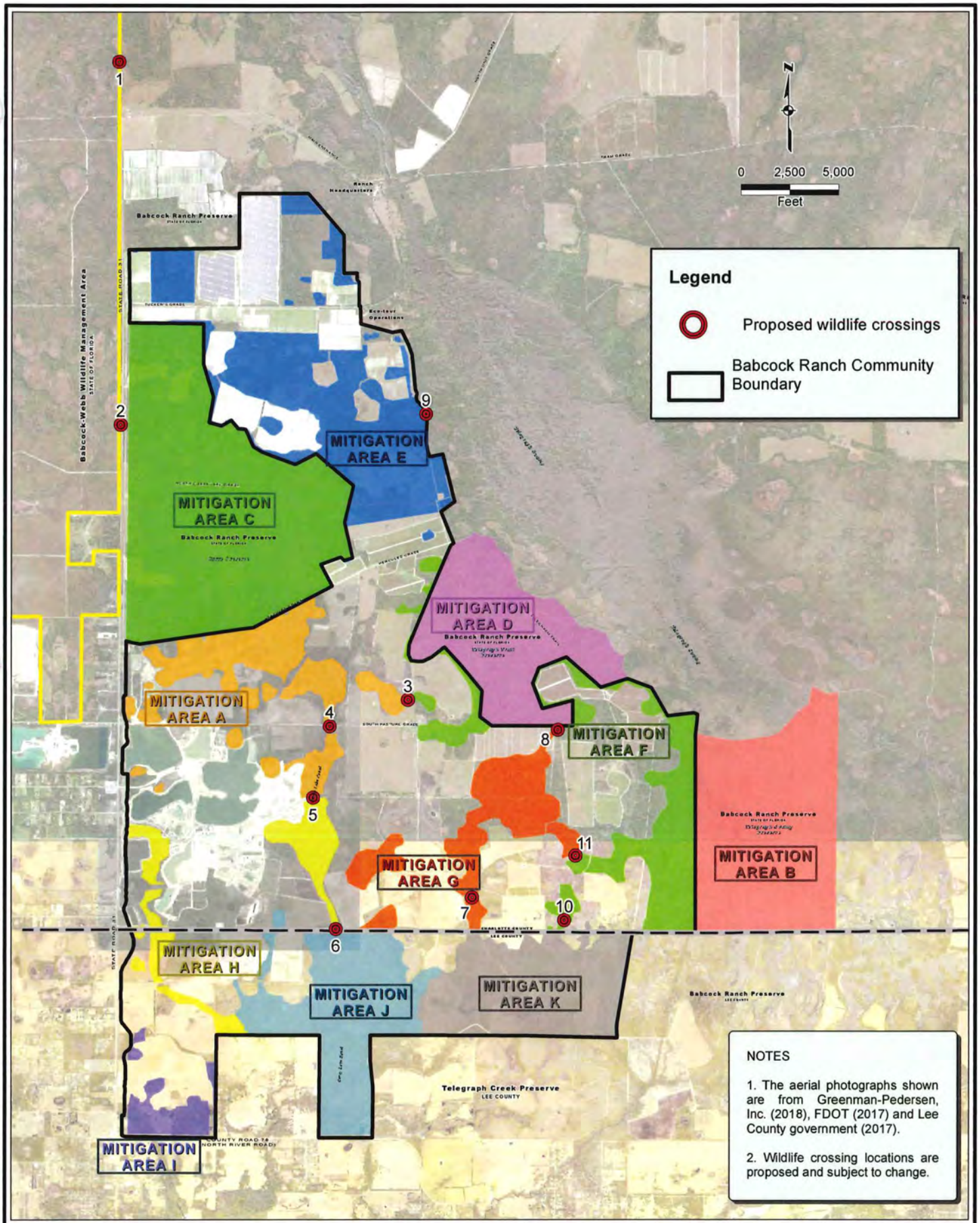

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Proposed Wildlife Crossings
Babcock Ranch Community

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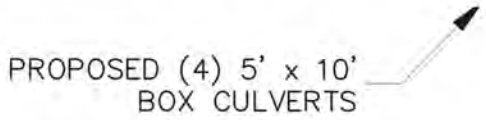

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B-B

ROADWAY OVER CANAL / WILDLIFE CROSSING (TYP.)

1" = 10'

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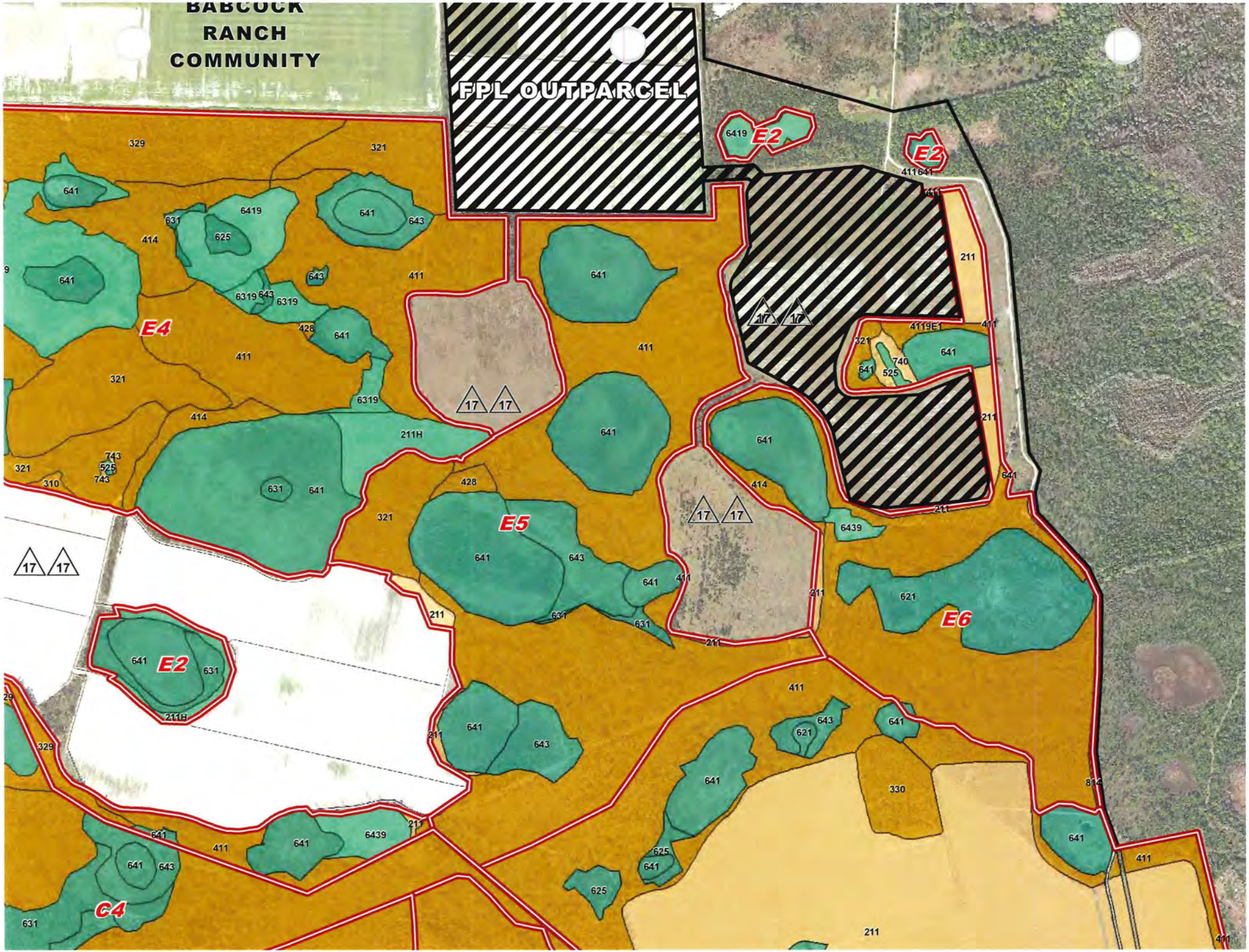
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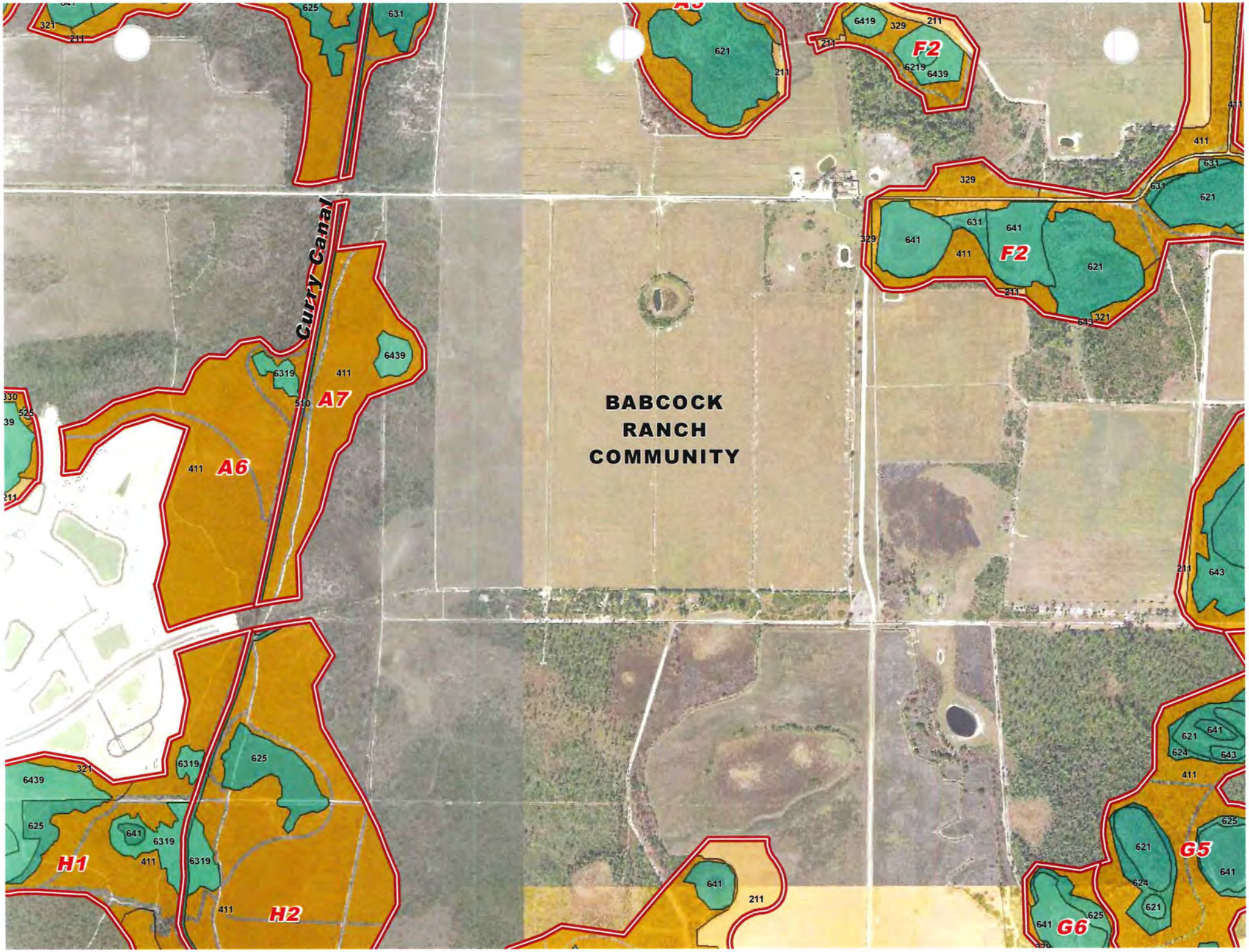
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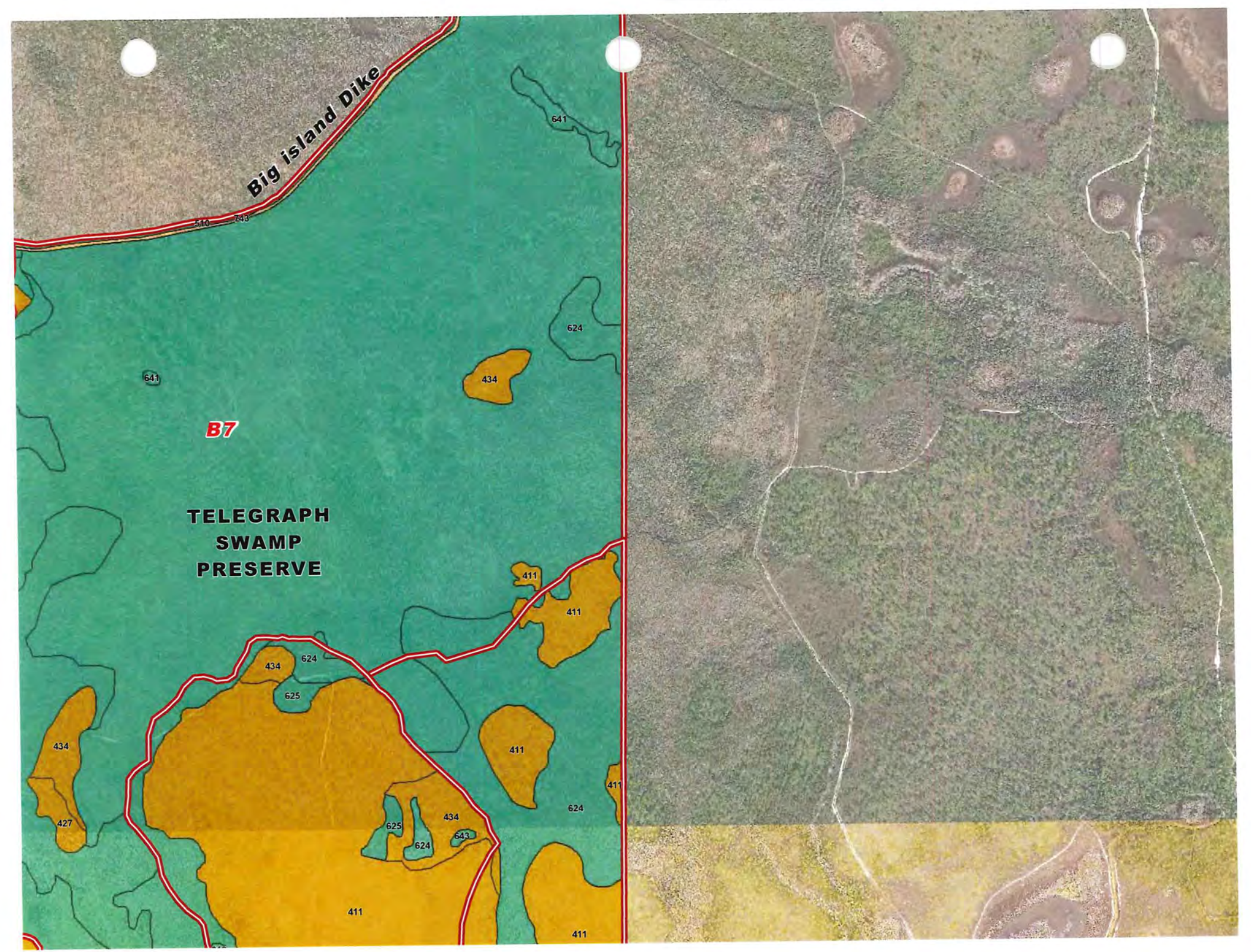
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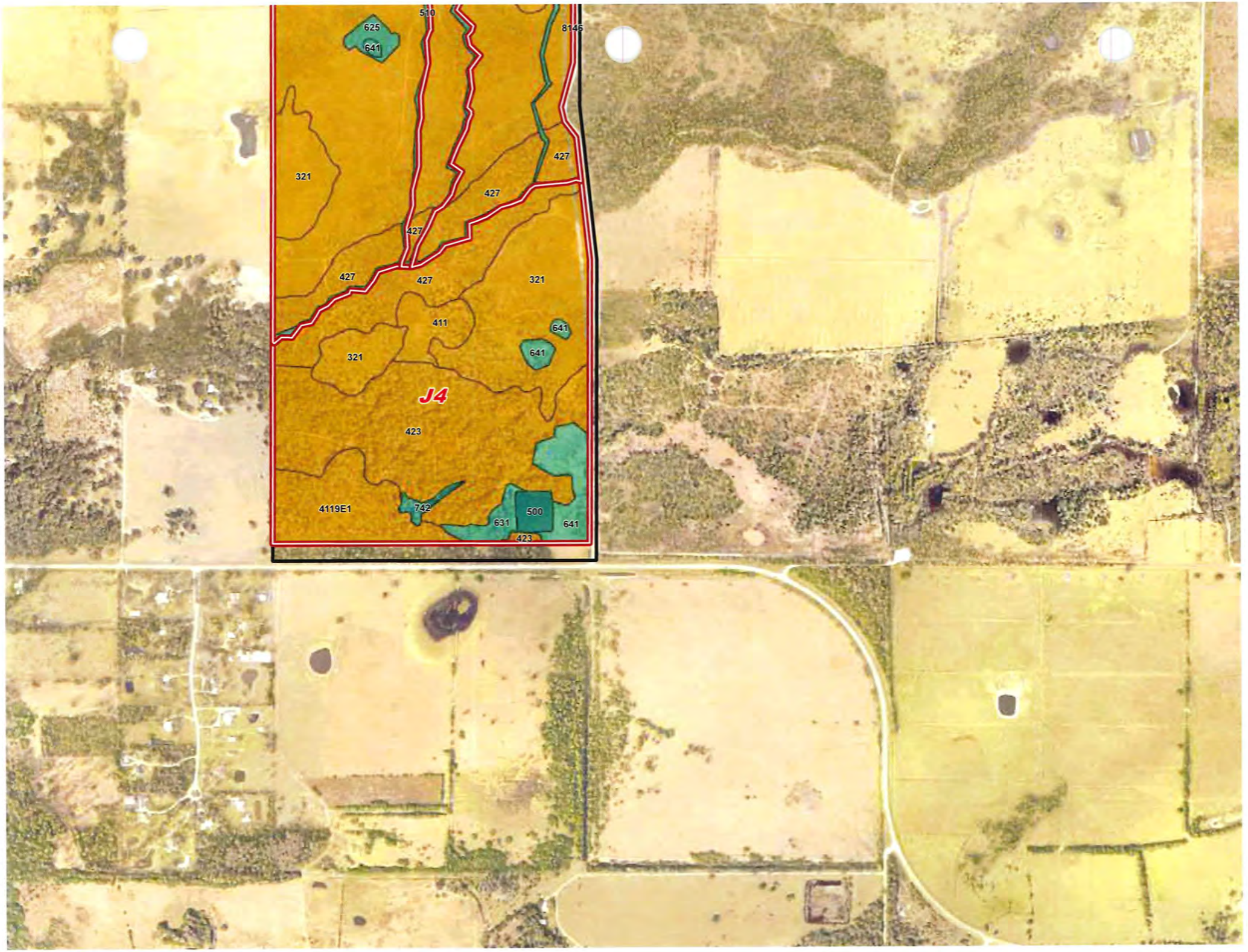
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BABCOCK RANCH COMMUNITY

Listed Species Management Plans
&
Human-Wildlife Coexistence Plan

Appendix B. Species Specific Literature

B-1 American Alligator FWC Brochure

B-2 Gopher Tortoise FWC Brochure

B-3 Eastern Indigo Snake USFWS Brochure

B-4 Florida Sandhill Crane FWC Brochure

B-5 Wood Stork and Wading Bird Informational Pamphlet

B-6 Burrowing Owl FWC Brochure

B-7 Living with Bats FWC Brochure; Wildlife in Structures FWC Brochure

B-8 A Guide to Living in Bear Country FWC Brochure; You Live in Bear Country FWC Information; Protect Your Pets FWC Brochure

B-9 Living with Panthers FWC Brochure; Florida Panther Safety Tips FWC Information

B-10 Beautiful Pawpaw Information

B-11 How Wildlife Sees Your Backyard FWC Brochure

B-12 A Guide to Living with Urban Coyotes FWC Brochure

B-13 Living with Bobcats FWC Brochure

B-14 Burmese Pythons in Florida FWC Brochure; Keeping Your Pets Safe Around Cane Toads FWC Brochure; Tegus in Florida FWC Brochure; Fighting for Florida: Battling Invasive Species in the Sunshine State USFWS Infographic

Never feed alli ɾs – it's dangerous and
gal. When fed, alligators can overcome their
ural wariness and learn to associate people with
l. When this happens, some of these alligators
e to be removed and killed.

Dispose of fish scraps in garbage cans at boat
ıps and fish camps. Do not throw them into the
ɛr. Although you are not intentionally feeding
gators when you do this, the result can be the
ıe.

Seek immediate medical attention if you are
en by an alligator. Alligator bites can result in
ous infections.

Observe and photograph alligators only from
istance. Remember, they're an important part
'lorida's natural history as well as an integral
ıponent of aquatic ecosystems.

Tim Donovan, FWC

866-FWC-GATOR (392-4286) to report nuisance
gators.

Janice Plain

To report nuisance alligators call
866-FWC-GATOR (866-392-4286).

MyFWC.com/Alligator

REWARD
Report Fish & Wildlife Violations
1-888-404-3922

Printed on recycled content. 02/2012

A Guide to Living with Alligators

Jamie Fedde

Florida Fish and Wildlife
Conservation Commission
MyFWC.com

Lizabeth West, FWC

ıot swim outside of posted swimming areas or in
ers that may be inhabited by alligators.

ving with Alligators

Florida, the growing number of people living
l recreating near water has led to a steady rise
he number of alligator-related complaints.
majority of these complaints relate to
gators being where they simply aren't wanted.
ause of these complaints, the Florida Fish and
dlife Conservation Commission's Statewide
ısance Alligator Program permits the killing of
roximately 7,000 nuisance alligators each year.
ng this approach, and through increased public
areness, the rate of alligator bites on people has
ıained constant despite the increased potential
alligator-human interactions as Florida's human
ulation has grown.

gators are an important part of Florida's
dscape and play a valuable role in the ecology
ur state's wetlands. Alligators are predators
l help keep other aquatic animal populations in
ance. A better understanding of the facts and
ormation presented in this brochure will help
ure that people and alligators can continue to
xist.

it MyFWC.com/Gators for more information
ut alligators and the latest nuisance alligator
gram statistics.

Tim Donovan, FWC

Alligators and People

Alligators are a fundamental part of Florida's wetlands, swamps, rivers and lakes, and they are found in all 67 counties. Florida continues to experience human population growth. Many new residents seek waterfront homes, resulting in increased interactions between people and alligators.

Although most Floridians understand that we have alligators living in our state, the potential for conflict exists. Because of their predatory nature, alligators may target pets and livestock as prey. Unfortunately, people also are occasionally bitten. Since 1948, Florida has averaged about five unprovoked bites per year. During that period, a little more than 300 unprovoked bites to people have been documented in Florida, with 22 resulting in deaths.

In the past 10 years, the Florida Fish and Wildlife Conservation Commission has received an average of nearly 16,000 alligator-related complaints per year. Most of these complaints deal with alligators occurring in places such as backyard ponds, canals, ditches and streams, but other conflicts occur when alligators wander into garages, swimming pools and golf course ponds. Sometimes, alligators come out of the water to bask in the sun or move between wetlands. In many cases, if left alone, these alligators will eventually move on to areas away from people.

Safety Tips

- Generally, alligators less than four feet in length are not large enough to be dangerous unless handled. However, if you encounter any alligator that you believe poses a threat to people, pets or property, call the Nuisance Alligator Ho at 866-FWC-GATOR (866-392-4286). Please be aware, nuisan alligators are killed, not relocated.

- Be aware of the possibility of alligators when you are in or near fresh or brackish water. Bites may occur when people do not pay close enough attention to their surroundings when working or recreating near water.

- Do not swim outside of posted swimming are or in waters that might be inhabited by large alligators.

- Alligators are most active between dusk and dawn. Therefore, avoid swimming at night.

- Dogs and cats are similar in size to the natu prey of alligators. Don't allow pets to swim, exerc or drink in or near waters that may contain alligators. Dogs often attract an alligator's intere so do not swim with your dog.

- Leave alligators alone. State law prohibits killing, harassing or possessing alligators. Handl even small alligators can result in injury.

A young alligator wanders onto a porch in a residentia neighborhood.

Cliff Leonard

. Visit
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rows in pastures,
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. the gopher
ur region.

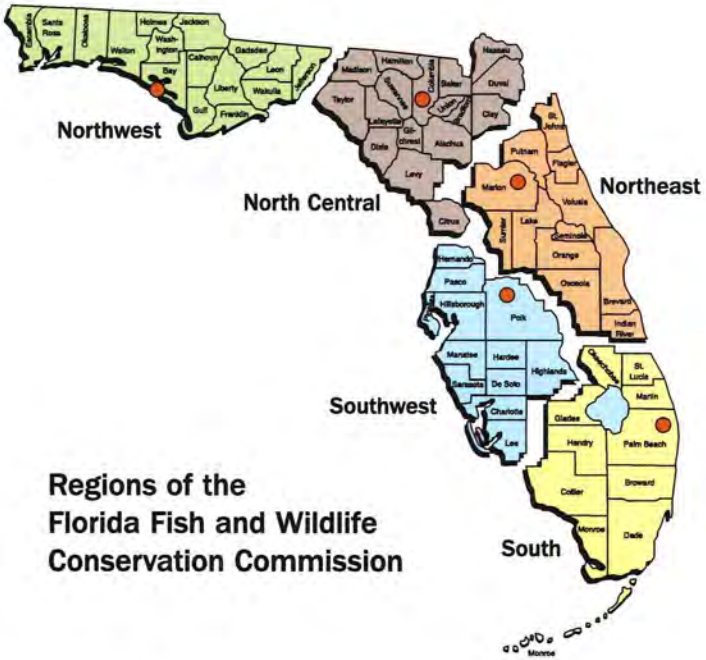
Gopher tortoise fast facts

- Gopher tortoise burrows average seven feet deep and 15 feet long but may be more than 40 feet long.
- A tortoise may have multiple burrows within the area it spends most of its time.
- Burrow openings are half-moon shaped with the curve at the top, and its size is a fair representation of the size of the tortoise. Burrows with round openings have generally been taken over by an armadillo.
- Adult tortoises are generally 9-11 inches long and weigh 7-9 pounds.
- Females begin to reproduce when they are 9-21 years old (age depends on local conditions); males begin slightly younger.
- They breed March-October but generally dig nests in May and June. One clutch is laid per year with an average of six eggs. Many eggs never hatch because they are eaten by mammals, birds and snakes.
- The biggest threat to the gopher tortoises' long-term survival is loss of habitat.

Wildlife Alert Reward Program

It is against the law to kill, harass or destroy gopher tortoises, their burrows or eggs. If you suspect illegal activity, you can report it anonymously to FWC's Wildlife Alert Hotline at 888-404-3922, 24 hours a day or online at MyFWC.com/law/Alert. You could be eligible for a reward if your information leads to an arrest.

Robert La Follette



Regions of the Florida Fish and Wildlife Conservation Commission

Northwest Region
3911 Highway 2321
Panama City, FL 32409-1658
850-265-3676

North Central Region
3377 East U.S. Highway 90
Lake City, FL 32055-8795
386-758-0525

Northeast Region
1239 S.W. 10th Street
Ocala, FL 34471-0323
352-732-1225

Southwest Region
3900 Drane Field Road
Lakeland, FL 33811-1299
863-648-3200

South Region
8535 Northlake Boulevard
West Palm Beach, FL 33412
561-625-5122

For more on any information in this brochure, or for Gopher Tortoise Management Plan or permitting information, please call the gopher tortoise conservation biologist in your region listed above, or call 850-488-3831, or visit MyFWC.com/GopherTortoise.

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Cliff Leonard

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A keystone species

Wildlife experts call the gopher tortoise a "keystone species" because it is the backbone of the plant and wildlife community in which it lives. Without the tortoise, the populations of more than 350 wildlife species that seek refuge or live in the burrows would be greatly reduced, if not eliminated. The species that depend upon tortoise burrows are called commensals and include the indigo snake, pine snake, gopher frog, opossum, burrowing owl, Florida mouse, gopher cricket and scarab beetle.

Protecting and managing

Gopher tortoises have lived for millions of years, but biologists who study these ancient reptiles are concerned we may lose them entirely unless we do more to protect and conserve them and their rapidly disappearing habitat.

In 2007, the Florida Fish and Wildlife Conservation Commission (FWC) listed the gopher tortoise as a threatened species and created a plan to manage and protect these unique reptiles. The plan is a blueprint of conservation objectives and actions which includes guidelines for landowners whose property contains gopher tortoises, habitat acquisition plans and permitting guidelines all designed to ensure the tortoises' habitat needs are met now and in the future.

Legal protection

It is against the law to damage, destroy, harass or kill gopher tortoises, their burrows or their eggs. Gopher tortoises must be moved out of harm's way before any land clearing or development takes place. Permits are required from the FWC before handling or moving tortoises.

Robert La Follette

Living in your yard

If a gopher tortoise is living in your yard, embrace the opportunity to learn about a threatened species and help the conservation efforts. Here are a few tips:

- Leave the tortoise alone and keep dogs and small children away from it and its burrow.
- Use tortoise-friendly plants to landscape your yard. In addition to providing excellent food for the tortoise, the plants will require very little watering once established. For a list of suitable plants visit MyFWC.com/GopherTortoise.
- Allow the tortoise to come and go freely from your yard. Fencing it in or restricting its movements in any way is against the law.
- It is acceptable to trim tall grass around the burrow if necessary but leave the burrow and mound alone.
- If possible, avoid mowing, digging, driving over or otherwise disturbing the area right around the burrow, which includes the entrance apron and 25 feet beyond the burrow opening.
- Never block the entrance to the burrow, it could harm the tortoise or prevent its exit.
- A burrow should not compromise the integrity of a foundation or mound septic system, but the gopher tortoise conservation biologist in your region can offer you options.

Crossing the road

- Do not take the tortoise with you.
- If it is in the roadway you can move it across the road in the direction in which it was headed. **Do not put your life in danger to move the tortoise.**
- Do not put the tortoise in the water. Gopher tortoises are terrestrial turtles which means they live on land.

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MyFWC.com/law/

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Killing, harming, or harassing indigo snakes is strictly prohibited and punishable under State and Federal Law.

Only individuals currently authorized through an issued Incidental Take Statement in association with a USFWS Biological Opinion, or by a Section 10(a)(1)(A) permit issued by the USFWS, to handle an eastern indigo snake are allowed to do so.

LEGAL STATUS: The eastern indigo snake is classified as a Threatened species by both the USFWS and the Florida Fish and Wildlife Conservation Commission. "Taking" of eastern indigo snakes is prohibited by the Endangered Species Act without a permit. "Take" is defined by the USFWS as an attempt to kill, harm, harass, pursue, hunt, shoot, wound, trap, capture, collect, or engage in any such conduct. Penalties include a maximum fine of $25,000 for civil violations and up to $50,000 and/or imprisonment for criminal offenses, if convicted.

August 12, 2013

ATTENTION:

THREATENED EASTERN INDIGO SNAKES MAY BE PRESENT ON THIS SITE!!!

Please read the following information provided by the U.S. Fish and Wildlife Service to become familiar with standard protection measures for the eastern indigo snake.

IF YOU SEE A LIVE EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and allow the eastern indigo snake sufficient time to move away from the site without interference.
- Personnel must NOT attempt to touch or handle snake due to protected status.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Immediately notify supervisor or the applicant's designated agent, **and** the appropriate U.S. Fish and Wildlife Service (USFWS) office, with the location information and condition of the snake.
- If the snake is located in a vicinity where continuation of the clearing or construction activities will cause harm to the snake, the activities must halt until such time that a representative of the USFWS returns the call (within one day) with further guidance as to when activities may resume.

IF YOU SEE A DEAD EASTERN INDIGO SNAKE ON THE SITE:

- Cease clearing activities and immediately notify supervisor or the applicant's designated agent, **and** the appropriate USFWS office, with the location information and condition of the snake.
- Take photographs of the snake, if possible, for identification and documentation purposes.
- Thoroughly soak the dead snake in water and then freeze the specimen. The appropriate wildlife agency will retrieve the dead snake.

USFWS Florida Field Offices to be contacted if a live or dead eastern indigo snake is encountered:

North Florida ES Office – (904) 731-3336
Panama City ES Office – (850) 769-0552
South Florida ES Office – (772) 562-3909

DESCRIPTION: The eastern indigo snake is one of the largest non-venomous snakes in North America, with individuals often reaching up to 8 feet in length. They derive their name from the glossy, blue-black color of their scales above and uniformly slate blue below. Frequently, they have orange to coral reddish coloration in the throat area, yet some specimens have been reported to only have cream coloration on the throat. These snakes are not typically aggressive and will attempt to crawl away when disturbed. Though indigo snakes rarely bite, they should NOT be handled.

SIMILAR SNAKES: The black racer is the only other solid black snake resembling the eastern indigo snake. However, black racers have a white or cream chin, thinner bodies, and WILL BITE if handled.

LIFE HISTORY: The eastern indigo snake occurs in a wide variety of terrestrial habitat types throughout Florida. Although they have a preference for uplands, they also utilize some wetlands and agricultural areas. Eastern indigo snakes will often seek shelter inside gopher tortoise burrows and other below- and above-ground refugia, such as other animal burrows, stumps, roots, and debris piles. Females may lay from 4 - 12 white eggs as early as April through June, with young hatching in late July through October.

Sandhill cranes are iconic members of the ecosystem. They stand almost 4 feet tall a bugling or rattling calls are frequently hear areas or overhead. Sandhill cranes occur ir open prairies and freshwater wetlands in p Florida from the Everglades to the Okefen Swamp.

Florida sandhill cranes are present in many areas including golf courses, airports and s subdivisions. This is due in part to the rapid development of their native habitat by hum Cranes are attracted by open settings (mov and the availability of foods such as acorns earthworms, mole crickets and turf grubs.

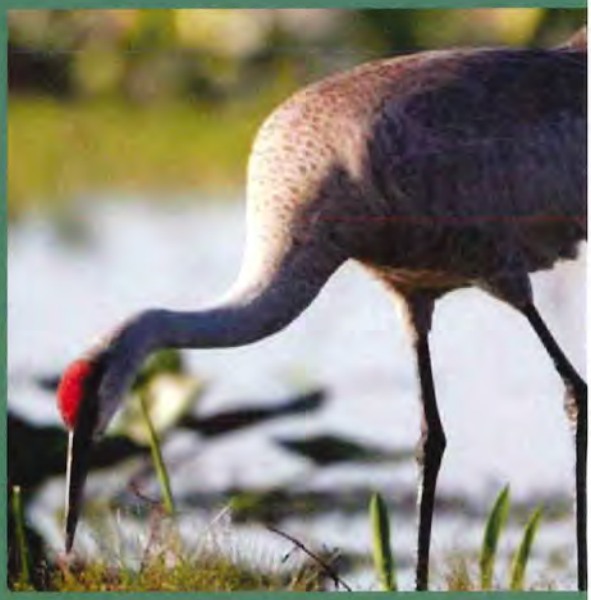
ding cranes prohibited?

inadvertently put sandhill cranes at risk when they attract them with feed. This includ eeding," such as when bird seed is spilled from bird feeders onto the ground below. In and Wildlife Conservation Commission made it illegal to intentionally feed sandhill cra dministrative Code 68A-4.001(6)).

n cranes are fed and learn to associate people with food, they can lose their fear of hu habituated" cranes may approach people closely and even grab food out of a person's ances, cranes have been reported pecking people.

y pesticide use in urban lawns also is of concern. Young sandhill cranes have died fror
g.

ood idea to feed wildlife. Florida sandhill
an abundance of natural foods (insects
iimals) and they do not need handouts
s. There are many reasons why cranes
e intentionally fed by humans. For the
cranes, please do not feed them.



Sandhill cranes feed on seeds, grains, ins
animals.

s you can do to better coexist in "Crane Country"

feed cranes and encourage your neighbors not to feed cranes. Cranes are less likely
eas if easy meals are not provided.

or move automobiles so that cranes cannot see their reflections in the shiny surfaces
doors that the cranes attack can be temporarily covered with material so that the birc
reflections.

ora[illegible] cover windows or screens. A string mounted on stakes about 2.5 feet off the gr
an exclusion "fence" around the parts of homes (window or pool screens) that are beir
d by cranes.

t some digging for food. Cranes sometimes damage lawns and gardens as they dig fc

Roseate spoonbill (*Platalea ajaja*)[ST]

White ibis (*Eudocimus albus*)

Limpkin (*Aramus guarauna*)

ACTION TO BE TAKEN IF SOMEONE IS HARRASSING A WADING BIRD

Promptly notify FWC
1-888-404-FWCC

Tips for living with wading birds:

- Do not feed wading birds
- Keep out of vegetated areas surrounding lakes and marshes
- Keep pets leashed
- Properly dispose of fishing line to avoid bird entanglement

Prepared by:

JOHNSON ENGINEERING
2122 Johnson Street
Fort Myers, Florida 33901

WADING BIRD INFORMATIONAL PAMPHLET

Wood stork (*Mycteria americana*)[FT]

Babcock Ranch Community

Yellow-crowned night heron (*Nyctanassa violacea*)

Wading birds can be found in all counties in Florida, typically in shallow marshes or wetlands. They can also be found in swamps, ponds, drainage ditches, and canals.

Many species of wading birds may be seen on the Babcock Ranch Community. Some species are protected by the State of Florida and some, like the wood stork are also listed as endangered by the U. S. Fish and Wildlife Service.

It is unlawful to disturb or take nests or eggs, feed, injure, harm, harass, or kill any wading bird species. Persons who knowingly violate the law may be subject to fines and/or jail time.

If wading birds form a nesting colony on the property in the future, avoid activities within 330 feet of the colony during the nesting season (March 1 to August 1).

The following are just a few of the species that may be observed in the Babcock Ranch Community.

FT—Federally Threatened
ST—State Threatened

Little blue heron (*Egretta caerulea*)ST

Tricolored heron (*Egretta tricolor*)ST

Great blue heron (*Ardea herodias*)

Snowy egret (*Egretta thula*)

Reddish egret (*Egretta rufescens*)ST

Great egret (*Ardea alba*)

WHAT YOU CAN DO TO HELP

• Install perches near owl burrows

Perches provide burrowing owls with an elevated view of the nest area, and also make the burrows more visible to mowing equipment operators. Many burrows collapse each year when mower tires pass near or over the burrow entrance. Most operators will avoid burrows if they know they are present.

• Maintain burrows

Burrow maintenance is a must. It is important to keep tall grasses and weeds trimmed near the burrow so that the owls are able to see around the burrow. Their ability to see their surroundings will help them avoid approaching dangers such as predators.

• Restrict the use of pesticides

Because burrowing owls feed on insects that are considered pests around homes, they are exposed to the pesticides you use. Pesticides can contaminate or possibly limit the amount of food available to owls. Explore options other than using pesticides, but if you continue to use them, please do so with caution.

Kate Hailey

Perches provide burrowing owls with an elevated view of the nest area.

The Florida burrowing owl is protected as a "Species of Special Concern"

• Attract owls to your lawn

If there are burrowing owls nearby, they can be encouraged to dig burrows in sodded lawns if vacant lots are scarce. To attract a pair, remove a one to two foot wide triangular plug of sod from the lawn. This exposes the sandy soil needed by the owls for burrowing. You might also start digging a burrow near the top of the triangle, placing the pile of loose sand outside the burrow entrance. Placing a perch near the burrow will help draw it to the owl's attention. Try to select an open, treeless area in your lawn that will remain dry during heavy rains and will be away from heavy vehicle and foot traffic.

Rebecca Snelgert

Burrowing owls are unique and an important part of the natural environment.

• Encourage your community to protect burrowing owls

Burrowing owls are unique and an important part of the natural environment. Protection of both their habitat and populations is important. Burrowing owl habitat is disappearing at a rapid rate due to development. To conserve the burrowing owl, we must become aware of the needs of the owls, and strive to do our best to protect their habitat, nest sites and populations for future generations to enjoy.

• Report destruction or harassment of burrowing owls or their nests

Violations can be reported to Florida Fish and Wildlife Conservation Commission toll free at 1-888-404-FWCC.

Wildlife Foundation of Florida

The Wildlife Foundation of Florida
Florida Fish and Wildlife Conservation Commission
Farris Bryant Building
Tallahassee, Florida 32399-1600
1-888-404-FWCC

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FLORIDA FISH AND WILDLIFE CONSERVATION COMMISSION

FLORIDA Burrowing OWLS


Nancy Douglass

The presence of burrowing owls is primarily dependent on habitat.

DESCRIPTION

The burrowing owl is a pint-sized bird that lives in open, treeless areas. It spends most of its time on the ground, where its sandy brown plumage provides camouflage from potential predators. One of Florida's smallest owls, it averages 9 inches in height with a wingspan of 21 inches. The burrowing owl lacks the ear tufts of the more familiar woodland owls. Burrowing owls have a distinctive white chin patch. While most have bright yellow eyes, some have intermediate to dark brown eyes. The distinctively long legs provide additional height for a better view from its typical ground-level perch.

RANGE AND HABITAT

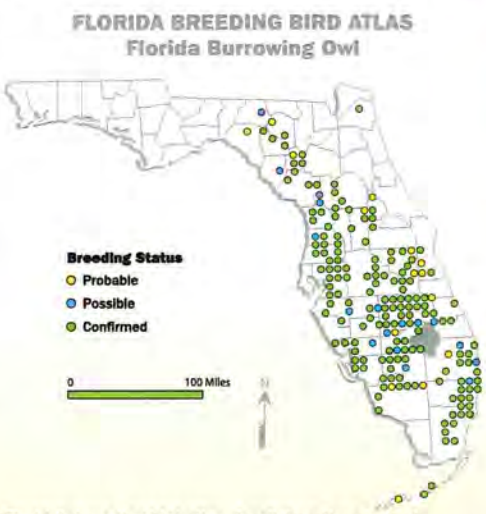
The Florida burrowing owl lives primarily in peninsular Florida although its distribution is localized and patchy, especially in the northern part of its range. Historically, the burrowing owl occupied the open native prairies of central Florida. Recently, these populations have decreased because of disappearing habitat. Populations in south Florida coastal areas have increased due to modification of habitat by people including clearing forests and draining wetlands. Burrowing owls inhabit cleared areas that offer short groundcover such as pastures, agricultural fields, golf courses, airports and vacant lots in residential areas.

BURROWS

Burrowing owls use burrows year-round as a refuge or for roosting and during the nesting season to raise young. Florida's owls typically dig their own burrows but will use gopher tortoise or armadillo burrows. Burrows are six inches in diameter and extend four to eight feet underground. Nests are at the end of the burrows. Burrowing owls decorate their burrows by lining the entrance with materials such as grass clippings, feathers, paper and manure. One theory is that owls decorate to help camouflage the burrow from predators but a competing theory is that owls use the decoration to attract prey.

HABITS

Burrowing owls live as single breeding pairs or in loose colonies consisting of two or more families. Unlike most owls, burrowing owls may be active both day and night. During the day the owls may be seen standing at the burrow entrance, on a convenient nearby perch (like a fence post or a mailbox), or in the shelter of a nearby tree or shrub. They prefer shaded areas during hot, sunny days and will stand in storm drains or near houses to avoid the heat. When approached at close range, especially at a burrow, an owl will bob its head and bow in agitation and utter clucking calls and snap its bill. These defensive behaviors account for the nickname of "howdy bird." In flight burrowing owls typically rise and fall gracefully as if they were flying an invisible obstacle course. They can hover in mid air, a technique effective for capturing flying insects.



Florida's breeding bird atlas: A collaborative study of Florida's birdlife. www.myfwc.com/bba/ (Date accessed 4/26/2006).

FOOD


Rebecca Swelgart

Burrowing owls eat mainly insects, especially grasshoppers and beetles. They can be beneficial in urban settings since they also eat roaches and mole crickets. Other important foods include small lizards, frogs, snakes and rodents.

NESTING

While burrowing owls may nest in any month of the year, nesting typically occurs February - August, with most nests beginning in March. Owls will mainly nest with the same mate year after year. Female owls lay anywhere from two to eight white, almost round eggs. The female incubates the eggs for 28 days. Once the eggs hatch the young remain in the nest for about two weeks when they are large enough to appear at the entrance. By the time they are three weeks of age they can be seen stretching their wings and legs. At four weeks the young are taking short flights. At six weeks young owls are flying well but they do not leave the nest burrow until months later, typically in July or August. When young owls disperse from the natal nest, most move a distance of one to three miles.

MORTALITY

Burrowing owls live an average of three years although the oldest known lifespan in the wild is nine years. Burrowing owls succumb to a wide variety of predators including snakes, monitor lizards, hawks, opossums, raccoons, skunks, gray foxes, dogs and house cats. In urban or suburban areas, preferred nesting habitats and burrows may be destroyed by construction activities, malicious behavior or harassment by people, and flooding of nests in burrows by heavy rains. Collisions with automobiles take a heavy toll on adults and young owls.

PROTECTION

The Florida burrowing owl is classified as a "Species of Special Concern" by the Florida Fish and Wildlife Conservation Commission (FWC). This means burrowing owls, their eggs and nest burrows are protected from molestation under state law. Burrowing owls also are protected by the Federal Migratory Bird Treaty Act.

A guide to living with **Bats**

Florida bonneted bat

Florida Fish and Wildlife Conservation Commission
MyFWC.com

UF UNIVERSITY of FLORIDA
IFAS Extension

A hoary bat, one of Florida's bat species that roosts in trees.

Living with bats

Bats are the only mammals that can truly fly. By grooming themselves regularly they keep their fur very clean. In Florida, there are 13 resident bat species. All of these bats feed on night-flying insects. They rely on echolocation, using high-frequency sound waves to navigate and find prey even in total darkness.

Many Florida bat species roost in colonies ranging from a few bats to many thousands, but some roost individually. Some important natural roost sites for Florida's bats are trees with cavities or peeling bark, palm trees, Spanish moss, and caves.

Bats provide major ecological and economic benefits. One bat can consume hundreds of insects a night. Bats save U.S. farmers billions of dollars annually by controlling insects that damage crops and spread disease among livestock.

Bats in buildings

Bats may roost in buildings or other man-made structures that mimic their natural habitats. This may occur after their habitat is disturbed and can create conflicts between bats and humans.

A big brown bat colony in a picnic pavilion.

Bats roosting in buildings do not physically damage structures, but can cause stains or odors.

If you suspect bats are living in a building, check for staining and bat feces, known as guano. Bat stains are light brown discolorations consisting of oils and dirt left around openings the bats use to enter the roost. Guano is black, dry, and found under the roost site and by the openings. Also, look for bats at dawn or dusk as they enter or leave the roost. **Bat exclusion devices should be used to humanely remove bats that are roosting in a building. These should only be used from August 16 through April 14, outside of the maternity season.**

How to remove bats from buildings

Exclusion devices allow bats to exit but not reenter a roost. It is vital that exclusions are done properly to prevent illegal killing of bats. Detailed information on how to exclude bats from buildings in Florida is available at: MyFWC.com/bats.

A Rafinesque's big-eared bat.

One bat in a building

There is an exception to the bat exclusion rule: A single bat found inside the living space of a building can be removed at any time of year. If you find a bat indoors, stay calm. The bat may fly around as it attempts to escape but is not trying to attack. Turn on lights so you can see the bat. Confine the bat to a single room and open windows and doors to let it escape. If the bat cannot find its way out, wait for it to land and then carefully capture the bat by either placing a container over the animal and sliding a piece of thick paper underneath or using a thick towel and leather gloves to contain the bat before releasing it outdoors.

A Seminole bat.

Bat maternity season

In Florida, the maternity season lasts from April 15 through August 15. This is when bats breed and young are born. During this time, people in Florida are not allowed to disturb bats or attempt to remove them from buildings.

Newborn bats are known as pups, which are flightless and completely dependent on their mother's milk. Female bats require roosts free from disturbance, with constant high temperatures to help keep the pups warm. For this reason, a maternity colony in a building usually is not found within rooms where people live or work.

A big brown bat.

Big brown bat chasing insects at night.

Helping bats survive

Bats are fascinating animals that fly using wings supported by many of the same types of bones that we have in our arms and hands. They can be good neighbors and our best friends on a summer night. Did you know that a single bat can eat hundreds of mosquitoes each night? By helping bats, you can be helping yourself.

But, Florida's bats are facing a lot of challenges. They're misunderstood. They're losing their natural roost sites as forests are removed and caves are blocked. Now a new disease called white-nose syndrome (WNS) has killed millions of cave-roosting bats and is spreading rapidly. As of early 2015, WNS has not reached Florida, but it remains a serious threat.

These are ways you can help bats thrive in Florida:

- Spread the word that bats help people by eating large amounts of mosquitoes and agricultural pests.
- Preserve natural roost sites such as trees with cavities and peeling bark, and dead fronds on palms.
- Put up a bat house.
- Report unusual bat behavior to: **MyFWC.com/BatMortality**.
- Do not enter Florida caves with shoes, clothing or equipment that has been used in caves outside of Florida.

Common bat myths

There is a rabies epidemic in bats. **Myth!**
The incidence of rabies in bats is rare. Bites can be avoided by not touching bats.

Bats regularly attack people. **Myth!**
Bats are shy and will try to avoid people but they are excellent fliers and you may see them trying to catch insects.

All bats are blind. **Myth!**
Bats use echolocation to locate prey, but all bats have eyes and they can see very well. Bats sometimes see better than people when there is little light.

Bats are attracted to human hair. **Myth!**
Bats don't aim for a person's hair. Bats are agile fliers whose echolocation skills help them maneuver in complete darkness.

All bats suck blood. **Myth!**
Florida's resident bats only eat insects. Only vampire bats consume blood, and they are found ONLY in Central and South America, feeding mainly on livestock and wildlife.

Bat houses installed on poles.

Remember:

- Bats are important parts of healthy ecosystems.
- Wait for the end of the maternity season before taking any actions to exclude bats from buildings.
- The intentional harming of bats is prohibited.
- Bats cannot legally be trapped and relocated.
- Protect bats by preserving roosting habitat and preventing the spread of WNS.
- Do NOT handle bats, especially sick, injured or dead bats.

Find out more about Florida's bats, including how to exclude bats from buildings and how to build and install bat houses at: **MyFWC.com/bats** and **EDIS.IFAS.UFL.edu/topic_bats**.

If you have additional questions about bats or are experiencing bat conflicts, please contact your nearest FWC regional office:

FWC Regional Offices:

North Central	Lake City	386-758-0525
Northeast	Ocala	352-732-1225
Northwest	Panama City	850-265-3676
South	West Palm Beach	561-625-5122
Southwest	Lakeland	863-648-3200

Florida Fish and Wildlife Conservation Commission
620 South Meridian Street
Tallahassee, Florida 32399-1600
www.MyFWC.com/Manatee

Follow us on:

3/2015

your st cture being sed by wildlife?

dlife such as bats, owls, songbirds, squirrels, ossums and raccoons may find their way into ldings occupied by humans.

tern screech owl in soffit – Credit: Blayne Throm

What to do if wildlife is using your structure

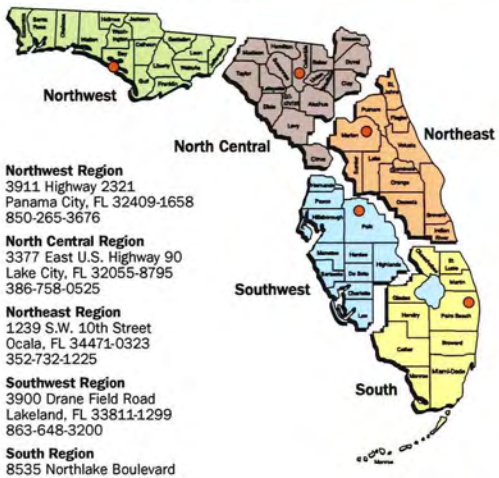
If there is wildlife currently in the structure, call your FWC Regional Office and ask to speak to the Wildlife Assistance Biologist. They will be able to provide additional information on legal options and methods to prevent wildlife from entering your home.

If you are certain no wildlife or young are currently in your structure:

- Identify the location(s) where wildlife is entering the structure and make the necessary repairs to exclude them.
- Once repairs are made, continue to monitor to ensure all wildlife has been successfully excluded.

Florida Fish and Wildlife Conservation Commission

Regional Offices



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863-648-3200

South Region
8535 Northlake Boulevard
West Palm Beach, FL 33412
561-625-5122

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6/2020

Wildlife in Structures

Know the signs

Florida Fish and Wildlife Conservation Commission

MyFWC.com

here and when to look

ommon places for wildlife to reside are attics, arns, garages, soffits, underneath shutters or oof shingles or tiles, in wall voids or behind iding or chimneys.

awn and dusk is when you are most likely to pot wildlife entering or leaving your structure, s this is when they are leaving to forage or oming in to rest.

ome wildlife, such as squirrels and woodpeckers ill be more active during daytime hours, while thers, such as raccoons, bats and flying quirrels are more active at night.

here Bats Roost

ere are ways to tell if ldlife might be using ur structure

ent or missing soffits or roof tiles.

amaged, patted down, or missing insulation. unnels may also be present in insulation.

hew marks on wood or electrical wiring.

racks on AC ductwork or other dusty surfaces.

ounds of scurrying, scampering, or squeaking in our walls or attic.

cat found near the entry and exit points, or n insulation.

- Rub marks/stains of lig own discoloration near the entry and exit points due to body oils and dirt.
- Nesting material (like grass, feathers, leaves, Spanish moss, etc.) or food found in one location inside or along the exterior of the structure.
- Feathers, pellets, or bones found inside the structure (this is evidence of birds, including owls).
- Holes in siding (may be sign of a woodpecker).
- More comprehensive ways include trying a motion-activated trail camera or bat detector to determine if wildlife is present.

Shed snake skin in attic

Look before you treat

Eliminating termites and other household pests is important for the maintenance of your home and the health of your family. Before fumigating, it is important to ensure no wildlife is present. This prevents unintentional wildlife casualties and the need for further wildlife removal efforts.

Structure being fumigated for pest treatment

Bats roosting in attic – Credit: Dan Bozone

Be proactive: know what actions to take

- Inspect your home regularly for openings, tears rotting wood or weak spots that could allow ent Bats can enter an opening that is as small as your thumb.
- Look around the foundation of your home wher pipes, cables and vents, exit the houses.
- If an opening is found, mark the hole by doing something such as sticking a plastic bag in it o taping a piece of plastic over it. Watch it for 3-5 days, and if it does not get disturbed then the opening is not being used. You can also place diatomaceous earth at the potential entry point and check later for track marks in the dust.
- Trim overhanging tree branches close to your ro as some wildlife can use them for help with ent into your home.
- If you have a chimney, you can have a professi install an animal-proof chimney cap once ensur no animals are present.

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How FWC responds to conflicts

The FWC addresses human-bear conflicts in a variety of ways, including providing technical assistance over the phone, conducting an in-person visit with the resident, using deterrents (such as an electric fence), attempting to scare the bear away, or, in rare cases, attempting to trap the bear.

While most conflicts can be avoided by securing attractants, biologists assess each situation on a case-by-case basis and use FWC policies and guidelines to help decide on the most appropriate response.

The earlier the FWC is notified, the more response options are available.

The longer a conflict situation continues, the more likely the bear will develop behaviors that present a risk to public safety, such as entering a dwelling, harming a leashed dog or injuring a person.

Once this happens, it is too late to try to change the bear's behavior and it must be humanely killed.

Warning! It is illegal to take, possess, injure, shoot, collect or sell black bears under Florida state law unless authorized by an FWC-issued permit. If you are found guilty, you could face fines and/or jail time.

If you are experiencing bear conflicts, please contact the nearest FWC regional office. The sooner the FWC knows about bear activity, the more options are available to prevent a bear from becoming a public safety risk.

North Central	**Lake City**	**(386) 758-0525**
Northeast	**Ocala**	**(352) 732-1225**
Northwest	**Panama City**	**(850) 265-3676**
South	**West Palm Beach**	**(561) 625-5122**
Southwest	**Lakeland**	**(863) 648-3200**

In an emergency or if you suspect illegal activity, call the Wildlife Alert Hotline at 888-404-FWCC (3922).

Follow us on:

Florida Fish and Wildlife Conservation Commission
MyFWC.com/Bear

A guide
bear

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Ashley Hockenberry

bear in Florida.

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Bear behavior and you

Black bears are shy and generally not aggressive. When seen near homes or workplaces, bears are often just passing through. When frightened, bears typically run away or climb a tree. If a bear is in a tree, it is either feeding or trying to escape danger. Keep people and pets away, and the bear will leave on its own, usually after dark.

When a bear stands on its hind legs, it is trying to get a better view or scent. Black bears may huff, snap their jaws, swat the ground or "bluff charge" when cornered, threatened or defending food or young. If this happens, stop, hold your ground and then slowly back away.

Remember bears are large, powerful, wild animals that can act unpredictably and become dangerous. Bears who receive food from people may lose their natural fear of them and are more likely to damage property or become a public safety risk. NEVER feed or attract bears. If a bear is eating something on your property, take note of what it is and secure it after the bear has left the area.

Learn all about Florida's bears and being BearWise at *MyFWC.com/BearWise*.

BearWise tips:

- Never approach a bear. Keep as much distance between you and the bear as possible.
- If a bear changes its behavior because you're there, you are too close.
- If you encounter a bear at close range, stand with arms raised, back up slowly and speak to the bear in a calm, assertive voice.
- Do not turn your back, play dead or run from a black bear.
- Make sure you are in a secure area, such as a car or building, and the bear has a clear escape route, then scare the bear away with loud noises, like yelling, blowing a whistle, or using an air or car horn.
- Install a motion-activated device, such as flood lights, a water sprinkler or audio alarm, to scare a bear away from a location when you are not present.
- Report any bear threatening the safety of people, pets or livestock, or causing property damage, to the FWC (see back cover).
- Walk dogs on a non-retractable leash and be aware of your surroundings. Dogs can trigger defensive behaviors from bears.

Encourage your school system to use the *Florida Black Bear Curriculum Guide*. The guide is designed for grades 3 to 8 and is correlated to state education standards.

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YOU LIVE IN BEAR COUNTRY

ıck bears are an important part of Florida's natural heritage. Keeping bears wild and away from human use areas is a responsibility we all must share. FWC is dedicated to reducing conflicts between people and bears in your community.

Black bears are naturally shy, timid animals that try to avoid people. However, as human development expands, it becomes increasingly difficult for bears to avoid people.

Why are bears in your neighborhood?

Bears are lured into neighborhoods when they find an easily accessible food source. Bears that become used to getting human foods may damage property or become a threat to public safety. Common items that attract bears into neighborhoods include:

- Garbage
- Food smells from barbecue grills, coolers, and outdoor freezers/refrigerators
- Animal feed (e.g., pet food, corn, grain, seed, bird seed, livestock feed)
- Gardens, compost piles, small or medium livestock (e.g., chickens, goats, pigs, rabbits)

Feeding bears, either by direct handouts or by leaving attractants such as garbage and pet food unsecured, uses bear conflicts and is against the law.

Florida Administrative Code 68A-4.001(4): "(a) Intentionally feeding bears is prohibited except as provided for in this Title. (b) Placing food or garbage, allowing the placement of food or garbage, or offering food or garbage that attracts bears and is likely to create or creates a nuisance is prohibited after receiving prior written notification from the Commission."

If you see a bear in your community...

Remain calm and stay away from the bear. The mere presence of a black bear does not represent a problem. The bear is most likely just passing through and will not linger or return if it does not find a reward such as food. A bear may climb a tree to look for food or if it gets scared. Clear the area of people and pets and allow the bear to come down when it feels safe (usually after dark). The bear found its way into the area and it can find its way out.

If you encounter a bear at close range...

- DO NOT play dead or run from the bear
- Back away slowly with arms raised
- Avoid direct eye contact
- Speak in a calm and assertive voice

If you experience bear problems, please contact the Florida Fish and Wildlife Conservation Commission regional office nearest you. For more information, go to MyFWC.com/Bear.

What can you do about a bear near your home?

ecure Your Attractants

The best way to avoid conflicts with bears is to secure anything that might attract a curious bear. The following suggestions may prevent bears from being attracted to and lingering in your neighborhood.

- Store your trashcan in a secure area, such as a sturdy shed or garage, and put it out on the MORNING of garbage pickup, NOT the night before.

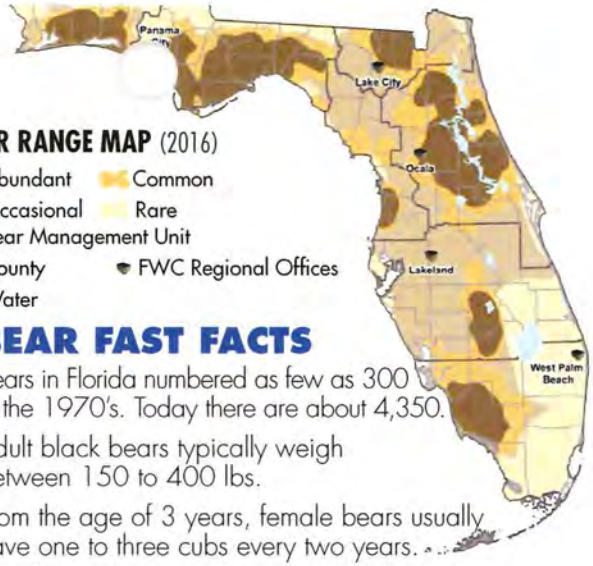
- Get a commercially-manufactured bear-resistant trashcan that has been reinforced with metal and a push-to-open latching system.
    - If you do not have trash service, you can buy bear-resistant trashcans from several online retailers, including Ace Hardware, Lowe's, and Home Depot.
    - If you have trash service, ask for a bear-resistant trashcan. If they will not provide them, call your local government official. Enough citizens have taken action in some counties that they now have bear-resistant trashcans.

- Build a small shed to store your trashcans. Important elements are to leave no gaps along edges and use screws instead of nails.* Call your waste service provider to ensure they will service trashcans from a shed.

- Attach hardware to your regular trashcan to make it more bear-resistant.* For a 'retrofit' to be successful, the lid must not be flexible, and the can should not collapse when you stand on its side. Call your waste service provider for permission to 'retrofit' your trashcan.

- Clean grills and store them in a secure location, such as a sturdy shed or garage.
- Feed pets indoors or promptly remove leftover pet food and bowls for pets fed outside.
- Store animal food in a secure area; remove or modify* wildlife feeders when bears are in the area.
- Protect gardens, compost piles, and livestock with electric fencing.*
- Secure outdoor refrigerators and freezers with marine locks.

*Instructions and more information available at MyFWC.com/Bear



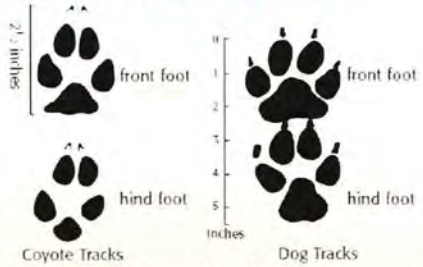
BEAR RANGE MAP (2016)

Abundant · Common
Occasional · Rare
Bear Management Unit
County · FWC Regional Offices
Water

BEAR FAST FACTS

- Bears in Florida numbered as few as 300 in the 1970's. Today there are about 4,350.
- Adult black bears typically weigh between 150 to 400 lbs.
- From the age of 3 years, female bears usually have one to three cubs every two years.
- Breeding season runs from June to August, and cubs are born in late January or early February.
- Bears have a superior sense of smell.
- 80% of the black bear diet includes fruits, nuts and berries; 15% insects; and 5% meat such as opossums, armadillos and carrion.

COYOTE FAST FACTS



- Coyotes live throughout Florida and in every state but Hawaii.
- They weigh 15-30 pounds. The males are slightly larger than the females.
- Coyotes eat whatever is available, including fruits, nuts, seeds, dead animals, rodents, garbage, pet food, domestic cats and small dogs.
- They breed every year with 2 to 12 pups per litter. Pups are raised in a den.
- Removing coyotes from one area can result in other coyotes moving in from surrounding areas and producing more pups per litter.

A Service Of

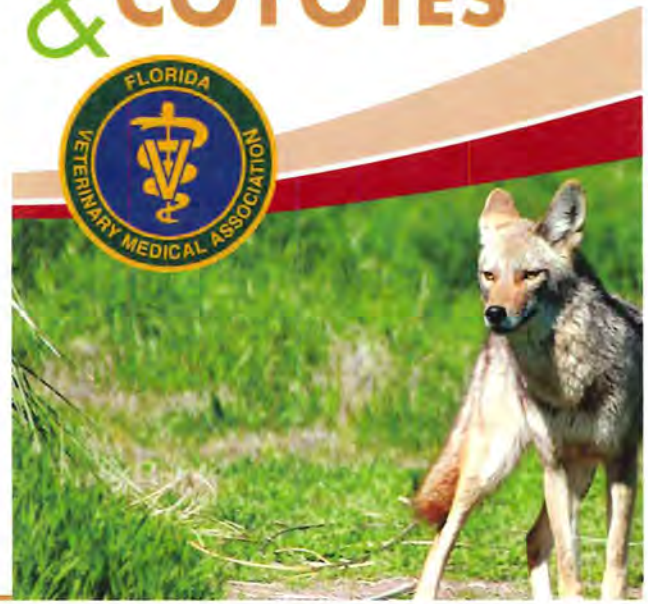
Florida Fish and Wildlife Conservation Commission

Florida Veterinary Medical Association
7207 Monetary Drive, Orlando, Florida 32809

If you are experiencing bear or coyote problems, please contact FWC's Wildlife Alert at 888-404-3922 or your nearest FWC regional office:

Lakeland: 863-648-3200
Panama City: 850-265-3676
Lake City: 386-758-0525
Ocala: 352-732-1225
West Palm: 561-625-5122

PROTECT YOUR PETS FROM BLACK BEARS & COYOTES



In the event of a pet treeing a bear, call your pet inside to a safe and secure area, allowing the bear time to retreat.

- Store pet feed inside a secure structure such as a shed or barn.
- Avoid leaving pet food or dishes outside overnight
- Tethered pets should be able to move a safe distance away from their food bowl.
- Outdoor pens should be high enough or have a roof to keep wildlife out and have a skirt that extends outward, underground to prevent digging under the fence. Pens should be as far as possible from tree/shrub lines or other cover for wildlife.
- Keep areas around outside pens and enclosures well mowed to reduce cover.
- Before letting pets outside at night, make noise and flash lights to startle other wildlife that could be in the yard.
- Install motion detector lights around your property.

THINGS YOU CAN DO
TO KEEP YOUR PETS SAFE

- Black bears and coyotes are most commonly attracted to neighborhoods by unsecure garbage, pet food, and bird seed; most interactions can be reduced if residents remove and secure trash with either a caddy or bear-resistant trash can; minimize the time pet food and bird seed are outside, and keep those foods secure.
- Coyotes in urban areas are attracted by free roaming pets. Interactions can be resolved by keeping cats and other small animals indoors.
- Bear spray can be used to deter a bear if you encounter one at close range (within 30 ft). This highly-effective product can be found online or through most outdoor product suppliers.
- Consider walking your pet on a non-retractable leash which allows better control of your pet in the event of an encounter.
- Bears and coyotes are most active at night and during dusk and dawn.

Protect your pets with an electric fencing enclosure. Check often to ensure that the fence is functioning properly.

For More Resources on Electric Fencing:
http://MyFWC.com/Media/1333878/ElectricFence.pdf

Sturdy wooden hutches are the most reliable form of protection for outdoor small animal enclosures such as rabbits and guinea pigs. Securely attach a side of the cage to a permanent structure to prevent the hutch from falling over. Secure doors with locks, keep top covered and secured. In bear country, add an electric fence for further protection.

- While walking your pet, bring noise makers or bear spray. Making noise will alert wildlife to your presence and allow time for it to move away from you and your pet.
- If contact occurs between your pet and wildlife, do not try to physically separate your pet and the animal. Retreat to a safe place; if possible, spray the animal with bear spray or a water hose and make loud noises to try to break up the contact.
- Hazing is an effective way to encourage wildlife to stay away from people. Making noise with your voice, an air or car horn, pots and pans, or a can full of pennies are recommended techniques. In addition, you can deter a coyote by throwing sticks or rocks from a secure location, but try to avoid injuring the animal.

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If you see a Florida panther

The Florida panther moves primarily at night. The chances of seeing a panther are slim. But if you live in Florida panther country, you need to know what to do if you see one.

- **Keep children within sight and close to you.** Pick up any small children so they don't panic and run. Try to do this without bending over or turning away from the Florida panther.
- **Give them space.** Florida panthers typically will avoid a confrontation. Give them a way to escape.
- **Do not run.** Running may stimulate a panther's instinct to chase. Stand and face the animal. Make eye contact to let the panther know you are aware of its presence.
- **Avoid crouching or bending over.** Squatting or bending makes you look smaller, resembling a prey-sized animal.
- **Appear larger.** Make gestures that indicate you are not prey and that you may be a danger to the panther. Raise your arms. Open your jacket. Throw stones, branches or whatever you can reach without crouching or turning your back. Wave your arms slowly and speak firmly in a loud voice.
- **Fight back if attacked.** There has never been a reported panther attack in Florida. In western states, where attacks by cougars have occurred very rarely, potential victims have fought back successfully with rocks, sticks, caps, jackets, garden tools and their bare hands. Since large cats usually try to bite the head or neck, try to remain standing and face the animal.

Mark L

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Florida Fish and Wildlife
Conservation Commission
620 S. Meridian Street
Tallahassee, FL 32399-1600
MyFWC.com/Panther

...A guide

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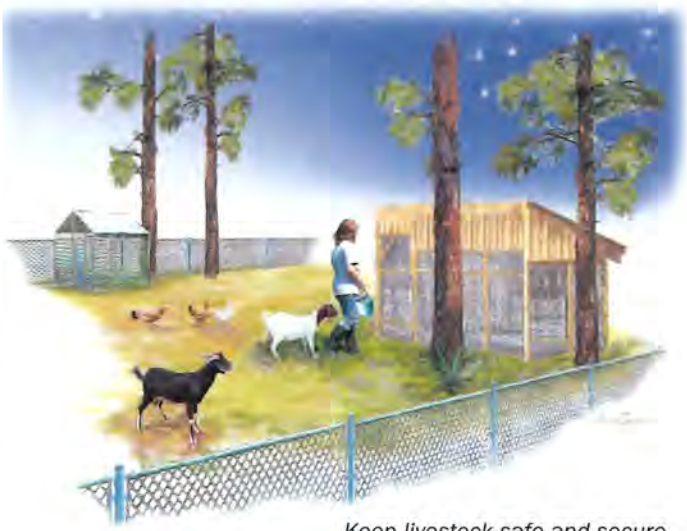


Keep livestock safe and secure.

4. Keep domestic livestock secure
Where practical, place chickens, goats, hogs or other livestock in enclosed structures at night. Electric fencing can be an effective predator deterrent.

5. Landscape for safety
Remove dense or low-lying vegetation that would provide hiding places for panthers and other predatory animals near your house.

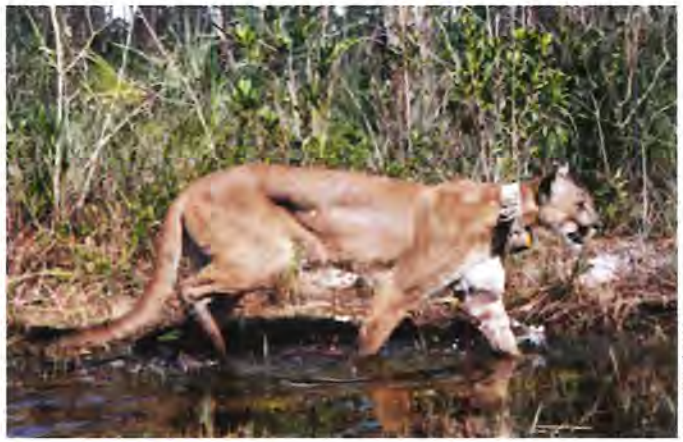
- Remove plants that deer like to eat.
- Choose plants that do not attract deer or other panther prey species. For information on plants that deer do not like to eat, visit edis.ifas.ufl.edu/UW137.
- Appropriate fencing will make your yard or play area uninviting to prey animals such as deer.

6. Consider other deterrents
Outdoor lighting, motion sensors and electric fencing also may deter prey animals and panthers from entering your yard. Outdoor lighting also will make approaching prey and panthers more visible to you.

7. Hike or bike with a friend
When recreating outdoors, it's a good practice to let friends or family know your whereabouts and when you expect to return. Better yet, take a friend with you!

Florida panther facts

- The Florida panther is a subspecies of puma, also known as a mountain lion or cougar. It is the last subspecies still surviving in the eastern United States.
- Biologists estimate roughly 100-160 adult and subadult Florida panthers remain in the wild. Most panthers live in southwest Florida, south of the Caloosahatchee River, although some panthers have been documented traveling as far north as central Georgia.
- The Florida panther's decline occurred prior to 1950, when it still was legal to hunt panthers. It was listed as endangered in 1967 and is protected under federal and state laws.
- Florida panther numbers declined to roughly 30 cats by the early 1980s. Severe inbreeding resulted in many health and physical problems. A genetic restoration project in 1995 was successful in improving the genetic health and vigor of the panther population.
- Florida panthers are found primarily in the Big Cypress/Everglades ecosystem in Collier, Lee, Hendry, Monroe and Miami-Dade counties.
- Florida panthers' home range sizes vary by sex and by individual. Female home ranges are typically 60-75 square miles whereas males' are typically 160-200 square miles.



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Florida Panther Safety Tips

ıcounters with Florida panthers are rare. But if you live, work or recreate in panther habitat, there are things you can do to enhance your safety and that of friends and family.

Be Alert From Dusk 'Til Dawn
When it comes to personal safety, always be aware of your surroundings. Florida panthers are most active at night. Exercise more caution at dawn, dusk and during the night.

Landscape For Safety
Remove vegetation that provides cover for panthers. Remove plants that attract wildlife (especially deer). By attracting them, you naturally attract their predator—the panther.

Keep Panther Prey Away
Deer, raccoons and wild hogs are prey for the Florida panther. By feeding deer or other wildlife, you may inadvertently attract panthers. Wildlife food such as unsecured garbage, pet foods and vegetable gardens also may attract prey.

Keep Pets Safe And Secure
Roaming pets are easy prey for predators including panthers. Supervise pets and then bring them inside or keep them in a comfortable, secure and covered kennel. Feeding pets outside also may attract raccoons and other panther prey.

Keep Livestock Secure
Where practical, keep chickens, goats, hogs or other livestock in enclosed sheds or barns at night.

Supervise Children
Keep children close to you, especially outdoors between dusk and dawn. Educate them about panthers and other wildlife they might encounter.

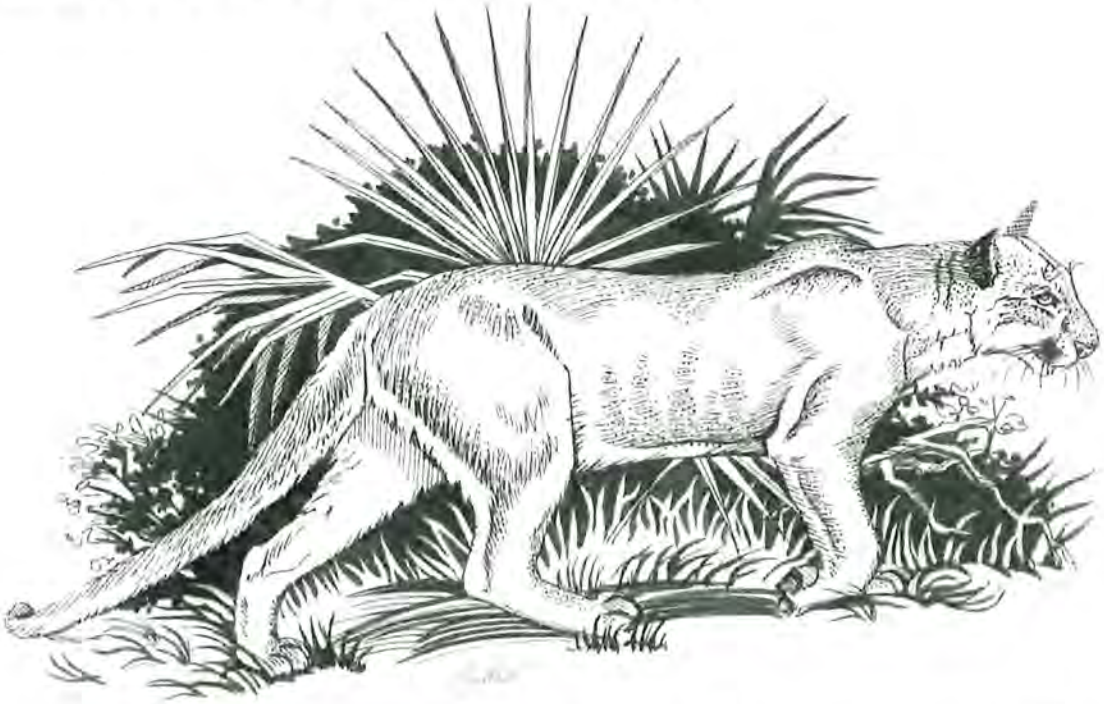
Never Approach A Panther
Most panthers want to avoid humans. Give a panther the time and space to steer clear of you.

Hike With A Friend
Always hike, backpack and camp when in wild areas with a companion.

Florida Fish and Wildlife Conservation Commission
United States Fish and Wildlife Service
National Park Service

1-888-404-3922 MyFWC.com/panther

If You Encounter A Panther:



Make yourself appear larger, open your jacket, raise your arms, throw stones, branches, etc., without turning away. Wave raised arms slowly, and speak slowly, firmly, loudly to communicate that you are not prey and may actually be a danger to it.

Avoid crouching or bending over. Squatting or bending over makes you look smaller, resembling a prey-sized animal.

Do not run. Running may stimulate a panther's instinct to chase. Stand and face the animal. Make eye contact.

Give the panther space. Most Florida panthers will avoid a confrontation. Give them a way to escape.

If attacked, fight back with whatever is at hand (without turning your back). While there has never been a reported panther attack in Florida, in western states, potential victims have fought back successfully with rocks, sticks, caps, jackets, garden tools and even their bare hands. Since large cats usually try to bite the head or neck, try to remain standing and face the animal.

If you feel threatened by a panther or have lost pets or livestock to a panther, please call the Florida Fish and Wildlife Conservation Commission at 1-888-404-3922.

MyFWC.com/panther

BEAUTIFUL PAWPAW

Deeringothamnus pulchellus Small
Synonyms: *Asimina pulchella* (Small) Rehder & Dayton
Family: Annonaceae (custard apple)
FNAI ranks: G1/S1
Legal Status: US–Endangered FL–Endangered
Wetland Status: US–FAC FL–UPL

Ann F. Johnson

Gil Nelson

Field Description: Low, deciduous **shrub** 8 - 12 inches tall, with 1 to several erect or arching **stems** from a taproot. **Leaves** alternate, leathery, oblong, 1 - 2.5 inches long, with veins visible on both upper and lower surfaces; **leaf tip** rounded or notched. **Flowers** fragrant, solitary on stalks arising in the angle between leaf and stem on new shoots of the season, blooming only after fire or disturbance; **petals** 6 - 10 per flower, 0.5 - 1 inch long, white, strap-shaped, curved backwards when fully opened; **sepals** 3, broadly triangular. **Fruit** 3 inches long, fleshy, green, resembling a lumpy bean pod, with dark brown seeds, about 0.5 inch long.

Similar Species: Pawpaws (*Asimina* spp.) have flowers with broad floppy petals in whorls of 3 or 4. Dwarf pawpaw (*Asimina pygmaea*) has closely spaced, overlapping leaves with pointed tips, 2.5 - 3 inches long. Netted pawpaw (*Asimina reticulata*) has blue-green leaves with inrolled leaf margins and bears flowers on last year's shoots before new leaves appear.

Related Rare Species: See Rugel's pawpaw (*Deeringothamnus rugelii*) and four-petal pawpaw (*Asimina tetramera*) in this guide.

Beautiful pawpaw *Deeringothamnus pulchellus*

Habitat: Open slash pine or longleaf pine flatwoods with wiregrass and dwarf live oak in the understory.

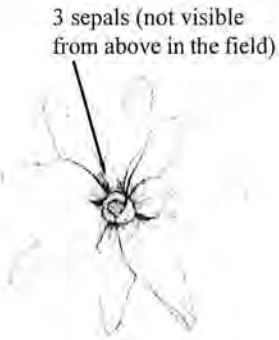
Best Survey Season: Flowers late March–April; will re-sprout and flower all year following fire. Most stems are annual, dying back in winter, but some occasionally survive for 2 years.

Range-wide Distribution: Endemic to Charlotte and Lee counties, FL, with disjunct populations SE of Orlando in Orange County.

Conservation Status: Beautiful pawpaw is known from 28 sites with about 5000 plants; about half are protected on 2 preserves in Charlotte and Lee counties.

Protection & Management: Burn every 3 to 5 years in growing season; avoid disking or other soil disturbance.

References: Coile 2000, Johnson 1999, Kral 1960, Kral 1983, Small 1926a, USFWS 1998, Wunderlin 1998, Wunderlin and Hansen 2000a.



Beautiful Pawpaw

A Legally Protected Species MAY Occur within this Project Area

The beautiful pawpaw *(Deeringothamnus pulchellus)* plant is a low shrub which occurs within pine flatwoods. The beautiful pawpaw is listed as an endangered species and is both state and federally protected. Under state law it is illegal to "harvest, collect, pick, remove, injure or destroy" this plant (Administrative Code Rule Chapter 5B-40; Specific Authority 570.07(23), 581.185(4) FS. Law Implemented 570.07(13), 581.185). Similarly, federal law protects this plant species through the Endangered Species Act of 1973, as amended, 16 U.S.C. 1531(a). The U.S. Fish and Wildlife Service (USFWS) and the Florida Fish and Wildlife Conservation Commission (FFWCC) need your cooperation to help protect this endangered species.

Description

The beautiful pawpaw is a low-growing shrub, rarely exceeding 1.5-feet tall. Leaves are alternate (see reverse center figure), leathery, oblong, 1 to 2.5- inches long with veins visible on both upper and lower leaf surfaces. Young leaves have sparse, short, red hairs on both sides. Maturing leaves become dark green to glossy green above and paler green below. Flowers are solitary, arising in the angle between the leaf and stem on new shoots. Flowers have between six and 10 creamy-white petals that are about 0.5 to 1-inches long. This plant will typically flower between March and May but only after a fire or disturbance. Fruit is typically 3-inches long, fleshy, green, resembling a lumpy bean pod, with dark brown seeds that are about 0.5-inches long.

Occurrence

The beautiful pawpaw occurrence is endemic (unique) to Charlotte and Lee counties, FL with two additional populations known to occur southeast of Orlando in Orange County. If construction areas are within pine flatwood habitat, this species may occur.

VIOLATORS WILL BE PROSECUTED

Violations of state and federal laws are punishable by stiff fines and/or imprisonment.

If you should see the beautiful pawpaw...

If you believe you have observed this plant within the construction area, do not disturb it. Any disturbance of this plant is illegal. Please cease construction and immediately contact a Johnson Engineering biologist (see phone number below). Establish a 25-foot buffer around the plant and wait for the biologist to verify sighting. Only a qualified biologist or botanist may verify the observation, and relocate the plant under the appropriate permit. Once the species of the plant has been verified and/or relocated, the biologist will issue the notice for construction to resume.

Chafin, Linda G., Jean C. Putnam-Hancock, and Gil Nelson 2000. "Beautiful Pawpaw." in *Field Guide to Rare Plants and Animals of Florida - online*. Tallahassee, FL: Florida Natural Area Inventory.

U.S. Fish and Wildlife Service 1997. "Beautiful Pawpaw." Pp. 4-951 - 4-963 in *Multi-Species Recovery Plan for South Florida*. Vero Beach, FL: South Florida Ecological Services Field Office.

US Fish and Wildlife
1339 20th Street
Vero Beach, Florida 32960
(772) 562-3909
LE office (239) 561-8144

Florida Fish and Wildlife Conservation Commission
29200 Tuckers Grade Rd.
Punta Gorda, Fl 33955
(863) 648-3203
1 (800) 282-8002
FWC Wildlife Alert (24 hours)
1(888) 404-3922

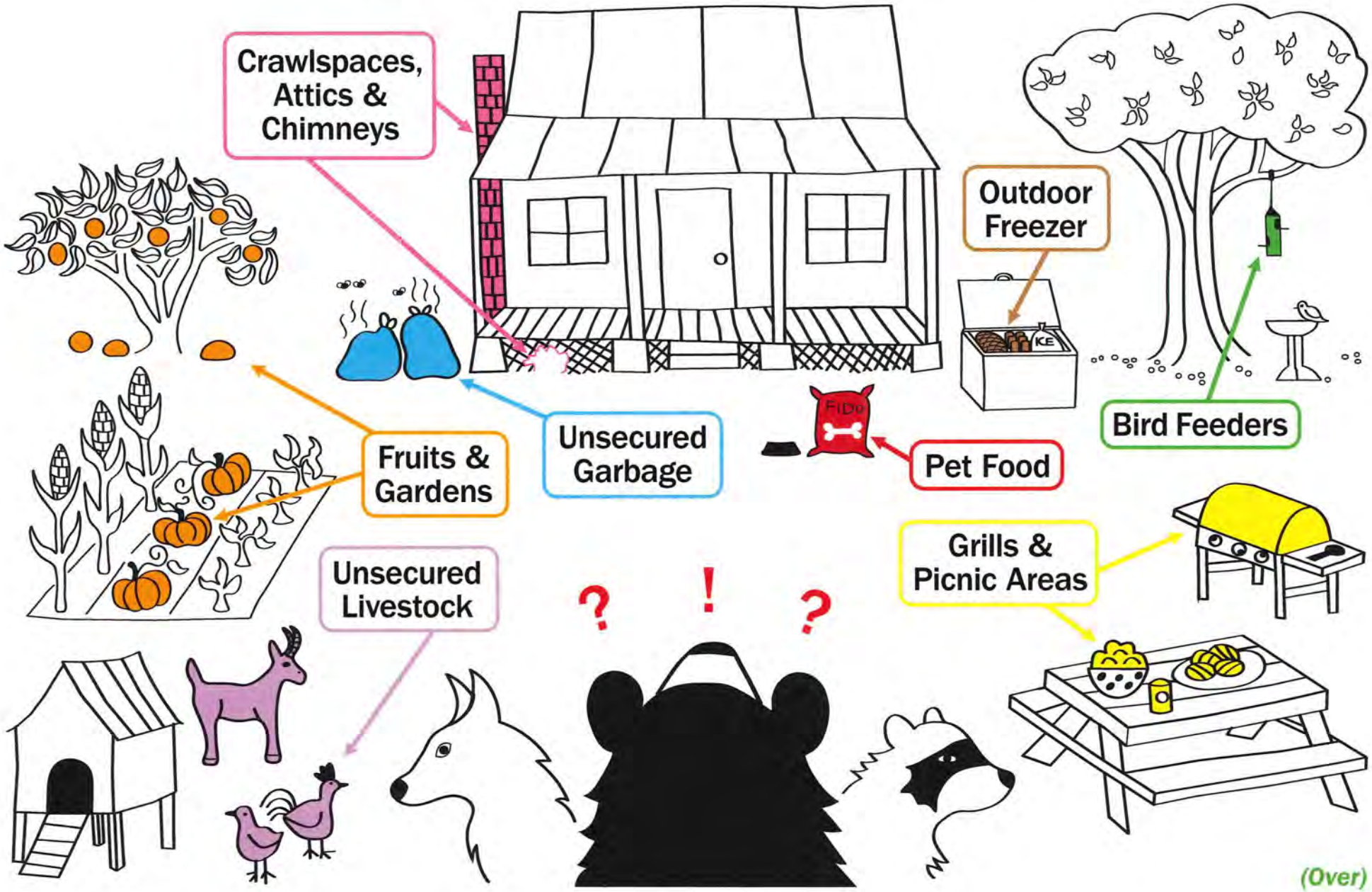
JOHNSON ENGINEERING

Johnson Engineering, Inc. Environmental Team
2122 Johnson Street
Fort Myers, Florida 33901
(239) 334-0046

Babcock Property Holdings, LLC
(941) 235-6900

How Wildlife Sees Your Backyard

Be Aware, Secure These Attractants!



(Over)

Keep People, Pets and Wildlife Safe. Secure Your Attractants!

If wildlife can easily find human-provided food on your property, they may lose their natural fear of people, which can lead to conflicts. Identifying and securing wildlife attractants makes your property safer for people, pets and wildlife.

1. Garbage

Wildlife is attracted to food smells in garbage. Use wildlife-resistant garbage cans or modify existing cans. Consider using garbage caddies. Or, keep garbage cans in a sturdy shed or garage until the morning of pickup.

2. Pet food

Feed pets indoors. If feeding pets outside or on a porch, remove the bowls after feeding.

3. Outdoor freezers & food storage

Food stored outdoors can be enticing for wildlife. Secure outdoor freezers or fridges in a closed garage or install locks.

4. Pets & livestock

Free-ranging pets and livestock can be an easy target for some wildlife. Keep livestock safe in a sturdy outbuilding, behind a secure fence, or with electric fencing. Supervise your pets while outdoors and use short leashes.

5. Crawlspaces, attics & chimneys

Wildlife may seek shelter in these spaces. Be sure to patch exterior holes, as small as ½ inch, or use mesh to prevent entry. But first, make sure all animals have left your building.

6. Bird feeders

Many animals feed at bird feeders. Even those that don't eat seeds are drawn by the concentration of prey. Bring in feeders at night, provide only enough seed that can be eaten in a day and keep the ground beneath feeders clean.

7. Grills, smokers & picnic tables

Food smells on outdoor grills and picnic areas can attract wildlife. Clean up these areas or bring your grill into a sturdy shed or closed garage when not in use.

8. Fruit-bearing trees & gardens

Fruit trees and vegetable gardens can also attract wildlife. Harvest ripe fruit and remove fallen fruit. Try motion-activated alarms or electric fencing to keep wildlife from eating your fruits and vegetables.

Visit MyFWC.com

A guide to living with **Urban Coyotes**

Florida Fish and Wildlife Conservation Commission
MyFWC.com

UF UNIVERSITY of FLORIDA
IFAS

Living with coyotes

Coyotes are found throughout Florida. This adaptable animal belongs to the dog family and resembles a small German shepherd. In Florida, coyotes typically weigh between 15-30 pounds. They have pointed ears, a narrow muzzle and a bushy tail. Males tend to be larger than females. Coyote fur is usually grayish-brown but occasionally is black. When running, the coyote usually holds its tail at "half mast" or straight out behind it, unlike most domestic dogs.

The scientific name of the coyote, *Canis latrans*, literally means "barking dog." Coyotes use a variety of vocalizations such as barking like dogs, but most often they are heard making shrill yips and howls. Howling is often a group effort that begins as a simple howl, but quickly increases into a series of group howls and high-pitched barks.

Coyotes typically are shy and elusive, but they occasionally can be spotted either alone, in pairs or in small groups where food is readily available. Coyotes remain active year round. Coyotes do play an important role in the ecosystem by helping to keep rodent populations under control.

Keep your pets safe

Coyotes can and do prey on domestic cats and small dogs. To protect your pets, don't allow them to roam freely. Most coyote attacks on pets occur either at night or at dusk or dawn. During these times especially, be careful if you're walking your pet in wooded areas or in heavily foliaged areas where coyotes could hide. Keep your dog close, on a short leash. Keep cats indoors. When cats wander freely, there's an increased risk of them being attacked by coyotes. Coyotes are also attracted by garbage. Problems can be significantly reduced if residents remove attractants and secure trash.

Preventing problems

NEVER feed coyotes! Don't place food outdoors that will attract wild animals. Clean up pet food, fallen fruit, and seed around bird feeders. Secure garbage cans and compost in animal-proof containers. Don't try to pet a coyote and teach children not to approach any unfamiliar animal.

Don't let coyotes intimidate you. Frighten away coyotes by making loud noises and acting aggressively, such as waving your arms in the air, throwing sticks at it or spraying it with a hose. Don't attempt to hurt it because injured animals are more likely to attack.

Be aware of unusual coyote behavior. Examples of unusual coyote behavior include coyotes approaching people, stalking pets, chasing joggers or bikers or attacking leashed pets.

Close off crawl spaces under porches and sheds. Coyotes and other animals use such areas for resting and raising young.

Teach children to recognize and not to run from coyotes. If children are approached, have them move slowly into a house or climb up on a swing, tree or deck and yell.

Educate your neighbors. Ask them to follow these same steps.

Co-existing with coyotes

Coyotes can be curious but are also timid and generally run away if challenged. Just remember that any wild animal will protect itself or its young. Never initiate a close encounter with a coyote.

If a coyote approaches too closely, immediately act aggressively toward the coyote. Wave your arms, throw things like stones and shout at the coyote. If necessary, make yourself appear larger by standing up or stepping onto a rock, stump or stair. Convince the coyote you are a potential danger to be avoided.

Where coyote encounters occur regularly, walk pets at other times besides nighttime hours, dusk and dawn. Carry something that will make noise or scare the animal, such as a small air horn, big water pistol, solid walking stick, golf club or paintball gun. These things may deter the coyote at close range. Make a "coyote shaker" by putting a few washers, pebbles or pennies into an empty soft drink can. Wrap the can in foil and tape closed. Continue "hazing" the coyote until the animal leaves; otherwise the coyote will learn to wait to leave until the activity stops.

Coyote pup

Coyote fast facts

Coyotes live throughout Florida and in every state but Hawaii.

They weigh 15-30 pounds. The males are slightly larger than the females.

Coyotes eat whatever is available, including fruits, nuts, seeds, dead animals, rodents, garbage, pet food, domestic cats and small dogs.

They breed every year with 2 to 12 pups per litter. Pups are raised in a den.

Removing coyotes from one area can result in other coyotes moving in from surrounding areas and producing more pups per litter.

Coyote tracks (left) are narrower and more elongated than dog tracks (right). F: Front track / H: Hind track

Myths about coyotes

Coyotes are extremely dangerous: FALSE! There have been very few reported cases of Eastern coyotes biting people. The coyote's innate fear of humans tends to keep them from getting too close.

Coyotes are a new problem: FALSE! Coyotes have been in Florida for many years and will continue to make their homes around the state. This medium-sized predator is extremely adaptable, thriving in urban, suburban and rural areas.

Coyotes need our help to survive: FALSE! People like to feed animals. However, by providing a "free lunch" for coyotes, you eliminate their natural fear of humans and increase their populations. Remember ... a fed coyote causes problems. Keep 'em wild!

Coyotes can be totally eliminated: FALSE! Removing coyotes is an inefficient and ineffective method to control populations. They compensate by increasing litter size and new coyotes move into areas where others have been removed. Populations can quickly return to original size.

If you are experiencing coyote problems, please contact FWC's Wildlife Alert at 888-404-3922 or your nearest FWC regional office:

Lakeland: 863-648-3200
Panama City: 850-265-3676
Lake City: 386-758-0525
Ocala: 352-732-1225
West Palm: 561-625-5122

Follow us on:

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10/2012

Living with **Bobcats**

General information

Widely distributed throughout most of North America, the charismatic bobcat has adapted well to neighborhoods throughout Florida. In rural areas, bobcats are found in deep forest, swamps and hammock land. They den and rest in thick patches of saw palmetto and dense shrub. Bobcats weigh 12-28 pounds, have a short "bobbed" tail, and prey on small animals such as rabbits, rodents, birds and occasionally deer. Bobcats can be a positive addition to an area because they help control populations of other species that may be considered household or yard pests including rodents and rabbits. **Unless an animal is sick or injured, bobcats are generally elusive and not aggressive toward people.**

What can be done to prevent problems with bobcats?

- Secure all possible food sources, including pet food and garbage.
- Do not directly feed bobcats or other wildlife. Even if a bobcat is not eating the food you put out for birds or other wildlife, feeding stations can concentrate prey species and draw predators to your property.
- Haze any bobcat that is seen in a community or near homes or livestock. Yell, use air horns or throw rocks towards but not at the bobcat to discourage the animal from being in an unwelcome place.
- Properly pen small livestock such as chickens and quail in enclosures that cannot be accessed by bobcats or other predators. Completely enclosed pens are best, to prevent animals from jumping or digging their way into an enclosure.
- Do not leave small domestic pets outdoors or on screened enclosures unattended and always walk dogs on leashes so they cannot run off or out of sight.

Legal status

Bobcats are a native species with a legal hunting season in Florida (bobcat hunting regulations and season dates can be found on the FWC website at: MyFWC.com/hunting). A bobcat can be taken as a nuisance if it causes or is about to cause property damage, presents a threat to public safety, or causes an annoyance in, under, or upon a building. Euthanasia of any live captured bobcat is prohibited, they must be released per Florida Rule 68A-9.010, Taking Nuisance Wildlife.

FWC

FWC

See reverse side for additional information.

MyFWC.com

Legal options to take nuisance bobcats

Bobcats are beneficial because they control populations of rodents, rabbits and other small animals. It is best to prevent or solve problems with bobcats by removing attractants and deterring the animals from becoming comfortable around residences and domestic animals. Removing one or more bobcats does not prevent others from moving into or using the same areas in the future. However, if a bobcat is a nuisance the animal can be captured or killed using legal and humane methods.

- Nuisance bobcats can be shot on private property during daylight hours with landowner permission. Please check with the local sheriff or police department before discharging a weapon.
- Cage traps can be used for live-capture of bobcats.
- Snares can be used to capture bobcats that have a travel path or are digging under a fence. Remember: snares are not species-specific traps and the trapper is responsible for any animal caught in a snare.
- Padded jaw steel traps can only be used with an FWC issued Steel Trap Permit. These permits are normally issued for situations where there is significant livestock loss or property damage and other alternative options have been tried or are not feasible. Applicants need to apply at the appropriate FWC regional office for this permit.

Please note: All traps must be checked at least once every 24 hours. Captured non-target species should be released on site and all live-captured bobcats must be released alive, either at the capture site or on a property in the same county of capture that is 40 acres or larger. Written permission from the landowner must be obtained prior to release.

If you have further questions or need more help, call your regional Florida Fish and Wildlife Conservation Commission office:

☆ MAIN HEADQUARTERS

Florida Fish and Wildlife
Conservation Commission
Farris Bryant Building
620 S. Meridian St.
Tallahassee, FL 32399-1600
850-488-4676

● REGIONAL OFFICES

Northwest Region
3911 Highway 2321
Panama City, FL 32409-1659
850-265-3676

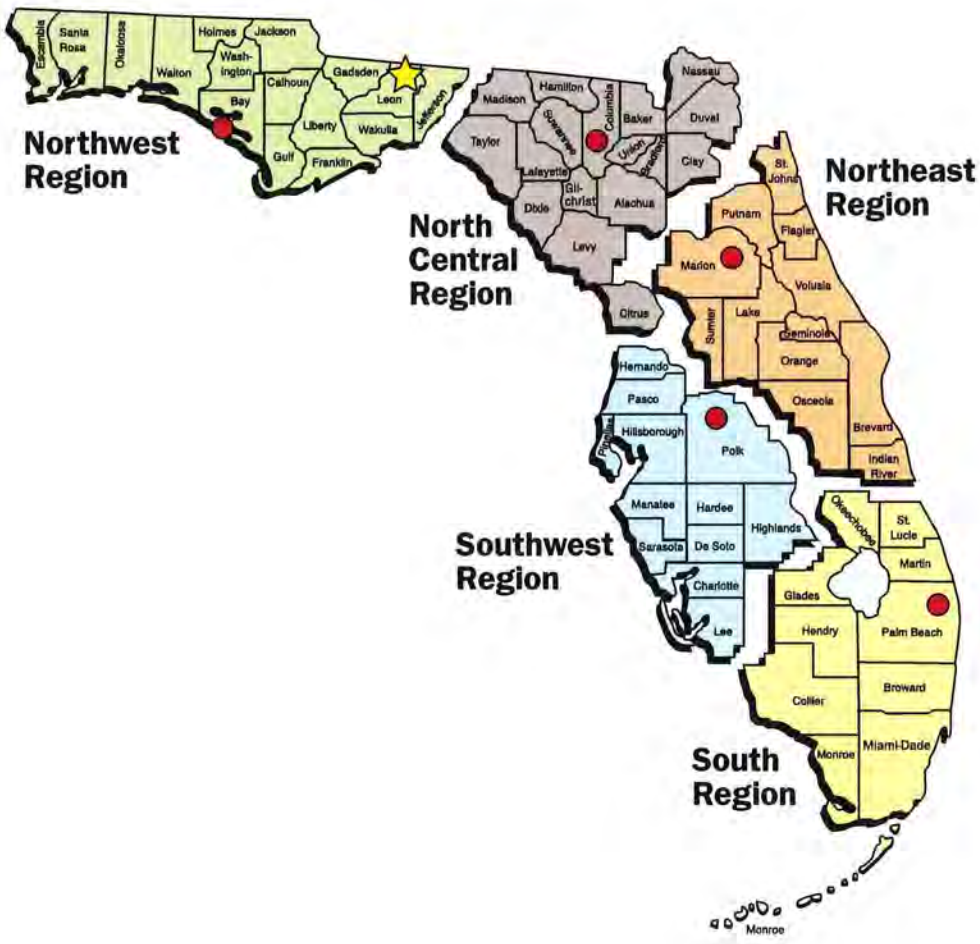
North Central Region
3377 East U.S. Highway 90
Lake City, FL 32055-8795
386-758-0525

Northeast Region
1239 S.W. 10th Street
Ocala, FL 3441-0323
352-732-1225

Southwest Region
3900 Drane Field Road
Lakeland, FL 33811-1299
863-648-3200

South Region
8535 Northlake Boulevard
West Palm Beach, FL 33412
561-625-5122

Florida Fish and Wildlife Conservation Commission Regional Offices



rmese python fast facts

an grow up to [illegible]eet in length.

verage size removed in Florida: 8-10 feet.

ative to South Asia.

cool months, active during the day.

warm months, seen at night on roads.

emales lay about 50-100 eggs per year.

an live more than 20 years in captivity.

kin pattern provides effective camouflage landscape, making snakes difficult to see the wild.

mbush predators that prey on birds, ammals and reptiles.

Florida they can no longer be acquired as ersonal pets.

ederal law prohibits import into the country ithout a federal permit.

David Bingham, FWC

cer Dave Weis with Burmese python caught off Alligator Alley.

If you see a python:

1. **Take a picture**
2. **Note the location**
3. **Report the sighting**

In addition to Burmese pythons, the FWC would like reports of other nonnative species in Florida.

How to report a sighting:

1. **Call the Exotic Species Hotline**
   888-Ive-Got1 (888-483-4681)
2. **Report online IveGot1.org**
3. **Download the IveGot1 app**
   Free for smart phones and tablet

If you live near affected areas, you can make your yard less attractive to Burmese pythons by removing excess debris and maintaining landscaping.

Kevin Enge, FWC

Burmese pythons can hide in overgrown vegetation.

In Florida, it is illegal to release nonnative animals into the wild!

Follow us on:

YouTube flickr

Burmese Python

in Florida

Pat Lynch, S

Help Stop the Sprea of an Invasive Snake

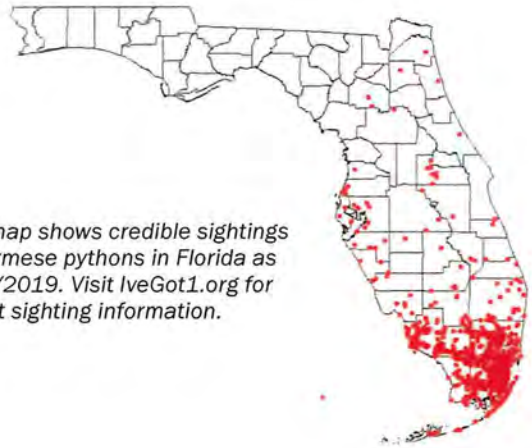
Florida Fish and W
Conservation Com

Donovan, FWC

ıat is a Burmese python?

Burmese python is a large, nonvenomous
strictor snake that has been introduced to
da. These snakes represent a threat to the
system, including native wildlife. Burmese
ons can reproduce in great numbers and
a wide variety of food items ranging from
s to small deer. It is believed that Burmese
on populations were founded by escaped
eleased snakes, as early as the 1980s. The
nese python is native to India, lower China,
Malay Peninsula and some islands of the
Indies.

Florida Fish and Wildlife Conservation
ımission (FWC) has documented breeding
ulations of Burmese pythons in Miami-Dade,
roe and Collier counties, mainly within and
nd the Florida Everglades. However, there
been reports of these snakes in other
da counties.



s map shows credible sightings
Burmese pythons in Florida as
0/2019. Visit IveGot1.org for
ent sighting information.

python

Burmese pythons are tar color with dark "giraffe" blotches on the back and sides that are irregularly shaped and fit together like puzzle pieces. Burmese pythons have a dark arrowhead shape on top of their head and a dark wedge behind the eye. Native snakes are important to the ecosystem and should be left unmolested if seen in the wild.

Some common native snakes that are confused with Burmese pythons:

Corn snake

Brown water snake

© Edward Mercer

What you can do

The FWC works with other agencies and organizations to remove Burmese pythons and contain the spread of the species. The FWC al asks people to report sightings to the Exotic Species Hotline at 888-IveGot1 (888-483-48 or online at IveGot1.org. The FWC will work to coordinate the removal of verified pythons. Ple report sightings immediately, response time is vital for responders to locate the snake. Repo will also help experts better manage and track the distribution of the species. Citizens can al help be a part of the Burmese python solution through Python Patrol, the Python Action Team or by hunting pythons. To learn how you can ge involved, visit MyFWC.com/Python.

Be aware

While the overall threat to people from Burmes pythons is small, the general public should exercise caution handling and/or hunting this snake because of its strength and size.

Attacks on domestic pets are also rare. Howe like any wild animal, a python is likely to defen itself if aggravated or threatened. People living close to natural areas need to be aware of wil and exercise caution and common sense.

Invasive cane toads (*Rhinella marina*) are a no
species that can be deadly to curious pe

ɒisonous Problem

r pet bites or swallows a cane
:hey can become sick and die in
e as 15 minutes without proper
ent. These toads release a milky
that sticks in your pet's mouth.
oms may include frantic or
ɛnted behavior, brick red gums,
ɛs, and foaming at the mouth.

Treatmen

1. Wash toxins forward ou
mouth using a hose for
minutes being careful n
direct water down the t
2. Wipe gums/tongue wit
dish towel to remove to
3. Get your pet to the vet!

vention: Better than Treatment

counters happen in backyards. These practices can help keep your pet safer.

Trim: Keep grass short so you can spot cane toads. Bring underside of s
round to eliminate hiding places for these toxic toads.

gu fast fa'ts

Tegus are native to South America.

The tegu's diet includes fruits, vegetables, eggs, insects, cat or dog food, and small animals such as lizards and rodents.

Like many reptiles, tegus are most active during the daytime.

The tegu is a large species of lizard and can grow up to 4 feet in length.

In a burrow, a tegu can survive temperatures as low as 35°F (1.6°C).

Tegus spend the colder months of the year in a burrow or under artificial cover.

On average, a mature female tegu will lay around 35 eggs a year.

In Florida, tegu eggs hatch early in the summer.

Anything that attracts dogs, cats, or raccoons can attract a tegu!

ling tegus have a green coloration on their head which usually within the first few months of their life. Photo by Dustin Smith, i-Dade Parks, Recreation and Open Spaces.

w us on:

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08/2012

Local populations of ·ding tegus are now known to exist in three Florida counties: Miami-Dade, Hillsborough, and Polk. Monitoring these populations and stopping the spread of this species is vital to maintaining Florida's native wildlife. Scientists are concerned that tegus will compete with and prey upon Florida's native wildlife, including some threatened species.

This map shows credible sightings of Argentine black and white tegus in Florida.

Be part of the solution!

- Don't leave pet food outside.
- Cover outdoor openings and clear your yard of debris to minimize hiding and burrowing areas.
- **Report all tegu sightings** to the exotic species hotline at 1-888-IveGot1 or online at *Ivegot1.org*.
- **Don't release exotic animals** into the Florida ecosystem. It's illegal and can be harmful to native wildlife.
- **Be a responsible pet owner.** Take the time to learn about an animal before you take one as a pet.

Tegus in Florida

Dennis Giardina

How You Can Help Stop The Spread Of An Invasive Lizar

Florida Fish and Wildlife Conservation Commission
MyFWC.com

ıat is a teg?

e Argentine ..ack and
ite tegu, *Tupinambis*
rianae, is an exotic
ırd that has been
roduced to
rida.

us are an invasive species which reproduces
kly and eats a wide variety of food
ıs, including small animals and eggs
ıany wildlife species. Tegus are now
wn to have breeding populations in
mi-Dade, Polk, and Hillsborough
ıties. It is believed the populations were
ıded by escaped or released pets. The
k and white tegu is native to South
erica, specifically to Brazil, Paraguay,
guay, and Argentina.

us are black and white in color with
ding along the tail. They can reach up
ur feet in length. The lizards spend
t of their time on land, though they can
n and may submerge themselves for long
ods of time. Tegus can often be seen on
lsides or other disturbed areas. Like
ıy reptiles, they are primarily active
ing the day and will burrow or hide
night.

The Florida Fish and Wildlife Conservation Commission (FWC) is currently working with other agencies and organizations to assess the threat of this species and develop management strategies. One strategy being used by FWC, the University of Florida, Miami-Dade County, and USGS is targeted trapping and removal. The goal of these partnerships is to minimize the impact of tegus on native wildlife and natural areas.

Dustin Smith, Miami-Dade Parks, Recreation and Open Spaces

What to do if yo ee a teg

1. **Take a picture**
2. **Note the location**
3. **Report the sighting**

Reporting your sighting will help wildlife managers better understand where the animals are found. Sightings can be reported over the phone to our exotic speci reporting hotline at **1-888-Ive-Got1 (1-888-483-4681)** or online at **Ivegot1.o** A phone app for reporting exotics is also available; search for the free IveGot1 app

Tony Pernas, National Park S

The FWC does not recommend that y attempt to capture the animal! While tegu is not likely to be innately aggressiv it will defend itself if aggravated or threaten Tegus have sharp teeth, strong jaws, and sharp claws which they will use to defen themselves. The best method for removi tegus is by trapping.

If you see a tegu on your property you ca contact a local wildlife trapper to remove the animal. A list of trappers in your cou can be found at myFWC.com. Tegus are protected by any of Florida's wildlife law but local ordinances will apply dependin on the location.

Burmese Pythons

Burmese pythons were likely established in Everglades National Park by the mid-1980s, and their population has since expanded into many of South Florida's natural areas.

Pythons are incredibly hard to find, creating a significant challenge for control.

Burmese pythons eat a variety of prey including birds, mammals and even reptiles including alligators.

Sailfin Catfish

These invasive catfish disrupt aquatic food chains and are known to degrade bodies of water through burrowing and tunneling.

sive species is the most cost-effective approach to eliminating
ntion efforts cannot stop all invasive species. Early detection
e against the establishment of invasive animals. Once invasive

Tegus are known egg-eaters and have consur
alligator eggs, gopher tortoise hatchlings and
pose significant risk to ground nesting birds,
turtles or endangered American crocodiles. Te
can grow over four feet, lay an average of 2
eggs per year and can burrow underground
avoid freezing temperatures.

Nile Monitor Lizards

Nile monitors may impact state- and federally-listed species including sea turtles wading birds and the American crocodile. Ni monitors have also attacked small pets and livestock.

Invasives

There are at least **139** established nonnative fish and wildlife species in the Sunshine State. In fact, Florida has more nonnative species of reptiles and amphibians living and breeding in the wild than anywhere else in the world. Invasive wildlife can negatively impact an area's ecology, cause economic harm and/or threaten human health and safety.

How to help:

Report observations of invasive wildlife to the Exotic Species Hotline (888-IVEGOT1), www.Ivegot1.org or using the IveGot1 smart

Don't Let It Loose!

It is illegal to release nonnative species in Florida.

BABCOCK RANCH COMMUNITY

Listed Species Management Plans
&
Human-Wildlife Coexistence Plan

Appendix C

Representative Educational Signage within the BRC

Appendix C – Representative Wildlife / Educational Community Signage

Representative Photo of Alligator Signage

Representative Photo of Turtle Crossing Signage

Appendix C – Representative Wildlife / Educational Community Signage

Representative Preserve Sign at the Preserve/Development Interface

Representative Educational Signage at a Trail Head

Representative Wildlife Educational Signage along Trails

Representative Educational Signage about the Habitat along the Trails

Department of Historic Preservation Letter

FLORIDA DEPARTMENT *of* STATE

RON DESANTIS
Governor

LAUREL M. LEE
Secretary of State

South Florida Water Management District
3301 Gun Club Road
West Palm Beach, Florida 33406

August 12, 2020

RE: DHR Project File No.: 2020-3050-B; Additional Information Received by DHR: July 9, 2020
Application No.: 200526-3536
Project: *Babcock Ranch - East of Curry; Tracts C, D, E, F, G, H*
County: Charlotte; Lee

To Whom It May Concern:

Our office reviewed the referenced project in accordance with Chapters 267.061 and 373.414, *Florida Statutes*, and implementing state regulations, for possible effects on historic properties listed, or eligible for listing, in the National Register of Historic Places, or otherwise of historical, architectural or archaeological value.

Thank you for providing our office with additional information regarding Mitigation Areas A-K. It is our understanding that some areas within Mitigation Areas A-K will be removed from preserved areas and will be subject to development activities. Based on our review of the previous cultural resource assessment survey, these mitigation areas were sufficiently addressed as part of the overall survey. Therefore, at this time our office does not recommend further archaeological survey and it is our opinion that the proposed changes to the development plan will have no effect to historic properties listed, or eligible for listing, in the National Register of Historic Places.

If you have any questions, please contact me by email at *Jason.Aldridge@dos.myflorida.com* or by telephone at 850-245-6344.

Sincerely,

Jason Aldridge
Deputy State Historic Preservation Officer
for Compliance and Review

Public Facilities Impact Analysis & Map

Babcock Comprehensive Plan Amendment

Infrastructure Analysis

I. Sanitary Sewer

Existing Future Land Use – New Community North Olga

- 1,630 single family @ 200 GPD = 326,000 GPD
- 870,000 sq. ft retail @ 0.1 GPD/1 sq. ft. = 87,000 GPD
- 300,000 sq. ft. office @ 15 GPD/100 sq. ft. = 45,000 GPD
- 600 hotel rooms @ 100 GPD = 6,000 GPD

Total Existing Demand: 464,000 GPD

Proposed Land Use – North Olga Environmental Enhancement Overlay

- 1,630 single family @ 175 GPD = 285,250 GPD
- 870,000 sq. ft retail @ 0.2 GPD/1 sq. ft. = 174,000 GPD
- 300,000 sq. ft. office @ 0.2 GPD/1 sq. ft = 60,000 GPD
- 600 hotel rooms @ 0.4 GPD/1 sq. ft. (@ 600 sq. ft/room) = 144,000 GPD
- 360 multifamily @ 175 GPD = 63,000 GPD
- 350 ALF Units @ 200 GPD = 72,000 GPD

Total Proposed Demand: 798,250 GPD X 90% = 718,425 GPD

The proposed comprehensive plan amendment results in an increased sanitary sewer demand of 254,425 GPD.

The Property is located in the Babcock Ranch Community Independent Special District, and will be provided sanitary sewer services by MSKP Town & Country Utility, LLC. Please refer to the enclosed availability letter confirming availability and capacity from this entity.

II. Potable Water

Existing Future Land Use – New Community North Olga

- 1,630 single family @ 250 GPD = 407,500 GPD
- 870,000 sq. ft retail @ 0.1 GPD/1 sq. ft. = 87,000 GPD
- 300,000 sq. ft. office @ 15 GPD/100 sq. ft. = 45,000 GPD
- 600 hotel rooms @ 100 GPD = 6,000 GPD

Total Existing Demand: 545,500 GPD

Proposed Land Use – North Olga Environmental Enhancement Overlay

- 1,630 single family @ 175 GPD = 285,250 GPD
- 870,000 sq. ft retail @ 0.2 GPD/1 sq. ft. = 174,000 GPD
- 300,000 sq. ft. office @ 0.2 GPD/1 sq. ft = 60,000 GPD
- 600 hotel rooms @ 0.4 GPD/1 sq. ft. (@ 600 sq. ft/room) = 144,000 GPD
- 360 multifamily @ 175 GPD = 63,000 GPD
- 350 ALF Units @ 200 GPD = 72,000 GPD

Total Proposed Demand: 798,250 GPD

The proposed comprehensive plan amendment results in an increased potable water demand of 252,750 GPD.

The Property is located in the Babcock Ranch Community Independent Special District, and will be provided potable water services by MSKP Town & Country Utilities. Please refer to the enclosed availability letter confirming availability and capacity from this agency.

III. Surface Water Management

The Property is located within the Caloosahatchee Watershed and Drainage Basin.

LOS Standard = 25 year, 3-day storm event of 24 hours' duration.

The Applicant has obtained an Environmental Resource Permit (ERP) from the South Florida Water Management District (SFWMD) and is deemed concurrent based upon this approval.

IV. Public Schools – East Zone

The Property is located in the East Zone. According to the 2022 Concurrency Report, projected capacity for elementary, middle and high schools in the East zone for the 2022-23 school year as follows:

School Type	Capacity
Elementary Schools	-371
Middle Schools	-694
High Schools	552
Total	**-513**

Lee Plan Policies 68.1.1 and 95.1.3 establish an LOS standard for schools of "100% of Permanent FISH Capacity" for Elementary Schools, Middle Schools, High Schools, and Special Purpose Facilities.

The proposed demand for seats is calculated 0.297 students per single family dwelling unit, which results in the following demand for each school type as follows:

School Type	Students per Single-Family Dwelling	Students per Multifamily Dwelling	Total Demand (Seats)
Elementary	0.149	0.058	262
Middle School	0.071	0.028	125
High School	0.077	0.03	135
Total			**522**

Several construction projects in the next five years will ensure available seat capacity is met. Additionally, the 2022 Concurrency Report notes that contiguous districts may provide capacity when capacity in the project's District is not available.

Programmed Improvements/Expansions

Two facilities are programmed to be opened in the East Zone. The 2022 Concurrency Report estimates that the completion of Elementary School "J," and the expansion of Lehigh Acres Middle School will provide additional seats for the 2023-24 school year.

Letter of Availability

The provided Letter of Availability from The School District of Lee County outlines a capacity issue within the Concurrency Service Area (CSA) at the elementary school level, but states that capacity is available in the adjacent CSA. Adequate capacity is available at the middle school and high school levels. Please see the enclosed letter confirming availability.

V. Parks, Recreation, and Open Space

Objectives 83.1 and 84.1 and Policy 95.1.3 establish a non-regulatory LOS standard for Community Parks and Regional Parks as follows:

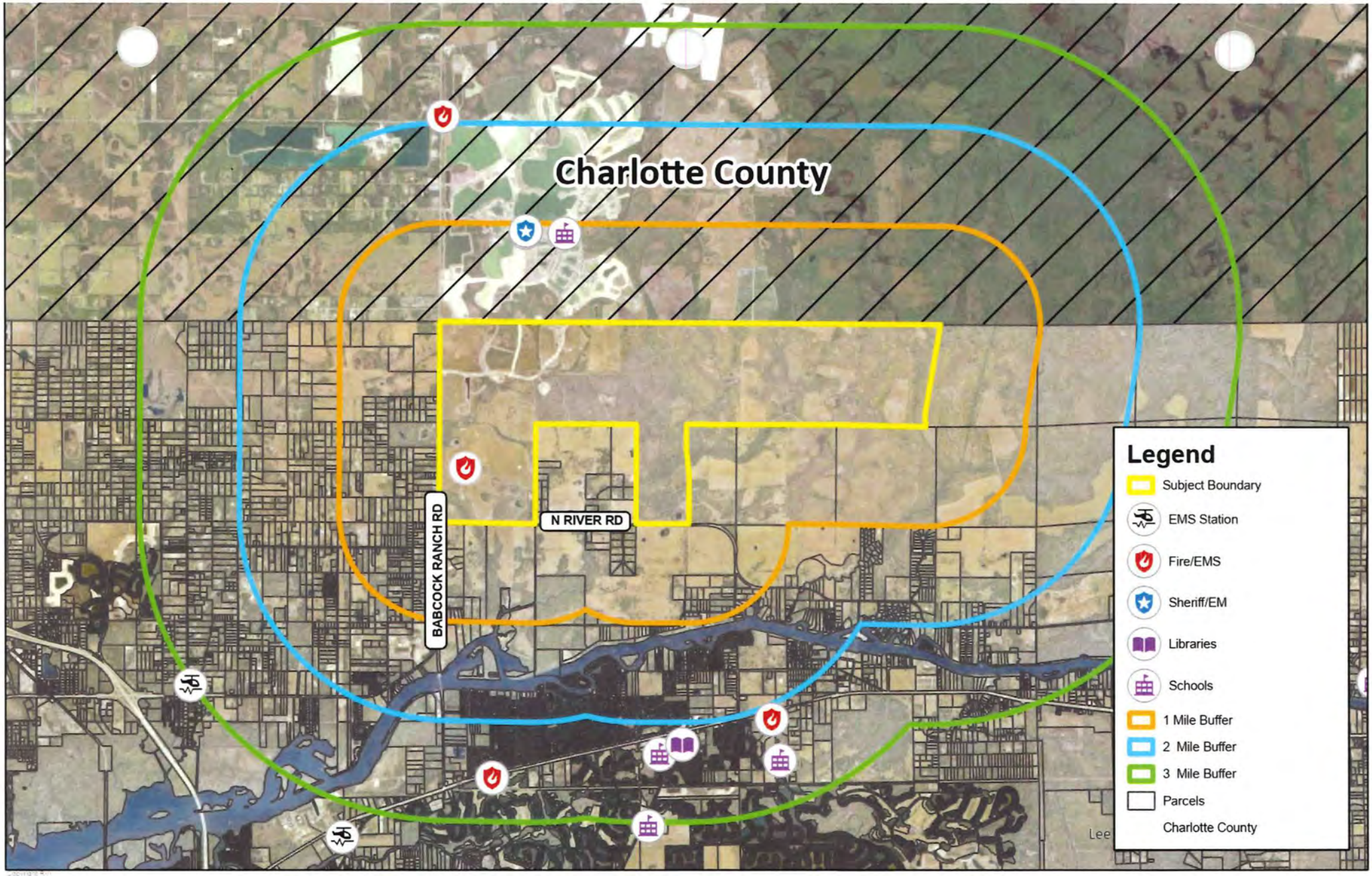
> *"(a) Regional Parks - 6 acres of developed regional park land open for public use per 1000 total seasonal County population for all of Lee County.*
>
> *(b) Community Parks - 0.8 acres of developed community park land open for public use per 1,000 unincorporated Lee County permanent population."*

The 2022 Concurrency Report indicates the following required and available capacities needed to meet these LOS standards:

Type	Required Capacity	Available Capacity

Regional Parks	5,538 acres	7,066 acres
Community Parks	295 acres	832 acres

As a result, there is adequate acreage to accommodate the additional proposed development of 306 multifamily units and 88 ALF units.



RVi
10150 Highland Manor Dr
Suite 450
Tampa, FL 33610
Tel. 813.443.8282
www.rviplanning.com

BABCOCK RANCH AMENDMENT • **INFRASTRUCTURE MAP**

Lee County, FL

10/25/2023

23004379

Babcock Property Holdings, LLC

0 4,000 8,00

Fee

Letters of Availability

Carmine Marceno
Sheriff

"Proud to Serve"

State of Florida
County of Lee

November 28, 2023

Tom Sacharski
RVi Planning + Landscape Architecture
8725 Pendery Place, Suite 101
Bradenton, FL 34201

Mr. Sacharski,

The Lee County Sheriff's Office reviewed your Comprehensive Plan Amendment and Master Planned Development Amendment application request for a 4,157 +/- acre property located at the corner of State Road 31 and River Road in incorporated Lee County.

The proposed Comprehensive Plan Text Amendment and Small-Scale Map Amendment for this property would increase the density from 1,630 to 2,078 units and decrease the number of permitted hotel units from 600 to 250 hotel rooms. The proposed Map Amendment would also expand the Wetland Future Land Use category within the property boundary. The project's anticipated buildout is 2026.

This Agency evaluated your service availability request solely on its ability to provide law enforcement service to the development. Based on that criterion, we do not object to the proposed development. Law enforcement services will be provided from our North District offices in North Fort Myers. As this development builds out, we will factor its impact into our annual manpower review and make adjustments accordingly.

At the time of application for new development orders or building permits, the applicant shall provide a Crime Prevention Through Environmental Design (CPTED) report done by the applicant and given to the Lee County Sheriff's Office for review and comments. Please contact Crime Prevention Practitioner Tiffany Wood at (239) 477-1885 with any questions regarding the CPTED study.

Respectfully,

94094

Chris Reeves
Major, Patrol Bureau

BABCOCK RANCH
COMMUNITY INDEPENDENT
SPECIAL DISTRICT

No ..ber 30, 2023

RVi Planning & Landscape Architecture

Email: tsacharski@rviplanning.com

RE: Babcock Ranch Community Independent Special District ("District") Sewage Disposal Availability/Water Availability/Reclaimed Water Availability - Status Letter

Project Name: Babcock Ranch - Lee County Amendment

Availability No: LOAW23-00015

Dear :

Thank you for your inquiry regarding the availability of potable water, sanitary sewer and reclaimed water (WS&R) service. The eight-digit availability number referenced in this letter will be the number the District uses to track your Project. Please reference this number when making inquiries and submitting related documents. This availability letter will expire one (1) year from the date above.

..ite Improvements:

For all utilities located in the District Right of Way or utility easement, the new WS&R utilities shall be dedicated to MSKP Town and County Utility, LLC and Babcock Ranch Irrigation, LLC upon completion and final inspection, unless otherwise noted. It shall be the applicant's responsibility to engage the services of a professional engineer, licensed in the State of Florida. All WS&R construction and dedication shall conform to the District's Babcock Ranch Water Utilities Policies Manual, as may be amended ("Policies"), and the current District's Design and Specifications Manual, Volumes 1, 2 and 3 as may be amended ("Design Manual"), in effect at the commencement of construction.

Reservation of Capacity:

This availability response does not represent District's commitment for or reservation of WS&R capacity. In accordance with District's Policies, commitment to serve is made only upon District's approval of your application for service and receipt of your payment of all applicable fees.

A detailed overview of the process can be found in the Policies.

Sincerely,

William Vander May, Chairman

Cc: Craig Wrathell, District Manager
Jon Meyer, BRWU Utility Director
John Broderick, District Construction Manager

PERSONAL | PASSIONATE |

THE SCHOOL DISTRICT OF LEE COUNTY

Jacqueline Heredia
District Planning Specialist
2855 Colonial Boulevard, Fort Myers, FL 33966 | O: 239.335.1494

December 12 ,2023

Tom Sacharski, AICP
RVI Planning + Landscape Architecture
8725 Pendery Place, Suite 101
Bradenton, FL 34201

RE: Babcock Ranch

Dear Mr. Tom,

This letter is in response to your request for concurrency review originally dated November 28, 2023, for the subject property captioned above and within, in regard to student capacity impact.

This development is a request for up to 360 multi-family housing units. With regard to the inter-local agreement for school concurrency the generation rates are created from the type of dwelling unit and further broken down by grade level.

For multi-family homes, the generation rate is .116 and further broken down by grade level into the following, 0.058 for elementary, 0.028 for middle and 0.03 for high. An approximate 41.76 school-aged children would be generated and utilized for the purpose of determining sufficient capacity to serve the development.

The Concurrency Analysis attached, displays the impact of this development. Capacity is an issue within the Concurrency Service Area (CSA) at the elementary school level, however, capacity is available in the adjacent CSA.

Thank you and if I may be of further assistance, please contact me at 239-335-1473.

Sincerely,
Jacqueline Heredia
Jacqueline Heredia
District Planning Specialist

LEE COUNTY SCHOOL DISTRICT'S SCHOOL CONCURRENCY ANALYSIS

REVIEWING AUTHORITY	Lee County School District
NAME/CASE NUMBER	S.R 31 And River Road
OWNER/AGENT	RVI Planning + Landscape Architecture
ITEM DESCRIPTION	Babcock Rd & US 41
LOCATION	Babcock Ranch
ACRES	60.00
CURRENT FLU	Urban
CURRENT ZONING	

PROPOSED DWELLING UNITS BY TYPE

Single Family	Multi Family	Mobile Home
0	360	0

	Student Generation Rates			
STUDENT GENERATION	**SF**	**MF**	**MH**	**Projected Students**
Elementary School	0.149	0.058		20.88
Middle School	0.071	0.028		10.08
High School	0.077	0.03		10.80

Source: Lee County School District, September 8, 2018 letter

CSA SCHOOL NAME 2022/23	**CSA Capacity (1)**	**CSA Projected Enrollment (2)**	**CSA Available Capacity**	**Projected Impact of Project**	**Available Capacity W/Impact**	**LOS is 100% Perm FISH Capacity**	**Adjacent CSA Available Capacity w/Impact**
South CSA, Elementary	14,234	14,026	208	21	187	99%	
South CSA, Middle	7,293	6,912	381	10	371	95%	
South CSA, High	9,536	8,492	1,044	11	1033	89%	

(1) Permanent Capacity as defined in the Interlocal Agreement and adopted in the five (5) years of the School District's Five Year Plan

(2) Projected Enrollment per the five (5) years of the School District's Five Year Plan plus any reserved capacity (development has a valid finding of capacity)

(3) Available Adjacent CSA capacity is subject to adjacency criteria as outlined in the Interlocal Agreement and the School District's School Concurrency Manual

Prepared by:Jacqueline Heredia, District Planning Specialist

From: Abes, Benjamin
To: Tom Sacharski; Alexis Crespo
Subject: Re: Letter of Availability
Date: Sunday, February 4, 2024 6:46:36 PM
Attachments: image001.jpg
Outlook-dzbqsw0y

Tom,

I'm sorry for the delay in getting back to you. I know your application is with DCD now.

We met with representatives from Babcock in January and I was able to get my questions answered about the changes they are proposing.

We did not issue a Letter of Service Availability because the previous agreement stipulated certain terms and conditions. I will let DCD know that we do not have any new objections and will hold steady with the stipulations in the existing agreement for EMS coverage.

Thank you again for your patience.

Ben

Benjamin Abes | Director
Public Safety
office: (239) 533-3911
email: benjamin.abes@leegov.com

From: Tom Sacharski <tsacharski@rviplanning.com>
Sent: Thursday, December 7, 2023 1:50 PM
To: Abes, Benjamin <Benjamin.Abes@leegov.com>
Subject: RE: Letter of Availability

Please see attached – let me know if you have any questions.

This is the updated MCP, similar to what was approved in the past.

Tom Sacharski, AICP
Planning Project Manager

BAYSHORE FIRE PROTECTION AND RESCUE SERVICE DISTRICT

17350 Nalle Road, North Fort Myers, Florida 33917

Business: 239-543-3443 Fax: 239-543-7075

"Serving With Pride"

February 9th , 2023

Tom Sacharski, AICP
Planning Project Manager
RVi Planning + Landscape Architecture
8725 Pendery Place, Suite 101 • Bradenton, FL 34201

RE: Babcock Ranch – Lee Plan Amendment
Letter of Service Availability

Mr. Sacharski,

Bayshore Fire Protection and Rescue Service District (The District) is in receipt of your request for a letter of availability concerning the above referenced project. The District is aware, that the amendment is proposing to increase the density from 1,630 to 2,078 units, and decrease the number of permitted hotel units from 600 to 250 hotel rooms, with no proposed change to the approved 1.2 million square feet of commercial. The District provides fire and rescue services to the subject property, and can provide services to the proposed development. This is based on the understand that the District, and Lee County EMS will be building a Fire/EMS facility, and providing services on land donated by Babcock within the development.

Let me know if you have questions.

Sincerely,

William Underwood
Fire Chief
Bayshore Fire Rescue

WASTE PRO
Caring For Our Communities

February 21, 2024

Tom Sacharski, AICP
RVi Planning + Landscape Architecture
8725 Pendery Place, Suite 101
Bradenton, FL 34201

Mr. Sacharski,

Waste Pro of Florida has reviewed your Comprehensive Plan Amendment and Mixed-Use Planned Development Amendment application requests for the +/-4,157-acre property located at the corner of State Road 31 and River Road in unincorporated Lee County.

The proposed amendments for this property would increase the total number of dwelling units from 1,630 to 2, 078 dwelling units and decrease the number of permitted hotel units from 600 to 250 rooms while expanding preservation lands. The project's anticipated buildout is 2026.

This agency evaluated your service availability request solely on its ability to provide solid waste service to the development. Based on that criterion, we do not object to the proposed amendments and future development.

Sincerely,

Billy R Jones

Bill Jones
Division Vice President
Waste Pro of Florida

Traffic Circulation Analysis

BABCOCK MPD

COMPREHENSIVE PLAN AMENDMENT TRAFFIC STUDY

May 24, 2024

Since 1978

Prepared By:
David Plummer & Associates

Prepared For:
Kitson & Partners

Date Prepared:
December 21, 2023
Revised – May 24, 2024

DPA Job #:
23521

BABCOCK MPD
COMPREHENSIVE PLAN AMENDMENT
TRAFFIC STUDY

Introduction

The Babcock Ranch holdings encompass +/- 4,157 acres in northeast Lee County, Florida and within the North Olga Community Planning Area (Exhibit 1). The subject property is primarily bounded by the Charlotte County Line to the north, North River Road (CR 78) to the south and SR 31 to the west.

A comprehensive plan amendment (CPA) is proposed to amend Policy 1.1.15 relating to the New Community Future Land Use Category and Objective 29.9 relating to New Community North Olga. This CPA amendment proposes an addition of 360 multi-family residential dwelling units and 350 assisted living facility beds, for a total of 2,078 units using the County's density conversion in LDC section 34-1494. Additionally, the total number of hotel rooms will be reduced by 350 for a total of 250 hotel rooms. The amendment does not propose to increase the non-residential intensity of 1,170,000 SF. However, the traffic study reflects the entirety of this square footage as commercial retail to reflect "worst case scenario". 24,000 square feet of library use will be included in this proposed amendment and reflected as amenities in this traffic study.

The proposed map amendment will increase the wetlands reflected on the Future Land Use (FLU) Map from ±608-acres to ±615-acres, thereby decreasing overall development acreage. An amendment to the Mixed-Use Planned Development (MPD) approval per Resolution Z-17-026 is being filed concurrently with this petition.

Revised Traffic Study

This CPA traffic study has been revised to address sufficiency comments left by Lee County Staff. Responses to the sufficiency comments can be seen in Appendix F.

Summary of Results

The results of the Long Range 20-Year Horizon analysis are as follows.

1. The proposed Babcock MPD CPA does not cause additional transportation needs beyond those already identified by the following:
    - The 2045 improvement needs without the proposed CPA as established by this traffic study.
    - The 2045 improvement needs identified in the current 2045 Lee County MPO Long-Range Transportation Plan.

- The 2050 improvement needs identified in the current 2050 Charlotte County – Punta Gorda MPO Long-Range Transportation Plan.

2. The SR 31 corridor has been extensively studied since 2005 inclusive of the following:
    - FDOT SR 31 PD&E Study (from SR 78 to Cook Brown Road) was completed in 2021 and established the ultimate improvements needed by 2045. First phase of construction begins in mid-2024.
    - FDOT SR 31 PD&E Study (from SR 78 to SR 80) is underway to establish the ultimate improvements needed by 2045.
    - FDOT SR 78 PD&E Study (from SR 31 to I-75) is underway to establish the ultimate improvements needed by 2045

CPA Traffic Study

Consistent with Lee County's Application for a Comprehensive Plan Amendment (Appendix A), this CPA traffic study provides a Long Range (20-year) Horizon analysis. Consistent with the Lee County's non-regulatory transportation concurrency policies, the CPA 5-year analysis is provided to determine the actual transportation impacts of the Babcock MPD can be tracked for the first 5 years of development.

The Long-Range 20-year Horizon analysis provides a comparison of future road segment traffic conditions in Year 2045 on the Lee County MPO's 2045 Highway Cost Feasible Plan network both "without" and "with" the proposed CPA. It has been established that the subject property would allow 1,630 residential units, 1,170,000 sq. ft. of commercial (retail + office), and 600 hotels rooms under the current land use designation. This represents the Future "approved" CPA scenario.

The outcome of the traffic study identifies the future needs of the Lee County Metropolitan Planning Organization (MPO) Transportation Plan. The MPO Plan is a long-term outlook for the purposes of identifying potential needs and funding sources to achieve that plan. When those needs are closer to reality, the MPO would then prioritize the needs along with the timing of the improvements to be included as part of the Cost Feasible Plan and Capital Improvement Plan.

The currently adopted 2045 MPO Needs Plan Projects for Lee County and Charlotte County are included as part of Appendix A.

Transportation Methodology

The resultant traffic study has been prepared consistent with the original discussions and understanding of the proposed methodology between Staff and Applicant. The key CPA methodology assumptions are as follows.

- Year 2045 represents the Long Range ─ 20-year Horizon analysis
- The FDOT D1RPM travel model will be utilized
- Study area will be expanded beyond the 3-mile radius
- Generalized Service Volumes will apply
- Detail arterial analysis will not be accepted by Lee County
- Short Range ─ 5-year CIP Horizon analysis

Study Area

In accordance with Lee County's Application for a Comprehensive Plan Amendment, the study should include a review of projected roadway conditions within a 3-mile radius of the site. As a result of the original methodology agreement, the study area has been extended to areas greater than the required 3-mile radius. At the request of FDOT, the analysis includes I-75 and SR 31 in Charlotte County. Additionally, segments studied for the Incremental DRI analysis have been included in this CPA study.

CPA Development Parameters

The proposed project is anticipated to be build-out in Year 2030. The CPA horizon year for this study, however, is Year 2045 to coincide with the adopted Lee County MPO 2045 Transportation Plan.

The development program for purposes of the CPA is summarized as follows. For comparison, the entitled and proposed parameters are provided.

MPD CPA
Development Program

Land Use Type	Unit	Size		
		Entitled (1)	Proposed (2)	Difference
Single-Family	d.u.	980	1,630	+ 650
Multifamily	d.u.	650	360	-290
Hotel	rooms	600 (3)	250 (3)	-350
Retail/Entertainment	sq. ft.	870,000	1,170,000	+ 300,000
Office	sq. ft.	300,000	0	-300,000
Assisted Live Facility (AFL)	beds	0	350	+350
Chruch	sq. ft.	0	24,000	+24,000
Community Park	acres	48	48	+0

Footnotes:
(1) Current DR/GR and Rural Lands designations.
(2) Proposed CPA Overlay.
(3) Equivalent to 600 sq. ft. per hotel room.
(4) Equivalent to 500 sq. ft. per ALF bed.

Babcock Non-Residential Development Program				
Land Use Type	Unit	Size		
		CPA [1]	DRI [2]	Babcock Total [3]
Hotel	sq. ft.	150,000	360,000	510,000
Industrial	sq. ft.	0	650,000	650,000
Retail/Entertainment	sq. ft.	1,170,000	1,400,000	2,570,000
Office [3]	sq. ft.	0	3,025,500	3,025,500
Hospital	sq. ft.	0	265,500	265,500
ALF	sq. ft.	175,000	209,000	384,000
Total	sq. ft.	1,495,000	5,910,000 [4]	7,405,000

Footnotes:
(1) Proposed Lee County CPA Overlay.
(2) Charlotte County BRC DRI.
(3) Excludes education, recreation, community and ancillary uses.
(4) BRC MDO - Development of the subject property shall not exceed 6,000,000 square feet of non-residential uses.

MPO Travel Model

The FDOT – District 1 Regional Planning Model (D1RPM_v2.1_InterimUpdate) was utilized to project future traffic volumes. The version, v2.1_InterimUpdate, is the latest adopted D1RPM, which was adopted June 19, 2023.

Background Development Adjustments

Within close proximity to the MPD, the approved Babcock Ranch Community DRI located in Charlotte County to the north, the travel model parameters reflective of this DRI were reviewed for reasonableness. Based on the daily external trips produced by the DRI TAZ (TAZ 4598), the TAZ parameters are considered reasonable for this CPA analysis.

Additionally, the recently approved Greenwell property was added to the 2045 CF network. The Greenwell property's allowable residential and commercial densities have been increased, which will impact the surrounding roadway network adjacent to the MPD, so a TAZ (TAZ 4492) was added to the D1RPM travel model.

Socio-Economic Data

The approved CPA scenario reflected the following socio-economic parameters in the travel model. Worksheets were used to develop the input data for the analysis scenarios are provided in Appendix B.

D1RPM Travel Model Approved CPA Development Parameters Summary	
Year 2045 Socio-Economic Data	**TAZ 4305** (1)
Single Family Units	980
Multifamily Units	650
Industrial Employees	0
Commercial Employees	2,175
Service Employees	1,886
Total Employees	4,061
Hotels	600
School/University Students	0

Footnote:
(1) Existing entitlements

The proposed CPA scenario reflected the following socio-economic parameters in the travel model. Worksheets were used to develop the input data for the analysis scenarios are provided in Appendix B.

D1RPM Travel Model Proposed CPA Development Parameters Summary	
Year 2045 Socio-Economic Data	**TAZ 4305** (1)
Single Family Units	1,630
Multifamily Units	360
Industrial Employees	0
Commercial Employees	2,925
Service Employees	489
Total Employees	3,414
Hotels	250
School/University Students	0

Footnote:
(1) Proposed entitlements

Trip Generation

For purposes of the CPA, the D1RPM_v2.1_InterimUpdate travel model was relied on to estimate the trip generation of the proposed overlay, consistent with the MPO Transportation Plan and Lee County CPA process. The resultant trip generation is explained in the following.

Long Range 20-Year Horizon (2045) Analysis

The travel model was used to project future 2045 traffic conditions both without and with the proposed CPA. As explained above, the future road network used for these travel model assignments was the Lee County MPO 2045 Highway Cost Feasible Plan network.

The D1RPM input and output files for the travel model assignments can be downloaded from the following link:
https://www.dropbox.com/scl/fo/zb0mtqxxms8p5sytcrjz7/h?rlkey=xyekhzlqifa1bdekpkxu5x58y&dl=0.

These files are available for download from the DPA drop box for approximately one month.

Future Conditions Without CPA

Exhibits 2-1 (Lee County) and 2-2 (Charlotte County) show future traffic conditions in Year 2045 with the approved CPA, reflective of the current land use designation.

As shown in Exhibit 2-1 (Lee County), several road segments may have level of service issues in 2045 without the proposed CPA. In accordance with Chapter 163.3180, F.S., these road segments are deemed to be "transportation deficient". The improvement necessary to correct the "transportation deficiency" is the funding responsibility of the entity that has maintenance responsibility for that facility. Therefore, the proposed CPA is not responsible to help improve and eliminate that deficiency.

For convenience, a summary of the analysis for the approved CPA is summarized in the table below. The traffic volume plots from the travel model are provided in Appendix C.

It is important to recognize that the background traffic levels in this analysis are based on the buildout of 6 million square feet that are conceptually approved in the Master Development Order for the Babcock Ranch Community DRI in Charlotte County. Additional approvals must be granted through the Incremental Development Orders with regional transportation analysis and subsequent transportation mitigation approvals that would in the future include this comprehensive plan amendment as background traffic.

The CPA analysis represents a planning level analysis for the long term. The SR 31 corridor has been extensively studied since 2005. The ultimate improvement needs at 2045 has been and will be established by the Florida DOT such as the SR 31 and SR 78 PD&E Studies. For Lee County facilities, it is anticipated that the funding sources for future long-term improvement needs within the study area will be primarily funded through the collection of road impact fees from new developments.

Future Transportation Needs Without CPA						
			Lee County MPO 2045 LRTP		CPA Analysis Needed # of Lanes	Changes To Adopted MPO Needs Plan [1]
Roadway	From	To	Cost Feasible Network # of Lanes	Needs Plan Network # of Lanes		
Broadway St.	SR 80	North River Rd.	2	2	4	+2 [2,3]
Buckingham Rd.	SR 82	Gunnery Rd.	2	4	2	0
	Gunnery Rd.	Cemetery Rd.	2	2	4	+2 [2,3]
	Cemetery Rd.	Orange River Blvd.	2	2	4	+2 [2,3]
	Orange River Blvd.	SR 80	4	2	4	+2 [2,3]
Colonial Blvd.	Dynasty Dr.	SR 82	6	6	8	+2 [2,3]
Del Prado Blvd.	US 41	Slater Rd.	2	4	2	0
Gunnery Rd.	SR 82	Lee Blvd	4	4	4	0
	Lee Blvd.	Buckingham Rd.	2	2	4	+2 [2,3]
Joel Blvd.	Bell Blvd.	18th St.	4	4	4	0
	18th St.	SR 80	2	4	4	0
Lee Blvd.	SR 82	Alvin Ave.	6	6	8	+2 [2,3]
	Alvin Ave.	Gunnery Rd.	6	6	8	+2 [2,3]
	Gunnery Rd.	Homestead Rd.	6	6	6	0
Leeland Heights	Homestead Rd.	Joel Blvd.	4	6	4	0
Littleton Rd.	Corbett Rd.	US 41	4	6	4	0
	US 41	BUS 41	2	4	2	0
Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	4	4	4	0
	Enterprise Pkwy.	I-75	4	4	4	0
	I-75	Northland Rd.	2	4	4	0
	Northland Rd.	Country Lakes Dr.	2	4	4	0
N River Rd.	SR 31	Franklin Lock Rd.	2	2	2	0
	Franklin Lock Rd.	Broadway Rd.	2	2	2	0
N River Rd.	Broadway Rd.	County Line	2	2	2	0
Nalle Grade Rd.	Slater Rd.	Nalle Rd.	2	2	2	0
Nalle Rd.	SR 78	Nalle Grade Rd.	2	2	2	0
Orange River Blvd.	SR 80	Staley Rd.	2	2	4	+2 [2,3]
	Staley Rd.	Buckingham Rd.	2	2	4	+2 [2,3]
Ortiz Ave.	Colonial Blvd.	SR 82	4	4	6	+2 [2,3]
	SR 82	Luckett Rd.	4	4	4	0
	Luckett Rd.	SR 80	4	4	2	0
Plantation Rd.	Daniels Pkwy.	Idlewild St.	2	2	2	0
	Idlewild St.	Colonial Blvd.	4	4	4	0
Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	4	4	4	0
	Winkler Rd.	Challenger Blvd.	6	6	4	0
	Challenger Blvd.	Colonial Blvd.	6	6	6	0
Slater Rd.	SR 78	Nalle Grade Rd.	2	2	2	0
Sunshine Blvd.	SR 82	23rd St. SW	4	4	4	0
	23rd St. SW	Lee Blvd.	4	4	2	0
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	4	4	6	+2 [2,3]
	Amberwood Rd.	Colonial Blvd.	4	4	4	0
USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	3	3	3	0
USB 41	N. End of Edison Bridge	SR 78	6	6	6	0

Future Transportation Needs Without CPA (Continued)						
			Lee County MPO 2045 LRTP		CPA Analysis Needed # of Lanes	Changes To Adopted MPO Needs Plan [1]
Roadway	From	To	Cost Feasible Network # of Lanes	Needs Plan Network # of Lanes		
USB 41	SR 78	Littleton Rd.	4	6	4	0
	Littleton Rd.	US 41 SB	4	4	4	0
	US 41 SB	SR 45/US 41	1	1	2	+1 [2,3]
USB 41 (Evans Ave./Park Ave.)	SR 82/MLK Blvd.	N. End of Edison Bridge	3	3	3	0
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	6	6	4	0
	0.195 miles W. Solomon Blvd.	Metro Pkwy.	6	6	6	0
	Metro Pkwy.	CR 865/Ortiz Ave.	6	6	8	+2 [2,3]
	CR 865/Ortiz Ave.	I-75	6	6	10	+4 [2,3]
	I-75	400 Ft E. of Dynasty Dr.	6	6	8	+2 [2,3]
US 41	Hanson St.	Johnson St.	6	6	6	0
	Johnson St.	Pondella Rd.	4	4	6	+2 [2,3]
	Pondella Rd.	Littleton Rd.	4	4	4	0
	Littleton Rd.	Del Prado Blvd.	4	4	4	0
	Del Prado Blvd.	Sun Seekers RV Park Entrance	4	4	8	+4 [2,3]
	Sun Seekers RV Park Entrance	Charlotte County Line	4	4	6	+2 [2,3]
SR 80 (First St.)	Fowler St.	SR 80/Seaboard St.	2	2	4	+2 [2,3]
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	4	4	0
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	4	4	0
	CR 80B (Ortiz Ave.)	I-75	6	6	4	0
	I-75	SR 31	6	6	6	0
	SR 31	Buckingham Rd.	4	4	6	+2 [2,3]
	Buckingham Rd.	W. of Werner Dr.	4	4	4	0
	W. of Werner Dr.	Hickey Creek Rd.	4	4	4	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	4	0
	Broadway St./CR 78	CR 884 (Joel Blvd.)	4	4	6	+2 [2,3]
	CR 884 (Joel Blvd.)	Hendry County Line	4	4	4	0
SR 80 (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	2	2	0
	SR 739 (Park Ave.)	SR 80	2	2	2	0
SR 78	Santa Barbara Blvd.	Del Prado Blvd.	6	6	6	0
	Del Prado Blvd.	W. of CR 78A	6	6	6	0
	W. of CR 78A	SR 45/US 41	4	6	4	0
SR 78	SR 45/US 41	SR 739/US 41 BUS	4	4	4	0
	SR 739/US 41 BUS	New Post Rd.	6	6	6	0
	New Post Rd.	Coon Rd./Slater Rd.	6	6	6	0
	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	4	4	6	+2 [2,3]

Future Transportation Needs Without CPA (Continued)						
			Lee County MPO 2045 LRTP		CPA Analysis Needed # of Lanes	Changes To Adopted MPO Needs Plan [1]
Roadway	From	To	Cost Feasible Network # of Lanes	Needs Plan Network # of Lanes		
	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	4	4	6	+2 [2,3]
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	4	6	+2 [2,3]
	Pritchett Pkwy.	Old Bayshore Rd.	4	2	4	+2 [2,3]
	Old Bayshore Rd.	SR 31	4	4	4	0
SR 82	SR 739	Michigan Link Ave.	4	4	6	+2 [2,3]
	Michigan Link Ave.	CR 865/Ortiz Ave.	6	6	6	0
	CR 865/Ortiz Ave.	W. of Teter Rd.	6	6	8	+2 [2,3]
SR 82	W. of Teter Rd.	Buckingham Rd.	6	6	8	+2 [2,3]
	Buckingham Rd.	Colonial Blvd.	6	6	6	0
	Colonial Blvd.	Gateway Blvd.	6	6	6	0
	Gateway Blvd.	Griffin Dr.	6	6	6	0
	Griffin Dr.	Daniels Pkwy.	6	6	4	0
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	10	10	8	0
	Daniels Pkwy.	Colonial Blvd.	10	10	8	0
	Colonial Blvd.	SR 82	10	10	8	0
	SR 82	Luckett Rd.	10	10	8	0
	Luckett Rd.	SR 80	10	10	6	0
	SR 80	SR 78	6	6	6	0
	SR 78	County Line	6	6	8	+2 [2,3]
SR 31	SR 80	SR 78	6	6	8	+2 [2,3]
	SR 78	Old Rodeo Dr.	6	6	8	+2 [2,3]
	Old Rodeo Dr.	N River Rd.	6	6	8	+2 [2,3]
	N River Rd.	Shirley Ln.	6	6	10	+4 [2,3]
	Shirley Ln.	Fox Hill Rd.	6	6	8	+2 [2,3]
	Fox Hill Rd.	Busbee Ln.	6	6	8	+2 [2,3]
	Busbee Ln.	County Line	6	6	8	+2 [2,3]

Footnotes:

(1) Changes to be considered by the Lee County MPO in future plan updates.
(2) Transportation Deficient per Chapter 163.3180, F.S. – Payment of Road Impact Fees may apply.
(3) Future transportation needs are offset through required mitigation contribution from new developments.
(4) CPA planning level analysis indicates greater than six lanes needs or parallel facility.
Actual improvement needs subject to DRI or zoning traffic.

Recommendation Without CPA

The on-going development of the SR 31 will provide its fair share of mitigation funding for roadway improvements in the study area. The roadway improvement effort will continue to be coordinated between Babcock Ranch, the Charlotte County-Punta Gorda MPO, the Lee County MPO and the Florida DOT. The MPO Transportation Plans will be updated periodically to reflect the priority and timing needs of those future roadway improvements, identified in this traffic study.

Future Conditions With CPA

Exhibits 3-1 (Lee County) and 3-2 (Charlotte County) shows future traffic conditions in 2045 with the proposed CPA, reflective of the buildout of the proposed overlay. For convenience, a summary of the CPA analysis is summarized in the table below. The traffic volume plots from the travel model are provided in Appendix C.

Future Transportation Needs With CPA						
			Lee County MPO 2045 LRTP		CPA Analysis Needed # of Lanes	Changes To Adopted MPO Needs Plan [1]
Roadway	From	To	Cost Feasible Network # of Lanes	Needs Plan Network # of Lanes		
Broadway St.	SR 80	North River Rd.	2	2	4	+2 [2,3]
Buckingham Rd.	SR 82	Gunnery Rd.	2	4	2	0
	Gunnery Rd.	Cemetery Rd.	2	2	4	+2 [2,3]
	Cemetery Rd.	Orange River Blvd.	2	2	4	+2 [2,3]
	Orange River Blvd.	SR 80	4	2	4	+2 [2,3]
Colonial Blvd.	Dynasty Dr.	SR 82	6	6	8	+2 [2,3]
Del Prado Blvd.	US 41	Slater Rd.	2	4	2	0
Gunnery Rd.	SR 82	Lee Blvd	4	4	4	0
	Lee Blvd.	Buckingham Rd.	2	2	4	+2 [2,3]
Joel Blvd.	Bell Blvd.	18th St.	4	4	4	0
	18th St.	SR 80	2	4	4	0
Lee Blvd.	SR 82	Alvin Ave.	6	6	8	+2 [2,3]
	Alvin Ave.	Gunnery Rd.	6	6	8	+2 [2,3]
	Gunnery Rd.	Homestead Rd.	6	6	6	0
Leeland Heights	Homestead Rd.	Joel Blvd.	4	6	4	0
Littleton Rd.	Corbett Rd.	US 41	4	6	4	0
	US 41	BUS 41	2	4	2	0
Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	4	4	4	0
	Enterprise Pkwy.	I-75	4	4	4	0
	I-75	Northland Rd.	2	4	4	0
	Northland Rd.	Country Lakes Dr.	2	4	4	0
N River Rd.	SR 31	Franklin Lock Rd.	2	2	2	0
	Franklin Lock Rd.	Broadway Rd.	2	2	2	0
	Broadway Rd.	County Line	2	2	2	0
Nalle Grade Rd.	Slater Rd.	Nalle Rd.	2	2	2	0
Nalle Rd.	SR 78	Nalle Grade Rd.	2	2	2	0
Orange River Blvd.	SR 80	Staley Rd.	2	2	4	+2 [2,3]
	Staley Rd.	Buckingham Rd.	2	2	4	+2 [2,3]
Ortiz Ave.	Colonial Blvd.	SR 82	4	4	6	+2 [2,3]
	SR 82	Luckett Rd.	4	4	4	0
	Luckett Rd.	SR 80	4	4	2	0
Plantation Rd.	Daniels Pkwy.	Idlewild St.	2	2	2	0
	Idlewild St.	Colonial Blvd.	4	4	4	0
Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	4	4	4	0
	Winkler Rd.	Challenger Blvd.	6	6	4	0
Six Mile Cypress	Challenger Blvd.	Colonial Blvd.	6	6	6	0

Future Transportation Needs With CPA (Continued)						
			Lee County MPO 2045 LRTP		CPA Analysis Needed # of Lanes	Changes To Adopted MPO Needs Plan [1]
Roadway	From	To	Cost Feasible Network # of Lanes	Needs Plan Network # of Lanes		
Slater Rd.	SR 78	Nalle Grade Rd.	2	2	2	0
Sunshine Blvd.	SR 82	23rd St. SW	4	4	4	0
	23rd St. SW	Lee Blvd.	4	4	2	0
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	4	4	6	+2 [2,3]
	Amberwood Rd.	Colonial Blvd.	4	4	4	0
USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	3	3	3	0
USB 41	N. End of Edison Bridge	SR 78	6	6	6	0
	SR 78	Littleton Rd.	4	6	4	0
	Littleton Rd.	US 41 SB	4	4	4	0
	US 41 SB	SR 45/US 41	1	1	2	+1 [2,3]
USB 41 (Evans Ave./Park Ave.)	SR 82/MLK Blvd.	N. End of Edison Bridge	3	3	3	0
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	6	6	4	0
	0.195 miles W. Solomon Blvd.	Metro Pkwy.	6	6	6	0
	Metro Pkwy.	CR 865/Ortiz Ave.	6	6	8	+2 [2,3]
	CR 865/Ortiz Ave.	I-75	6	6	10	+4 [2,3]
	I-75	400 Ft E. of Dynasty Dr.	6	6	8	+2 [2,3]
US 41	Hanson St.	Johnson St.	6	6	6	0
	Johnson St.	Pondella Rd.	4	4	6	+2 [2,3]
	Pondella Rd.	Littleton Rd.	4	4	4	0
	Littleton Rd.	Del Prado Blvd.	4	4	4	0
	Del Prado Blvd.	Sun Seekers RV Park Entrance	4	4	8	+4 [2,3]
	Sun Seekers RV Park Entrance	Charlotte County Line	4	4	6	+2 [2,3]
SR 80 (First St.)	Fowler St.	SR 80/Seaboard St.	2	2	4	+2 [2,3]
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	4	4	0
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	4	4	0
	CR 80B (Ortiz Ave.)	I-75	6	6	4	0
	I-75	SR 31	6	6	6	0
	SR 31	Buckingham Rd/Old Olga Rd.	4	4	6	+2 [2,3]
	Buckingham Rd./Old Olga Rd.	W. of Werner Dr.	4	4	4	0
	W. of Werner Dr.	Hickey Creek Rd.	4	4	4	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	4	0
	Broadway St./CR 78	CR 884 (Joel Blvd.)	4	4	6	+2 [2,3]
	CR 884 (Joel Blvd.)	Hendry County Line	4	4	4	0

Future Transportation Needs With CPA (Continued)						
			Lee County MPO 2045 LRTP		CPA Analysis Needed # of Lanes	Changes To Adopted MPO Needs Plan [1]
Roadway	To	From	Cost Feasible Network # of Lanes	Needs Plan Network # of Lanes		
SR 80 Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	2	2	0
	SR 739 (Park Ave.)	SR 80	2	2	2	0
SR 78	Santa Barbara Blvd.	Del Prado Blvd.	6	6	6	0
	Del Prado Blvd.	W. of CR 78A	6	6	6	0
	W. of CR 78A	SR 45/US 41	4	6	4	0
SR 78	SR 45/US 41	SR 739/US 41 BUS	4	4	4	0
	SR 739/US 41 BUS	New Post Rd.	6	6	6	0
	New Post Rd.	Coon Rd./Slater Rd.	6	6	6	0
	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	4	4	6	+2 [2,3]
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	4	6	+2 [2,3]
	Pritchett Pkwy.	Old Bayshore Rd.	4	2	4	+2 [2,3]
	Old Bayshore Rd.	SR 31	4	4	4	0
SR 82	SR 739	Michigan Link Ave.	4	4	6	+2 [2,3]
	Michigan Link Ave.	CR 865/Ortiz Ave.	6	6	6	0
	CR 865/Ortiz Ave.	W. of Teter Rd.	6	6	8	+2 [2,3]
SR 82	W. of Teter Rd.	Buckingham Rd.	6	6	8	+2 [2,3]
	Buckingham Rd.	Colonial Blvd.	6	6	6	0
	Colonial Blvd.	Gateway Blvd.	6	6	6	0
	Gateway Blvd.	Griffin Dr.	6	6	6	0
	Griffin Dr.	Daniels Pkwy.	6	6	4	0
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	10	10	8	0
	Daniels Pkwy.	Colonial Blvd.	10	10	8	0
	Colonial Blvd.	SR 82	10	10	8	0
	SR 82	Luckett Rd.	10	10	8	0
	Luckett Rd.	SR 80	10	10	6	0
	SR 80	SR 78	6	6	6	0
	SR 78	County Line	6	6	8	+2 [2,3]
SR 31	SR 80	SR 78	6	6	8	+2 [2,3]
	SR 78	Old Rodeo Dr.	6	6	8	+2 [2,3]
	Old Rodeo Dr.	N River Rd.	6	6	8	+2 [2,3]
	N River Rd.	Shirley Ln.	6	6	10	+4 [2,3]
	Shirley Ln.	Fox Hill Rd.	6	6	8	+2 [2,3]
	Fox Hill Rd.	Busbee Ln.	6	6	8	+2 [2,3]
	Busbee Ln.	County Line	6	6	8	+2 [2,3]

Footnotes:

(1) Changes to be considered by the Lee County MPO in future plan updates.
(2) Transportation Deficient per Chapter 163.3180, F.S. – Payment of Road Impact Fees may apply.
(3) Future transportation needs are offset through required mitigation contribution from new developments.
(4) CPA planning level analysis indicates greater than six lanes needs or parallel facility.
Actual improvement needs subject to DRI or zoning traffic.

Future 2045 LRTP Needs Comparison

In the comparison between the approved and proposed CPA analysis, there are no improvements identified beyond those already needed with the approved CPA, as summarized below.

Future Transportation Needs Comparison						
			Lee County MPO 2045 LRTP		Changes To Adopted MPO Needs Plan [1]	
Roadway	From	To	Without CPA Needed # of Lanes	With CPA Needed # of Lanes	Without CPA	With CPA
Broadway St.	SR 80	North River Rd.	4	4	+2 [2,3]	+2 [2,3]
Buckingham Rd.	SR 82	Gunnery Rd.	2	2	0	0
	Gunnery Rd.	Cemetery Rd.	4	4	+2 [2,3]	+2 [2,3]
	Cemetery Rd.	Orange River Blvd.	4	4	+2 [2,3]	+2 [2,3]
	Orange River Blvd.	SR 80	4	4	+2 [2,3]	+2 [2,3]
Colonial Blvd.	Dynasty Dr.	SR 82	8	8	+2 [2,3]	+2 [2,3]
Del Prado Blvd.	US 41	Slater Rd.	2	2	0	0
Gunnery Rd.	SR 82	Lee Blvd	4	4	0	0
	Lee Blvd.	Buckingham Rd.	4	4	+2 [2,3]	+2 [2,3]
Joel Blvd.	Bell Blvd.	18th St.	4	4	0	0
	18th St.	SR 80	4	4	0	0
Lee Blvd.	SR 82	Alvin Ave.	8	8	+2 [2,3]	+2 [2,3]
	Alvin Ave.	Gunnery Rd.	8	8	+2 [2,3]	+2 [2,3]
	Gunnery Rd.	Homestead Rd.	6	6	0	0
Leeland Heights	Homestead Rd.	Joel Blvd.	4	4	0	0
Littleton Rd.	Corbett Rd.	US 41	4	4	0	0
	US 41	BUS 41	2	2	0	0
Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	4	4	0	0
	Enterprise Pkwy.	I-75	4	4	0	0
	I-75	Northland Rd.	4	4	0	0
	Northland Rd.	Country Lakes Dr.	4	4	0	0
N River Rd.	SR 31	Franklin Lock Rd.	2	2	0	0
	Franklin Lock Rd.	Broadway Rd.	2	2	0	0
	Broadway Rd.	County Line	2	2	0	0
Nalle Grade Rd.	Slater Rd.	Nalle Rd.	2	2	0	0
Nalle Rd.	SR 78	Nalle Grade Rd.	2	2	0	0
Orange River Blvd.	SR 80	Staley Rd.	4	4	+2 [2,3]	+2 [2,3]
	Staley Rd.	Buckingham Rd.	4	4	+2 [2,3]	+2 [2,3]
Ortiz Ave.	Colonial Blvd.	SR 82	6	6	+2 [2,3]	+2 [2,3]
	SR 82	Luckett Rd.	4	4	0	0
	Luckett Rd.	SR 80	2	2	0	0
Plantation Rd.	Daniels Pkwy.	Idlewild St.	2	2	0	0
	Idlewild St.	Colonial Blvd.	4	4	0	0
Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	4	4	0	0
	Winkler Rd.	Challenger Blvd.	4	4	0	0
	Challenger Blvd.	Colonial Blvd.	6	6	0	0
Slater Rd.	SR 78	Nalle Grade Rd.	2	2	0	0

Future Transportation Needs Comparison (Continued)						
			Lee County MPO 2045 LRTP		Changes To Adopted MPO Needs Plan [1]	
Roadway	From	To	Without CPA Needed # of Lanes	With CPA Needed # of Lanes	Without CPA	With CPA
Sunshine Blvd.	SR 82	23rd St. SW	4	4	0	0
	23rd St. SW	Lee Blvd.	2	2	0	0
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	6	6	+2 [2,3]	+2 [2,3]
	Amberwood Rd.	Colonial Blvd.	4	4	0	0
USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	3	3	0	0
USB 41 (N. Tamiami Trail/)	N. End of Edison Bridge	SR 78	6	6	0	0
	SR 78	Littleton Rd.	4	4	0	0
	Littleton Rd.	US 41 SB	4	4	0	0
	US 41 SB	SR 45/US 41	2	2	+2 [2,3]	+2 [2,3]
USB 41 (Evans Ave./Park Ave.)	SR 82/MLK Blvd.	N. End of Edison Bridge	3	3	0	0
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	4	4	0	0
	0.195 miles W. Solomon Blvd.	Metro Pkwy.	6	6	0	0
	Metro Pkwy.	CR 865/Ortiz Ave.	8	8	+2 [2,3]	+2 [2,3]
	CR 865/Ortiz Ave.	I-75	10	10	+4 [2,3]	+4 [2,3]
	I-75	400 Ft E. of Dynasty Dr.	8	8	+2 [2,3]	+2 [2,3]
US 41	Hanson St.	Johnson St.	6	6	0	0
	Johnson St.	Pondella Rd.	6	6	+2 [2,3]	+2 [2,3]
	Pondella Rd.	Littleton Rd.	4	4	0	0
	Littleton Rd.	Del Prado Blvd.	4	4	0	0
	Del Prado Blvd.	Sun Seekers RV Park Entrance	8	8	+4 [2,3]	+4 [2,3]
	Sun Seekers RV Park Entrance	Charlotte County Line	6	6	+2 [2,3]	+2 [2,3]
SR 80 (First St.)	Fowler St.	SR 80/Seaboard St.	4	4	+2 [2,3]	+2 [2,3]
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	4	0	0
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	4	0	0
	CR 80B (Ortiz Ave.)	I-75	4	4	0	0
	I-75	SR 31	6	6	0	0
	SR 31	Buckingham Rd	6	6	+2 [2,3]	+2 [2,3]
	Buckingham Rd.	W. of Werner Dr.	4	4	0	0
	W. of Werner Dr.	Hickey Creek Rd.	4	4	0	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	0	0
	Broadway St./CR 78	CR 884 (Joel Blvd.)	6	6	+2 [2,3]	+2 [2,3]
	CR 884 (Joel Blvd.)	Hendry County Line	4	4	0	0
SR 80 (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	2	0	0
	SR 739 (Park Ave.)	SR 80	2	2	0	0

Future Transportation Needs Comparison (Continued)						
			CPA Analysis		Changes To Adopted MPO Needs Plan [1]	
Roadway	To	From	Without CPA Needed # of Lanes	With CPA Needed # of Lanes	Without CPA	With CPA
SR 78	Santa Barbara Blvd.	Del Prado Blvd.	6	6	0	0
	Del Prado Blvd.	W. of CR 78A	6	6	0	0
	W. of CR 78A	SR 45/US 41	4	4	0	0
SR 78	SR 45/US 41	SR 739/US 41 BUS	4	4	0	0
	SR 739/US 41 BUS	New Post Rd.	6	6	0	0
	New Post Rd.	Coon Rd./Slater Rd.	6	6	0	0
	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	6	6	+2 [2,3]	+2 [2,3]
	W. of Pritchett Pkwy.	Pritchett Pkwy.	6	6	+2 [2,3]	+2 [2,3]
	Pritchett Pkwy.	Old Bayshore Rd.	4	4	+2 [2,3]	+2 [2,3]
	Old Bayshore Rd.	SR 31	4	4	0	0
SR 82	SR 739	Michigan Link Ave.	6	6	+2 [2,3]	+2 [2,3]
	Michigan Link Ave.	CR 865/Ortiz Ave.	6	6	0	0
	CR 865/Ortiz Ave.	W. of Teter Rd.	8	8	+2 [2,3]	+2 [2,3]
SR 82	W. of Teter Rd.	Buckingham Rd.	8	8	+2 [2,3]	+2 [2,3]
	Buckingham Rd.	Colonial Blvd.	6	6	0	0
	Colonial Blvd.	Gateway Blvd.	6	6	0	0
	Gateway Blvd.	Griffin Dr.	6	4	0	0
	Griffin Dr.	Daniels Pkwy.	4	4	0	0
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	8	8	0	0
	Daniels Pkwy.	Colonial Blvd.	8	8	0	0
	Colonial Blvd.	SR 82	8	8	0	0
	SR 82	Luckett Rd.	8	8	0	0
	Luckett Rd.	SR 80	6	6	0	0
	SR 80	SR 78	6	6	0	0
	SR 78	County Line	8	8	+2 [2,3]	+2 [2,3]
SR 31	SR 80	SR 78	8	8	+2 [2,3]	+2 [2,3]
	SR 78	Old Rodeo Dr.	8	8	+2 [2,3]	+2 [2,3]
	Old Rodeo Dr.	N River Rd.	8	8	+2 [2,3]	+2 [2,3]
	N River Rd.	Shirley Ln.	10	10	+4 [2,3]	+4 [2,3]
	Shirley Ln.	Fox Hill Rd.	8	8	+2 [2,3]	+2 [2,3]
	Fox Hill Rd.	Busbee Ln.	8	8	+2 [2,3]	+2 [2,3]
	Busbee Ln.	County Line	8	8	+2 [2,3]	+2 [2,3]

Footnotes:

(1) Changes to be considered by the Lee County MPO in future plan updates.
(2) Transportation Deficient per Chapter 163.3180, F.S. – Payment of Road Impact Fees may apply.
(3) Future transportation needs are offset through required mitigation contribution from new developments.
(4) CPA planning level analysis indicates greater than six lanes needs or parallel facility. Actual improvement needs subject to DRI or zoning traffic.

The CPA analysis represents a planning level analysis for the long term. The SR 31 corridor has been extensively studied since 2005. The ultimate improvement needs at 2045 has been and will be established by the Florida DOT such as the SR 31 and SR 78 PD&E Studies. For Lee County

facilities, it is anticipated that the funding sources for future long-term improvement needs within the study area will be primarily funded through the collection of road impact fees from new developments.

Recommendation With CPA

The on-going development of the BRC DRI and the Babcock Lee MPD will provide its fair share of mitigation funding for roadway improvements in the study area. The roadway improvement effort will continue to be coordinated between Babcock, the Charlotte County-Punta Gorda MPO, the Lee County MPO and the Florida DOT. The MPO Transportation Plans will be updated periodically to reflect the priority and timing needs of those future roadway improvements.

Short Term (Year 2030) CIP Analysis

DPA has reach out to Lee County Staff on February 8, 2024 with the request of using the year 2030 road segment analysis submitted for the recently amended MPD zoning (Appendix D). Staff has agreed to the request for using the zoning road segment analysis for the short-term CPA analysis. All supporting documentation for the 2030 road segment analysis can be seen in Appendix E.

MPD Buildout Trip Generation Comparison

The year 2030 road segment analysis reflects the full buildout of the MPD. 2030 projected traffic distribution will be determined by the D1RPM travel model. ITE Trip Generation will be applied to the model derived distributions for each scenario to determine project traffic on each segment. PM peak hour trip generation for the approved and proposed development programs is summarized below, with the detailed trip generation sheets in Appendix E-2 and E-3.

Babcock MPD
Year 2030 Development Trip Distribution
PM Peak Hour – Two-way Trips

To / From	Approved MPD [1] Development	Proposed MPD [1] Development
Total Trip Generation	4,784 [2] (100.0%)	5,314 [2] (100.0%)
MPD Internal Capture	1,354 [3] (30.0%)	1,498 [3] (28.2%)
MPD/DRI Community Capture	1,346 (28.1%) [4]	1,464 (27.6%) [4]
Retail Pass-by	0 [5] (0.0%)	0 [5] (0.0%)
All Other External TAZs Beyond Babcock Ranch	2,084 (43.6%)	2,352 (44.3%)

Footnote:
(1) D1RPM TAZ #4305.
(2) ITE, Trip Generation, 11th Edition.
(3) ITE, Trip Generation Handbook, 3rd Edition.
(4) Percent capture between MPD and DRI traffic determined by D1RPM model where % capture = Total Trips To/From DRI ÷ Total MPD Traffic.
(5) Retail pass-by trips is assumed to be 0 until a development order for retail adjacent to SR 31 has been submitted.

Appendix E-6, E-7 (Lee County) and E-8 (Charlotte County) show future traffic conditions in Year 2030 with the approved MPD CPA, reflective of the current land use designation.

As shown in Appendix E-6, E-7 (Lee County), several road segments may have level of service issues in 2030 with the approved CPA. In accordance with Chapter 163.3180, F.S., these road segments are deemed to be "transportation deficient". The improvement necessary to correct the "transportation deficiency" is the funding responsibility of the entity that has maintenance responsibility for that facility. Therefore, the proposed MPD CPA is not responsible to help improve and eliminate that deficiency.

Future 2030 Traffic Conditions With Approved CPA

A summary of the analysis for the approved CPA is presented in the table below, with the detailed analysis in Appendix E-6, E-7, and E-8. The traffic volume plots from the travel model are provided in Appendix E-4.

Future 2030 Transportation Needs With Approved CPA

Roadway	From	To	E+C Network # of Lanes	Approved CPA # of Lanes Needed	Future LOS	Additional Lanes Needed With Approved CPA
Broadway St.	SR 80	North River Rd.	2	4	F	+2 (1,2)
Buckingham Rd.	SR 82	Gunnery Rd.	2	2	C	0
	Gunnery Rd.	Cemetery Rd.	2	2	C	0
	Cemetery Rd.	Orange River Blvd.	2	4	F	+2 (1,2)
	Orange River Blvd.	SR 80	4	4	F	+2 (1,2)
Colonial Blvd.	Dynasty Dr.	SR 82	6	8	F	+2 (1,2)
Del Prado Blvd.	US 41	Slater Rd.	2	2	C	0
Gunnery Rd.	SR 82	Lee Blvd	4	4	C	0
	Lee Blvd.	Buckingham Rd.	2	2	C	0
Joel Blvd.	Bell Blvd.	18th St.	4	4	C	0
	18th St.	SR 80	2	4	F	+2 (1,2)
Lee Blvd.	SR 82	Alvin Ave.	6	8	F	+2 (1,2)
	Alvin Ave.	Gunnery Rd.	6	8	F	+2 (1,2)
	Gunnery Rd.	Homestead Rd.	6	8	F	+2 (1,2)
Leeland Heights	Homestead Rd.	Joel Blvd.	4	4	C	0
Littleton Rd.	Corbett Rd.	US 41	4	4	F	+2 (1,2)
	US 41	BUS 41	2	2	C	0
Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	4	2	D	0
	Enterprise Pkwy.	I-75	4	4	D	0
	I-75	Northland Rd.	2	4	C	0
	Northland Rd.	Country Lakes Dr.	2	2	D	0
N River Rd.	SR 31	Franklin Lock Rd.	2	2	C	0
	Franklin Lock Rd.	Broadway Rd.	2	2	C	0
N River Rd.	Broadway Rd.	County Line	2	2	C	0
Nalle Grade Rd.	Slater Rd.	Nalle Rd.	2	2	C	0
Nalle Rd.	SR 78	Nalle Grade Rd.	2	2	C	0
Orange River Blvd.	SR 80	Staley Rd.	2	4	F	+2 (1,2)
	Staley Rd.	Buckingham Rd.	2	2	D	0

Future Transportation Needs With Approved CPA (Continued)						
Roadway	**From**	**To**	**E+C Network # of Lanes**	**Approved CPA # of Lanes Needed**	**Future LOS**	**Additional Lanes Needed With Approved CPA**
Ortiz Ave.	Colonial Blvd.	SR 82	4	4	C	0
	SR 82	Luckett Rd.	4	2	E	0
	Luckett Rd.	SR 80	4	2	D	0
Plantation Rd.	Daniels Pkwy.	Idlewild St.	2	2	E	0
	Idlewild St.	Colonial Blvd.	4	4	D	0
Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	4	4	C	0
	Winkler Rd.	Challenger Blvd.	6	6	C	0
	Challenger Blvd.	Colonial Blvd.	6	6	D	0
Slater Rd.	SR 78	Nalle Grade Rd.	2	2	C	0
Sunshine Blvd.	SR 82	23rd St. SW	4	2	C	0
	23rd St. SW	Lee Blvd.	4	2	C	0
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	4	4	C	0
	Amberwood Rd.	Colonial Blvd.	4	4	C	0
USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	3	3	C	0
USB 41	N. End of Edison Bridge	SR 78	6	6	C	0
USB 41	SR 78	Littleton Rd.	6	6	C	0
	Littleton Rd.	US 41 SB	4	4	C	0
	US 41 SB	SR 45/US 41	1	2	F	+1 (1,2)
USB 41 (Evans Ave./Park Ave.)	SR 82/MLK Blvd.	N. End of Edison Bridge	3	3	C	0
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	6	6	C	0
	0.195 miles W. Solomon Blvd.	Metro Pkwy.	6	8	F	+2 (1,2)
	Metro Pkwy.	CR 865/Ortiz Ave.	6	8	F	+2 (1,2)
	CR 865/Ortiz Ave.	I-75	6	10	F	+4 (1,2)
	I-75	400 Ft E. of Dynasty Dr.	6	8	F	+2 (1,2)
US 41	Hanson St.	Johnson St.	6	6	C	0
	Johnson St.	Pondella Rd.	4	6	F	+2 (1,2)
	Pondella Rd.	Littleton Rd.	4	4	C	0
	Littleton Rd.	Del Prado Blvd.	4	4	C	0
	Del Prado Blvd.	Sun Seekers RV Park Entrance	4	6	F	+2 (1,2)
	Sun Seekers RV Park Entrance	Charlotte County Line	4	4	C	0
SR 80 (First St.)	Fowler St.	SR 80/Seaboard St.	2	4	F	+2 (1,2)
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	4	C	0
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	4	C	0
	CR 80B (Ortiz Ave.)	I-75	6	6	C	0
	I-75	SR 31	6	6	C	0
	SR 31	Buckingham Rd.	4	6	F	+2 (1,2)
	Buckingham Rd.	W. of Werner Dr.	4	4	B	0

Future Transportation Needs With Approved CPA (Continued)						
Roadway	**From**	**To**	**E+C Network # of Lanes**	**Approved CPA # of Lanes Needed**	**Future LOS**	**Additional Lanes Needed With Approved CPA**
	W. of Werner Dr.	Hickey Creek Rd.	4	4	B	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	B	0
	Broadway St./CR 78	CR 884 (Joel Blvd.)	4	4	C	0
	CR 884 (Joel Blvd.)	Hendry County Line	4	4	B	0
SR 80 (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	2	D	0
	SR 739 (Park Ave.)	SR 80	2	2	D	0
SR 78	Santa Barbara Blvd.	Del Prado Blvd.	4	6	F	+2 (1,2)
	Del Prado Blvd.	W. of CR 78A	4	6	F	+2 (1,2)
	W. of CR 78A	SR 45/US 41	4	4	C	0
	SR 45/US 41	SR 739/US 41 BUS	4	4	C	0
	SR 739/US 41 BUS	New Post Rd.	4	4	C	0
	New Post Rd.	Coon Rd./Slater Rd.	4	4	C	0
	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	4	4	C	0
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	4	C	0
	Pritchett Pkwy.	Old Bayshore Rd.	2	2	C	0
	Old Bayshore Rd.	SR 31	2	2	D	0
SR 82	SR 739	Michigan Link Ave.	4	6	F	+2 (1,2)
	Michigan Link Ave.	CR 865/Ortiz Ave.	6	6	C	0
	CR 865/Ortiz Ave.	W. of Teter Rd.	6	6	D	0
	W. of Teter Rd.	Buckingham Rd.	6	6	C	0
	Buckingham Rd.	Colonial Blvd.	6	6	C	0
	Colonial Blvd.	Gateway Blvd.	6	6	C	0
	Gateway Blvd.	Griffin Dr.	6	6	C	0
	Griffin Dr.	Daniels Pkwy.	6	6	C	0
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	6	8	F	+2 (1,2)
	Daniels Pkwy.	Colonial Blvd.	6	8	E	+2 (1,2)
	Colonial Blvd.	SR 82	6	6	D	0
	SR 82	Luckett Rd.	6	6	D	0
	Luckett Rd.	SR 80	6	6	D	0
	SR 80	SR 78	6	6	D	0
	SR 78	County Line	6	6	C	0
SR 31	SR 80	SR 78	2	4	F	+2 (1,2)
	SR 78	Old Rodeo Dr.	4	6	F	+2 (1,2)
	Old Rodeo Dr.	N River Rd.	4	6	F	+2 (1,2)
	N River Rd.	Shirley Ln.	4	6	F	+2 (1,2)
	Shirley Ln.	Fox Hill Rd.	4	4	C	0
	Fox Hill Rd.	Busbee Ln.	4	4	C	0
	Busbee Ln.	County Line	4	4	C	0

Footnotes:

(1) Transportation Deficient per Chapter 163.3180, F.S. – Payment of Road Impact Fees may apply.

(2) Future transportation needs are offset through required mitigation contribution from new developments.

Future 2030 Traffic Conditions With Proposed CPA

A summary of the analysis for the approved CPA is presented in the table below, with the detailed analysis in Appendix E-9, E-10, and E-11. The traffic volume plots from the travel model are provided in Appendix E-5.

Future Transportation Needs With Proposed CPA						
Roadway	**From**	**To**	**E+C Network # of Lanes**	**Proposed CPA # of Lanes Needed**	**Future LOS**	**Additional Lanes Needed With Proposed CPA**
Broadway St.	SR 80	North River Rd.	2	2	E	0
Buckingham Rd.	SR 82	Gunnery Rd.	2	2	C	0
	Gunnery Rd.	Cemetery Rd.	2	2	C	0
	Cemetery Rd.	Orange River Blvd.	2	4	F	+2 (1,2)
	Orange River Blvd.	SR 80	4	4	F	+2 (1,2)
Colonial Blvd.	Dynasty Dr.	SR 82	6	8	F	+2 (1,2)
Del Prado Blvd.	US 41	Slater Rd.	2	2	C	0
Gunnery Rd.	SR 82	Lee Blvd	4	4	C	0
	Lee Blvd.	Buckingham Rd.	2	2	C	0
Joel Blvd.	Bell Blvd.	18th St.	4	4	C	0
	18th St.	SR 80	2	4	F	+2 (1,2)
Lee Blvd.	SR 82	Alvin Ave.	6	8	F	+2 (1,2)
	Alvin Ave.	Gunnery Rd.	6	8	F	+2 (1,2)
	Gunnery Rd.	Homestead Rd.	6	8	F	+2 (1,2)
Leeland Heights	Homestead Rd.	Joel Blvd.	4	4	C	0
Littleton Rd.	Corbett Rd.	US 41	4	4	F	+2 (1,2)
	US 41	BUS 41	2	2	C	0
Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	4	2	D	0
	Enterprise Pkwy.	I-75	4	4	D	0
	I-75	Northland Rd.	2	4	C	0
	Northland Rd.	Country Lakes Dr.	2	2	D	0
N River Rd.	SR 31	Franklin Lock Rd.	2	2	C	0
	Franklin Lock Rd.	Broadway Rd.	2	2	C	0
N River Rd.	Broadway Rd.	County Line	2	2	C	0
Nalle Grade Rd.	Slater Rd.	Nalle Rd.	2	2	C	0
Nalle Rd.	SR 78	Nalle Grade Rd.	2	2	C	0
Orange River Blvd.	SR 80	Staley Rd.	2	4	F	+2 (1,2)
	Staley Rd.	Buckingham Rd.	2	2	D	0
Ortiz Ave.	Colonial Blvd.	SR 82	4	4	C	0
	SR 82	Luckett Rd.	4	2	E	0
	Luckett Rd.	SR 80	4	2	D	0
Plantation Rd.	Daniels Pkwy.	Idlewild St.	2	2	E	0
	Idlewild St.	Colonial Blvd.	4	4	D	0
Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	4	4	C	0
	Winkler Rd.	Challenger Blvd.	6	6	C	0
	Challenger Blvd.	Colonial Blvd.	6	6	D	0
Slater Rd.	SR 78	Nalle Grade Rd.	2	2	C	0
Sunshine Blvd.	SR 82	23rd St. SW	4	2	C	0
	23rd St. SW	Lee Blvd.	4	2	C	0

Future Transportation Needs With Proposed CPA (Continued)						
Roadway	**From**	**To**	**E+C Network # of Lanes**	**Proposed CPA # of Lanes Needed**	**Future LOS**	**Additional Lanes Needed With Proposed CPA**
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	4	4	C	0
	Amberwood Rd.	Colonial Blvd.	4	4	C	0
USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	3	3	C	0
USB 41	N. End of Edison Bridge	SR 78	6	6	C	0
	SR 78	Littleton Rd.	6	6	C	0
	Littleton Rd.	US 41 SB	4	4	C	0
USB 41	US 41 SB	SR 45/US 41	1	2	F	+1 (1,2)
USB 41 (Evans Ave./Park Ave.)	SR 82/MLK Blvd.	N. End of Edison Bridge	3	3	C	0
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	6	6	C	0
	0.195 miles W. Solomon Blvd.	Metro Pkwy.	6	8	F	+2 (1,2)
	Metro Pkwy.	CR 865/Ortiz Ave.	6	8	F	+2 (1,2)
	CR 865/Ortiz Ave.	I-75	6	10	F	+4 (1,2)
	I-75	E. of Dynasty Dr.	6	8	F	+2 (1,2)
US 41	Hanson St.	Johnson St.	6	6	C	0
	Johnson St.	Pondella Rd.	4	6	F	+2 (1,2)
	Pondella Rd.	Littleton Rd.	4	4	C	0
	Littleton Rd.	Del Prado Blvd.	4	4	C	0
	Del Prado Blvd.	Sun Seekers RV Park Entrance	4	6	F	+2 (1,2)
	Sun Seekers RV Park Entrance	Charlotte County Line	4	4	C	0
SR 80 (First St.)	Fowler St.	SR 80/Seaboard St.	2	4	F	+2 (1,2)
	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	4	C	0
SR 80 (Palm Beach Blvd.)	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	4	C	0
	CR 80B (Ortiz Ave.)	I-75	6	6	C	0
	I-75	SR 31	6	6	C	0
	SR 31	Buckingham Rd.	4	6	F	+2 (1,2)
	Buckingham Rd.	W. of Werner Dr.	4	4	B	0
	W. of Werner Dr.	Hickey Creek Rd.	4	4	B	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	B	0
	Broadway St./CR 78	CR 884 (Joel Blvd.)	4	4	C	0
	CR 884 (Joel Blvd.)	Hendry County Line	4	4	B	0
SR 80 (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	2	D	0
	SR 739 (Park Ave.)	SR 80	2	2	D	0
SR 78	Santa Barbara Blvd.	Del Prado Blvd.	4	6	F	+2 (1,2)
	Del Prado Blvd.	W. of CR 78A	4	6	F	+2 (1,2)
	W. of CR 78A	SR 45/US 41	4	4	C	0
SR 78	SR 45/US 41	SR 739/US 41 BUS	4	4	C	0
	SR 739/US 41 BUS	New Post Rd.	4	4	C	0
	New Post Rd.	Coon Rd./Slater Rd.	4	4	C	0

Future Transportation Needs With Proposed CPA (Continued)						
Roadway	**From**	**To**	**E+C Network # of Lanes**	**Proposed CPA # of Lanes Needed**	**Future LOS**	**Additional Lanes Needed With Proposed CPA**
SR 78	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	4	4	C	0
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	4	C	0
	Pritchett Pkwy.	Old Bayshore Rd.	2	2	C	0
	Old Bayshore Rd.	SR 31	2	2	D	0
SR 82	SR 739	Michigan Link Ave.	4	6	F	+2 (1,2)
	Michigan Link Ave.	CR 865/Ortiz Ave.	6	6	C	0
	CR 865/Ortiz Ave.	W. of Teter Rd.	6	8	F	+2
SR 82	W. of Teter Rd.	Buckingham Rd.	6	6	C	0
	Buckingham Rd.	Colonial Blvd.	6	6	C	0
	Colonial Blvd.	Gateway Blvd.	6	6	C	0
	Gateway Blvd.	Griffin Dr.	6	6	C	0
	Griffin Dr.	Daniels Pkwy.	6	6	C	0
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	6	8	F	+2 (1,2)
	Daniels Pkwy.	Colonial Blvd.	6	8	E	+2 (1,2)
	Colonial Blvd.	SR 82	6	6	D	0
	SR 82	Luckett Rd.	6	6	D	0
	Luckett Rd.	SR 80	6	6	D	0
	SR 80	SR 78	6	6	D	0
	SR 78	County Line	6	6	C	0
SR 31	SR 80	SR 78	2	4	F	+2 (1,2)
	SR 78	Old Rodeo Dr.	4	6	F	+2 (1,2)
	Old Rodeo Dr.	N River Rd.	4	6	F	+2 (1,2)
	N River Rd.	Shirley Ln.	4	6	F	+2 (1,2)
	Shirley Ln.	Fox Hill Rd.	4	4	C	0
	Fox Hill Rd.	Busbee Ln.	4	4	C	0
	Busbee Ln.	County Line	4	4	C	0

Footnotes:

(1) Transportation Deficient per Chapter 163.3180, F.S. – Payment of Road Impact Fees may apply.

(2) Future transportation needs are offset through required mitigation contribution from new developments.

Future 2030 Transportation Needs Comparison

In the comparison between the approved and proposed zoning analysis, there are no improvements identified beyond those already needed with the approved zoning, as summarized below.

Future 2030 Transportation Needs Comparison					
Roadway	**From**	**To**	**Approved CPA # of Lanes Needed**	**Proposed CPA # of Lanes Needed**	**Additional Lanes Needed With Proposed CPA**
Broadway St.	SR 80	North River Rd.	4	2	0
Buckingham Rd.	SR 82	Gunnery Rd.	2	2	0
	Gunnery Rd.	Cemetery Rd.	2	2	0
	Cemetery Rd.	Orange River Blvd.	4	4	0
	Orange River Blvd.	SR 80	4	4	0
Colonial Blvd.	Dynasty Dr.	SR 82	8	8	0
Del Prado Blvd.	US 41	Slater Rd.	2	2	0
Gunnery Rd.	SR 82	Lee Blvd	4	4	0
	Lee Blvd.	Buckingham Rd.	2	2	0
Joel Blvd.	Bell Blvd.	18th St.	4	4	0
	18th St.	SR 80	4	4	0
Lee Blvd.	SR 82	Alvin Ave.	8	8	0
	Alvin Ave.	Gunnery Rd.	8	8	0
	Gunnery Rd.	Homestead Rd.	8	8	0
Leeland Heights	Homestead Rd.	Joel Blvd.	4	4	0
Littleton Rd.	Corbett Rd.	US 41	4	4	0
	US 41	BUS 41	2	2	0
Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	2	2	0
	Enterprise Pkwy.	I-75	4	4	0
	I-75	Northland Rd.	4	4	0
	Northland Rd.	Country Lakes Dr.	2	2	0
N River Rd.	SR 31	Franklin Lock Rd.	2	2	0
	Franklin Lock Rd.	Broadway Rd.	2	2	0
N River Rd.	Broadway Rd.	County Line	2	2	0
Nalle Grade Rd.	Slater Rd.	Nalle Rd.	2	2	0
Nalle Rd.	SR 78	Nalle Grade Rd.	2	2	0
Orange River Blvd.	SR 80	Staley Rd.	4	4	0
	Staley Rd.	Buckingham Rd.	2	2	0
Ortiz Ave.	Colonial Blvd.	SR 82	4	4	0
	SR 82	Luckett Rd.	2	2	0
	Luckett Rd.	SR 80	2	2	0
Plantation Rd.	Daniels Pkwy.	Idlewild St.	2	2	0
	Idlewild St.	Colonial Blvd.	4	4	0
Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	4	4	0
	Winkler Rd.	Challenger Blvd.	6	6	0
	Challenger Blvd.	Colonial Blvd.	6	6	0
Slater Rd.	SR 78	Nalle Grade Rd.	2	2	0
Sunshine Blvd.	SR 82	23rd St. SW	2	2	0
	23rd St. SW	Lee Blvd.	2	2	0
Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	4	4	0
	Amberwood Rd.	Colonial Blvd.	4	4	0

Future 2030 Transportation Needs Comparison (Continued)					
Roadway	**From**	**To**	**Approved CPA # of Lanes Needed**	**Proposed CPA # of Lanes Needed**	**Additional Lanes Needed With Proposed CPA**
USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	3	3	0
USB 41	N. End of Edison Bridge	SR 78	6	6	0
	SR 78	Littleton Rd.	6	6	0
	Littleton Rd.	US 41 SB	4	4	0
	US 41 SB	SR 45/US 41	2	2	0
USB 41 (Evans Ave./Park Ave.)	SR 82/MLK Blvd.	N. End of Edison Bridge	3	3	0
SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	6	6	0
	0.195 miles W. Solomon Blvd.	Metro Pkwy.	8	8	0
	Metro Pkwy.	CR 865/Ortiz Ave.	8	8	0
	CR 865/Ortiz Ave.	I-75	10	10	0
	I-75	400 Ft E. of Dynasty Dr.	8	8	0
US 41	Hanson St.	Johnson St.	6	6	0
	Johnson St.	Pondella Rd.	6	6	0
	Pondella Rd.	Littleton Rd.	4	4	0
	Littleton Rd.	Del Prado Blvd.	4	4	0
	Del Prado Blvd.	Sun Seekers RV Park Entrance	6	6	0
	Sun Seekers RV Park Entrance	Charlotte County Line	4	4	0
SR 80 (First St.)	Fowler St.	SR 80/Seaboard St.	4	4	0
SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	4	4	0
	Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	4	4	0
	CR 80B (Ortiz Ave.)	I-75	6	6	0
	I-75	SR 31	6	6	0
	SR 31	Buckingham Rd.	6	6	0
	Buckingham Rd.	W. of Werner Dr.	4	4	0
	W. of Werner Dr.	Hickey Creek Rd.	4	4	0
	Hickey Creek Rd.	Broadway St./CR 78	4	4	0
	Broadway St./CR 78	CR 884 (Joel Blvd.)	4	4	0
	CR 884 (Joel Blvd.)	Hendry County Line	4	4	0
SR 80 (Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	2	2	0
	SR 739 (Park Ave.)	SR 80	2	2	0
SR 78	Santa Barbara Blvd.	Del Prado Blvd.	6	6	0
	Del Prado Blvd.	W. of CR 78A	6	6	0
	W. of CR 78A	SR 45/US 41	4	4	0
	SR 45/US 41	SR 739/US 41 BUS	4	4	0
	SR 739/US 41 BUS	New Post Rd.	4	4	0
SR 78	New Post Rd.	Coon Rd./Slater Rd.	4	4	0

Future 2030 Transportation Needs Comparison (Continued)					
Roadway	**From**	**To**	**Approved CPA # of Lanes Needed**	**Proposed CPA # of Lanes Needed**	**Additional Lanes Needed With Proposed CPA**
SR 78	Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	4	4	0
	W. of Pritchett Pkwy.	Pritchett Pkwy.	4	4	0
	Pritchett Pkwy.	Old Bayshore Rd.	2	2	0
	Old Bayshore Rd.	SR 31	2	2	0
SR 82	SR 739	Michigan Link Ave.	6	6	0
	Michigan Link Ave.	CR 865/Ortiz Ave.	6	6	0
	CR 865/Ortiz Ave.	W. of Teter Rd.	6	8	+2 (1)
SR 82	W. of Teter Rd.	Buckingham Rd.	6	6	0
	Buckingham Rd.	Colonial Blvd.	6	6	0
	Colonial Blvd.	Gateway Blvd.	6	6	0
	Gateway Blvd.	Griffin Dr.	6	6	0
	Griffin Dr.	Daniels Pkwy.	6	6	0
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	8	8	0
	Daniels Pkwy.	Colonial Blvd.	8	8	0
	Colonial Blvd.	SR 82	6	6	0
	SR 82	Luckett Rd.	6	6	0
	Luckett Rd.	SR 80	6	6	0
	SR 80	SR 78	6	6	0
	SR 78	County Line	6	6	0
SR 31	SR 80	SR 78	4	4	0
	SR 78	Old Rodeo Dr.	6	6	0
	Old Rodeo Dr.	N River Rd.	6	6	0
	N River Rd.	Shirley Ln.	6	6	0
	Shirley Ln.	Fox Hill Rd.	4	4	0
	Fox Hill Rd.	Busbee Ln.	4	4	0
	Busbee Ln.	County Line	4	4	0

Footnotes:
(1) Proposed MPD Zoning does not significantly impact this roadway segment.

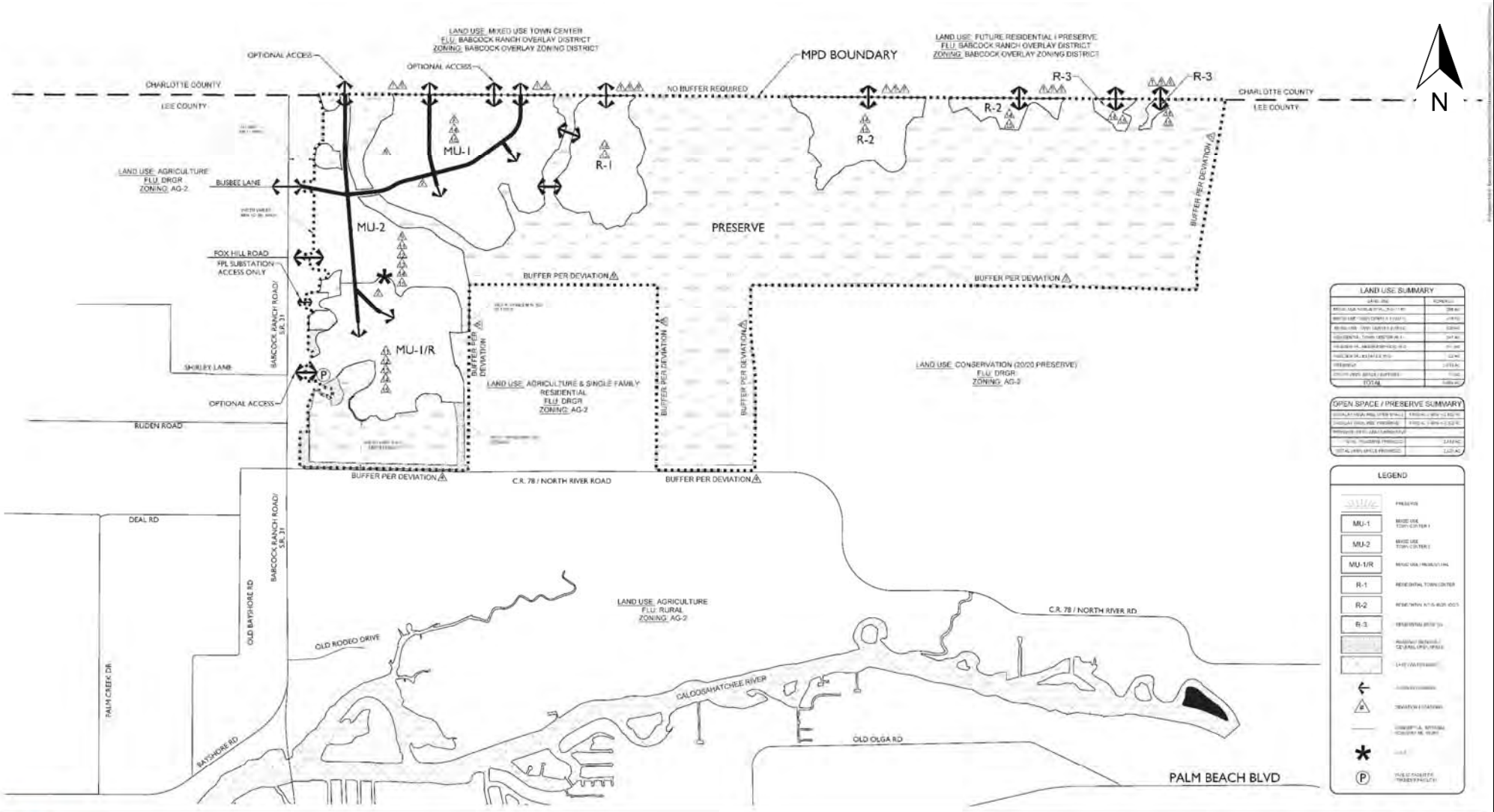
Findings and Conclusions

The results of this CPA transportation assessment are as follows.

1. The proposed Babcock MPD CPA does not cause additional transportation needs beyond those already identified by the following:
    - The 2045 improvement needs without the proposed CPA as established by this traffic study.
    - The 2045 improvement needs identified in the current 2045 Lee County MPO Long-Range Transportation Plan.
    - The 2050 improvement needs identified in the current 2050 Charlotte County – Punta Gorda MPO Long-Range Transportation Plan.

2. The SR 31 corridor has been extensively studied since 2005 inclusive of the following:
    - FDOT SR 31 PD&E Study (from SR 78 to Cook Brown Road) was completed in 2021 and established the ultimate improvements needed by 2045. First phase of construction begins in early 2024.
    - FDOT SR 31 PD&E Study (from SR 78 to SR 80) is underway to establish the ultimate improvements needed by 2045.
    - FDOT SR 78 PD&E Study (from SR 31 to I-75) is underway to establish the ultimate improvements needed by 2045.

3. The proposed CPA is anticipated to mitigate its traffic impacts through the payment of road impact fees at the time of permitting, as required by Lee County. The road impact fees generated by the proposed CPA will help fund future roadway improvements.



RVi

BABCOCK MPD • MASTER CONCEPT PLAN

LEE COUNTY, FLORIDA
2024-05-23
549-01
BABCOCK PROPERTY HOLDINGS, LLC

BABCOCK PROPERTY HOLDINGS, LLC

SCALE: 1" = 300'-0"

dpa

BABCOCK MPD CPA AMENDMENT

MASTER CONCEPT PLAN

23521/1223

EXHIBIT 1
Revised

EXHIBIT 2-1

BABCOCK RANCH COMMUNITY
MPD CPA AMENDMENT
FUTURE 2045 TRAFFIC CONDITIONS WITH APPROVED CPA - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

				(1) D1RPM							(1)							FUTURE 2045 TRAFFIC							(8) Directional Service Volumes by LOS						2045 LOS				(8) Service Volumes by Number of Lanes							
	ROADWAY	FROM	TO	A_1 Node	B_1 Node	A_2 Node	B_2 Node	A_3 Node	B_3 Node	A_4 Node	B_4 Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC VV SNO	(4) CF LOS Facility Type	(5) LOS Std.	(6) Raw D1RPM AADT	(7) K Factor	Two-way Peak Hr Volume	(7) D Factor Dir 1	D Factor Dir2	Dir. Volume Dir1 NB/EB	Dir. Volume Dir2 SB/WB	LOS A	LOS B	LOS C	LOS D	LOS E	Service Volume @ LOS Std.	V/SV Dir1 NB/EB	V/SV Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement	
1	Broadway St.	SR 80	North River Rd.	27801	27091							2	LC	PCS 5		LC_Collector_2LU	E	16596	0.089	1480	0.597	0.403	883	597	0	0	310	660	740	740	1.19	0.81	F	D	740	1520	2280	3040	3800	4	Add 2 L	1
2	Buckingham Rd.	SR 82	Gunnery Rd.	26730	26697							2	LC	PCS 11		LC_ClassIArterial_2L	E	3616	0.091	910	0.541	0.459	492	418	0	140	800	860	860	860	0.57	0.49	C	C	860	1960	2940	3940	4925	2	Add 0 L	2
3		Gunnery Rd.	Cemetery Rd.	26417	26419							2	LC	PCS 11		LC_ClassIArterial_2L	E	18152	0.091	1650	0.541	0.459	893	757	0	140	800	860	860	860	1.04	0.88	F	C	860	1960	2940	3940	4925	4	Add 2 L	3
4		Cemetery Rd.	Orange River Blvd.	26412	26417							2	LC	PCS 11		LC_ClassIArterial_2L	E	30923	0.091	2810	0.541	0.459	1520	1290	0	140	800	860	860	860	1.77	1.50	F	F	860	1960	2940	3940	4925	4	Add 2 L	4
5		Orange River Blvd.	SR 80	26607	26567							4	LC	PCS 11		LC_ClassIArterial_4L	E	30339	0.091	2760	0.541	0.459	1493	1267	0	250	1840	1960	1960	1960	0.76	0.65	C	C	860	1960	2940	3940	4925	4	Add 0 L	5
6	Colonial Blvd.	Dynasty Dr.	SR 82	25004	25295							6	LC	PCS 22		LC_ClassIArterial_6L	E	74064	0.084	6220	0.603	0.397	3752	2468	0	400	2840	2940	2940	2940	1.28	0.84	F	C	860	1960	2940	3940	4925	8	Add 2 L	6
7	Del Prado Blvd.	US 41	Slater Rd.	22966	22908							2	LC	PCS 104		LC_ClassIArterial_2L	E	4091	0.105	960	0.509	0.491	489	471	0	140	800	860	860	860	0.57	0.55	C	C	860	1960	2940	3940	4925	2	Add 0 L	7
8	Gunnery Rd.	SR 82	Lee Blvd	26798	28631							4	LC	PCS 22		LC_ClassIArterial_4L	E	24849	0.084	2370	0.603	0.397	1429	941	0	250	1840	1960	1960	1960	0.73	0.48	C	C	860	1960	2940	3940	4925	4	Add 0 L	8
9		Lee Blvd.	Buckingham Rd.	26730	26741							2	LC	PCS 22		LC_ClassIArterial_2L	E	17838	0.084	1500	0.603	0.397	905	595	0	140	800	860	860	860	1.05	0.69	F	C	860	1960	2940	3940	4925	4	Add 2 L	9
10	Joel Blvd.	Bell Blvd.	18th St.	28244	27888							4	LC	PCS 11		LC_ClassIArterial_4L	E	19867	0.091	1810	0.541	0.459	979	831	0	250	1840	1960	1960	1960	0.50	0.42	C	C	860	1960	2940	3940	4925	4	Add 0 L	10
11		18th St.	SR 80	27861	27863							2	LC	PCS 11		LC_ClassIArterial_2L	E	21818	0.091	1990	0.541	0.459	1077	913	0	140	800	860	860	860	1.25	1.06	F	F	860	1960	2940	3940	4925	4	Add 2 L	11
12	Lee Blvd.	SR 82	Alvin Ave.	25677	25715							6	LC	PCS 22		LC_ClassIArterial_6L	E	70068	0.084	5890	0.603	0.397	3553	2337	0	400	2840	2940	2940	2940	1.21	0.79	F	C	860	1960	2940	3940	4925	8	Add 2 L	12
13		Alvin Ave.	Gunnery Rd.	26798	26296							6	LC	PCS 22		LC_ClassIArterial_6L	E	59371	0.084	4990	0.603	0.397	3010	1980	0	400	2840	2940	2940	2940	1.02	0.67	F	C	860	1960	2940	3940	4925	8	Add 2 L	13
14		Gunnery Rd.	Homestead Rd.	26798	26903							6	LC	PCS 22		LC_ClassIArterial_6L	E	57327	0.084	4820	0.603	0.397	2907	1913	0	400	2840	2940	2940	2940	0.99	0.65	D	C	860	1960	2940	3940	4925	6	Add 0 L	14
15	Leeland Heights	Homestead Rd.	Joel Blvd.	27790	27781							4	LC	PCS 11		LC_ClassIArterial_4L	E	35450	0.091	3230	0.541	0.459	1747	1483	0	250	1840	1960	1960	1960	0.89	0.76	C	C	860	1960	2940	3940	4925	4	Add 0 L	15
16	Littleton Rd.	Corbett Rd.	US 41	21607	21579							4	LC	PCS 108		LC_ClassIArterial_4L	E	25209	0.094	2370	0.650	0.350	1540	830	0	250	1840	1960	1960	1960	0.79	0.42	C	C	860	1960	2940	3940	4925	4	Add 0 L	16
17		US 41	BUS 41	21780	21688							2	LC	PCS 108		LC_ClassIArterial_2L	E	13821	0.094	1300	0.650	0.350	845	455	0	140	800	860	860	860	0.98	0.53	D	C	860	1960	2940	3940	4925	2	Add 0 L	17
18	Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	24006	24247							4	LC	PCS 20		LC_ClassIIArterial_4L	E	18267	0.093	1700	0.548	0.452	931	769	0	0	710	1590	1660	1660	0.56	0.46	D	D	780	1660	2500	3340	4175	4	Add 0 L	18
19		Enterprise Pkwy.	I-75	24247	24411							4	LC	PCS 20		LC_ClassIIArterial_4L	E	28054	0.093	2610	0.548	0.452	1429	1181	0	0	710	1590	1660	1660	0.86	0.71	D	D	780	1660	2500	3340	4175	4	Add 0 L	19
20		I-75	Northland Rd.	24727	24808							2	LC	PCS 20		LC_Collector_2LD	E	20257	0.093	1880	0.548	0.452	1029	851	0	0	330	700	780	780	1.32	1.09	F	F	780	1600	2400	3200	4000	4	Add 2 L	20
21		Northland Rd.	Country Lakes Dr.	24808	25032							2	LC	PCS 20		LC_Collector_2LD	E	18458	0.093	1720	0.548	0.452	942	778	0	0	330	700	780	780	1.21	1.00	F	E	780	1600	2400	3200	4000	4	Add 2 L	21
22	N River Rd.	SR 31	Franklin Lock Rd.	25796	26100							2	LC	PCS 5		LC_ClassIArterial_2L	E	14224	0.089	1270	0.597	0.403	758	512	0	140	800	860	860	860	0.88	0.60	C	C	860	1960	2940	3940	4925	2	Add 0 L	22
23		Franklin Lock Rd.	Broadway Rd.	27426	27563							2	LC	PCS 5		LC_ClassIArterial_2L	E	12407	0.089	1100	0.597	0.403	656	444	0	140	800	860	860	860	0.76	0.52	C	C	860	1960	2940	3940	4925	2	Add 0 L	23
24		Broadway Rd.	County Line	27800	27094							2	LC	PCS 5		LC_ClassIIArterial_2L	E	3592	0.089	320	0.597	0.403	191	129	0	0	330	710	780	780	0.24	0.17	C	C	780	1660	2500	3340	4175	2	Add 0 L	24
25	Nalle Grade Rd.	Slater Rd.	Nalle Rd.	24371	23808							2	LC	PCS 104		LC_Collector_2LU	E	1304	0.105	140	0.509	0.491	71	69	0	0	310	660	740	740	0.10	0.09	C	C	740	1520	2280	3040	3800	2	Add 0 L	25
26	Nalle Rd.	SR 78	Nalle Grade Rd.	24386	24366							2	LC	PCS 104		LC_Collector_2LU	E	4167	0.105	440	0.509	0.491	224	216	0	0	310	660	740	740	0.30	0.29	C	C	740	1520	2280	3040	3800	2	Add 0 L	26
27	Orange River Blvd.	SR 80	Staley Rd.	24798	24803							2	LC	PCS 11		LC_ClassIIArterial_2L	E	18745	0.091	1710	0.541	0.459	925	785	0	0	330	710	780	780	1.19	1.01	F	F	780	1660	2500	3340	4175	4	Add 2 L	27
28		Staley Rd.	Buckingham Rd.	25467	28646							2	LC	PCS 11		LC_ClassIArterial_2L	E	18418	0.091	1680	0.541	0.459	909	771	0	140	800	860	860	860	1.06	0.90	F	C	860	1960	2940	3940	4925	4	Add 2 L	28
29	Ortiz Ave.	Colonial Blvd.	SR 82	23839	23837							4	LC	PCS 18		LC_ClassIArterial_4L	E	38618	0.090	3480	0.612	0.388	2130	1350	0	250	1840	1960	1960	1960	1.09	0.69	F	C	860	1960	2940	3940	4925	6	Add 2 L	29
30		SR 82	Luckett Rd.	23807	23814							4	LC	PCS 18		LC_ClassIIArterial_4L	E	18458	0.090	1660	0.612	0.388	1016	644	0	0	710	1590	1660	1660	0.61	0.39	D	C	780	1660	2500	3340	4175	4	Add 0 L	30
31		Luckett Rd.	SR 80	23684	23702							4	LC	PCS 18		LC_ClassIIArterial_4L	E	12070	0.090	1090	0.612	0.388	667	423	0	0	710	1590	1660	1660	0.40	0.25	C	C	780	1660	2500	3340	4175	2	Add 0 L	31
32	Plantation Rd.	Daniels Pkwy.	Idlewild St.	23043	23044							2	LC	PCS 45		LC_Collector_2LU	E	9525	0.107	1160	0.597	0.403	692	468	0	0	310	660	740	740	0.94	0.63	E	D	740	1520	2280	3040	3800	2	Add 0 L	32
33		Idlewild St.	Colonial Blvd.	23152	23159							4	LC	PCS 45		LC_Collector_4LD	E	13192	0.107	1410	0.597	0.403	841	569	0	0	770	1510	1600	1600	0.53	0.36	D	C	780	1600	2400	3200	4000	4	Add 0 L	33
34	Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	23738	23661							4	LC	PCS 18		LC_ClassIArterial_4L	E	26228	0.090	2360	0.612	0.388	1445	915	0	250	1840	1960	1960	1960	0.74	0.47	C	C	860	1960	2940	3940	4925	4	Add 0 L	34
35		Winkler Rd.	Challenger Blvd.	23867	23870							6	LC	PCS 18		LC_ClassIArterial_6L	E	29933	0.090	3100	0.612	0.388	1898	1202	0	400	2840	2940	2940	2940	0.65	0.41	C	C	860	1960	2940	3940	4925	4	Add 0 L	35
36		Challenger Blvd.	Colonial Blvd.	23858	23862							6	LC	PCS 18		LC_ClassIArterial_6L	E	40194	0.090	4670	0.612	0.388	2859	1811	0	400	2840	2940	2940	2940	0.97	0.62	D	C	860	1960	2940	3940	4925	6	Add 0 L	36
37	Slater Rd.	SR 78	Nalle Grade Rd.	22981	22954							2	LC	PCS 104		LC_ClassIArterial_2L	E	7814	0.105	820	0.509	0.491	417	403	0	140	800	860	860	860	0.48	0.47	C	C	860	1960	2940	3940	4925	2	Add 0 L	37
38	Sunshine Blvd.	SR 82	23rd St. SW	27326	27325							4	LC	PCS 11		LC_ClassIArterial_4L	E	21804	0.091	1980	0.541	0.459	1071	909	0	250	1840	1960	1960	1960	0.55	0.46	C	C	860	1960	2940	3940	4925	4	Add 0 L	38
39		23rd St. SW	Lee Blvd.	27306	27312							4	LC	PCS 11		LC_ClassIArterial_4L	E	15322	0.091	1390	0.541	0.459	752	638	0	250	1840	1960	1960	1960	0.38	0.33	C	C	860	1960	2940	3940	4925	2	Add 0 L	39
40	Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	20138	25281							4	LC	PCS 62		LC_ClassIArterial_4L	E	34586	0.108	3740	0.574	0.426	2148	1592	0	250	1840	1960	1960	1960	1.10	0.81	F	C	860	1960	2940	3940	4925	6	Add 2 L	40
41		Amberwood Rd.	Colonial Blvd.	25375	26527							4	LC	PCS 62		LC_ClassIArterial_4L	E	27411	0.108	2960	0.574	0.426	1700	1260	0	250	1840	1960	1960	1960	0.87	0.64	C	C	860	1960	2940	3940	4925	4	Add 0 L	41
42	USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	22112	22408							3	FDOT	125035		UA_S2WAC1_1W_3L_U_0L_WR	D	37277	0.090	3350	0.999	0.001	3350	0	0	0	3704	3805	3805	3805	0.88	0.00	C	C	0	2520	3805	5073	6342	3	Add 0 L	42
43	USB 41 (N. Tamiami Trail/USB 41)	N. End of Edison Bridge	SR 78/Pine Island Rd./Bayshore Rd	21945	21954							6	FDOT	126041		UA_S2WAC1_2W_6L_D_WL_WR	D	52572	0.090	4730	0.527	0.473	2493	2237	0	0	3087	3171	3171	3171	0.79	0.71	C	C	970	2100	3171	4242	5292	6	Add 0 L	43
44		SR 78/Pine Island Rd./Bayshore Rd	Littleton Rd.	21945	21930							6	FDOT	125027		UA_S2WAC1_2W_6L_D_WL_WR	D	38777	0.090	3490	0.527	0.473	1839	1651	0	0	3087	3171	3171	3171	0.58	0.52	C	C	970	2100	3171	4242	5292	4	Add 0 L	44
45		Littleton Rd.	US 41 SB	21754	21780							4	FDOT	120078		UA_S2WAC1_2W_4L_D_WL_WR	D	29275	0.090	2630	0.527	0.473	1386	1244	0	0	2006	2100	2100	2100	0.66	0.59	C	C	970	2100	3171	4242	5292	4	Add 0 L	45
46		US 41 SB	SR 45/US 41	21600	21587							1	FDOT	121005		UA_S2WAC1_1W_1L_U_0L_0R	D	12850	0.090	1160	0.999	0.001	1160	0	0	0	837	887	887	887	1.31	0.00	F	C	887	2400	3624	4832	6040	2	Add 1 L	46
47	USB 41 (Evans Ave./Park Ave./USB 41 NB)	SR 82/MLK Blvd.	N. End of Edison Bridge	22112	22538							3	FDOT	125071		UA_S2WAC1_1W_3L_U_0L_0R	D	37810	0.090	3400	0.999	0.001	3400	0	0	0	3528	3624	3624	3624	0.94	0.00	C	C	887	2400	3624	4832	6040	3	Add 0 L	47
48	SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	22260	22398							6	FDOT	120049		UA_S2WAC1_2W_6L_D_WL_0R	D	27507	0.090	4320	0.537	0.463	2320	2000	0	0	2940	3020	3020	3020	0.77	0.66	C	C	924	2000	3020	4040	5040	6	Add 0 L	48
49		0.195 miles W. Solomon Blvd.	SR 739 (Metro Pkwy.)	23007	22912							6	FDOT	120050		UA_S2WAC1_2W_6L_D_WL_WR	D	52458	0.090	6300	0.537	0.463	3383	2917	0	0	3087	3171	3171	3171	1.07	0.92	F	C	970	2100	3171	4242	5292	8	Add 2 L	49
50		SR 739 (Metro Pkwy.)	CR 865/Ortiz Ave./6M Cypress Pkw	23685	23858							6	FDOT	120080		UA_S2WAC1_2W_6L_D_WL_WR	D	74502	0.090	6800	0.537	0.463	3652	3148	0	0	3087	3171	3171	3171	1.15	0.99	F	D	970	2100	3171	4242	5292	8	Add 2 L	50
51		CR 865/Ortiz Ave./6M Cypress Pkw	I-75	21882	24003							6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	104563	0.090	9410	0.537	0.463	5053	4357	0	0	3087	3171	3171	3171	1.59	1.37	F	F	970	2100	3171	4242	5292	10	Add 4 L	51
52		I-75	400 Ft E. of Dynasty Dr.	24677	24766							6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	85758	0.090	7720	0.537	0.463	4146	3574	0	0	3087	3171	3171	3171	1.31	1.13	F	F	970	2100	3171	4242	5292	8	Add 2 L	52
53	US 41	Hanson St.	Johnson St.	22171	22172							6	FDOT	125012		UA_S2WAC1_2W_6L_D_WL_0R	D	59566	0.090	5360	0.537	0.463	2878	2482	0	0	2940	3020	3020	3020	0.95	0.82	C	C	924	2000	3020	4040	5040	6	Add 0 L	53
54		Johnson St.	CR 78A/Pondella Rd.	21782	21815							4	FDOT	120094		UA_S2WAC1_2W_4L_D_WL_WR	D	52427	0.090	4720	0.537	0.463	2535	2185	0	0	2006	2100	2100	2100	1.21	1.04	F	F	970	2100	3171	4242	5292	6	Add 2 L	54
55		CR 78A/Pondella Rd.	Littleton Rd.	21595	21596							4	FDOT	125029		UA_S2WAC1_2W_4L_D_WL_WR	D	36344	0.090	3270	0.537	0.463	1756	1514	0	0	2006	2100	2100	2100	0.84	0.72	C	C	970	2100	3171	4242	5292	4	Add 0 L	55
56		Littleton Rd.	Del Prado Blvd.	21607	21611							4	FDOT	120036		UA_S2WAC1_2W_4L_D_WL_WR	D	36690	0.090	3300	0.537	0.463	1772	1528	0	0	2006	2100	2100	2100	0.84	0.73	C	C	970	2100	3171	4242	5292	4	Add 0 L	56
57		Del Prado Blvd.	Sun Seekers RV Park Entrance	21539	21542							4	FDOT	120109		UA_S2WAC1_2W_4L_D_WL_WR	D	70916	0.090	6380	0.537	0.463	3426	2954	0	0	2006	2100	2100	2100	1.63	1.41	F	F	970	2100	3171	4242	5292	8	Add 4 L	57
58		Sun Seekers RV Park Entrance	Charlotte County Line	21328	21311							4	FDOT	120103		UA_S2WAC1_2W_4L_D_WL_WR	D	46598	0.090	4190	0.537	0.463	2250	1940	0	0	2006	2100	2100	2100	1.07	0.92	F	C	970	2100	3171	4242	5292	6	Add 2 L	58
59	SR 80 (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	22961	22903							2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	20642	0.090	1860	0.537	0.463	999	861	0	1	389	788	840	788	1.27	1.09	F	F	788	1630	2520	3390	4543	4	Add 2 L	59
60	SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	23098	23175							4	FDOT	125007		UA_S2WAC1_2W_4L_D_WL_0R	D	29339	0.090	2640	0.537	0.463	1418	1222	0	0	1910	2000	2000	2000	0.71	0.61	C	C	924	2000	3020	4040	5040	4	Add 0 L	60
61		Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	23654	23684							4	FDOT	125073		UA_S2WAC1_2W_4L_D_WL_WR	D	32915	0.090	2960	0.537	0.463	1590	1370	0	0	2006	2100	2100	2100	0.76	0.65	C	C	970	2100	3171	4242	5292	4	Add 0 L	61
62		CR 80B (Ortiz Ave.)	I-75	24345	24438							6	FDOT	125020		UA_S2WAC1_2W_6L_D_WL_WR	D	42310	0.090	3810	0.537	0.463	2046	1764	0	0	3087	3171	3171	3171	0.65	0.56	C	C	970	2100	3171	4242	5292	4	Add 0 L	62
63		I-75	SR 31 (Babcock Ranch Rd.)	25762	25808							6	FDOT	126005		UA_S2WAC1_2W_6L_D_WL_WR	D	56793	0.090	5110	0.521	0.479	2662	2448	0	0	3087	3171	3171	3171	0.84	0.77	C	C	970	2100	3171	4242	5292	6	Add 0 L	63
64		SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga	25808	25875							4	FDOT	120085		UA_S2WAC1_2W_4L_D_WL_WR	D	54882	0.090	4940	0.521	0.479	2574	2366	0	0	2006	2100	2100	2100	1.23	1.13	F	F	970	2100	3171	4242	5292	6	Add 2 L	64
65		CR 80A/Buckingham Rd./Old Olga	W. of Werner Dr.	26607	26783							4	FDOT	120012		UA_UFH_2W_4L_D_WL_WR	D	27107	0.090	2970	0.521	0.479	1547	1423	0	1800	2600	3280	3730	3280	0.47	0.43	B	B	1260	3280	4920	7380	9225	4	Add 0 L	65
66		W. of Werner Dr.	Hickey Creek Rd.	27174	26290							4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	27333	0.095	2600	0.521	0.479	1355	1245	0	1530	2210	2820	3220	2210	0.61	0.56	B	B	861	2210	3320	4980	6225	4	Add 0 L	66
67		Hickey Creek Rd.	Broadway St./CR 78	27373	27415							4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	26491	0.095	2570	0.521	0.479	1339	1231	0	1530	2210	2820	3220	2210	0.61	0.56	B	B	861	2210	3320	4980	6225	4	Add 0 L	67
68		Broadway St/CR 78	CR 884 (Joel Blvd.)	27798	28222							4	FDOT	120006		RDA_IFH_2W_4L_D_WL_WR	C	36247	0.095	3440	0.521	0.479	1792	1648	0	0	1607	1659	0	1607	1.12	1.03	F	D	739	1607	2478	3304	4130	6	Add 2 L	68
69		CR 884 (Joel Blvd.)	Hendry County Line	27861	28224							4	FDOT	120086		RDA_UFH_2W_4L_D_WL_WR	C	33378	0.095	3170	0.521	0.479	1652	1518	0	1530	2210	2820	3220	2210	0.75	0.69	C	B	861	2210	3320	4980	6225	4	Add 0 L	69
70	SR 80 (SR 80/Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	22640	22695							2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	12609	0.090	1130	0.537	0.463	607	523	0	1	389	788	840	788	0.77	0.66	D	D	788	1630	2520	3390	4543	2	Add 0 L	70
71		SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	22963	22961							2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	11613	0.090	1080	0.537	0.463	580	500	0	1	389	788	840	788	0.74	0.63	D	D	788	1630	2520	3390	4543	2	Add 0 L	71
72	SR 78 (Pine Island Rd.)	Santa Barbara Blvd.	Del Prado Blvd.	20787	21068							6	FDOT	120038		UA_S2WAC1_2W_6L_D_WL_WR	D	52320	0.090	5040	0.540	0.460	2722	2318	0	0	3087	3171	3171	3171	0.86	0.73	C	C	970	2100	3171	4242	5292	6	Add 0 L	72
73		Del Prado Blvd.	W. of CR 78A/Pondella Rd.	21143	21164							6	FDOT	126049		UA_S2WAC1_2W_6L_D_WL_WR	D	49413	0.090	4450	0.540	0.460	2403	2047	0	0	3087	3171	3171	3171	0.76	0.65	C	C	970	2100	3171	4242	5292	6	Add 0 L	73
74		W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	21586	21596							4	FDOT	125042		UA_S2WAC1_2W_4L_D_WL_WR	D	41074	0.090	3700	0.540	0.460	1998	1702	0	0	2006	2100	2100	2100	0.95	0.81	C	C	970	2100	3171	4242	5292	4	Add 0 L	74
75		SR 45/US 41 (Cleveland Ave.)	SR 739/US 41 BUS	20445	21945							4	FDOT	120003		UA_S2WAC1_2W_4L_D_WL_WR	D	26591	0.090	2880	0.540	0.460	1555	1325	0	0	2006	2100	2100	2100	0.74	0.63	C	C	970	2100	3171	4242	5292	4	Add 0 L	75
76	SR 78 (Bayshore Rd.)	SR 739/US 41 BUS	New Post Rd./Hart Rd.	22462	22524							6	FDOT	125028		UA_S2WAC1_2W_6L_D_WL_WR	D	55933	0.090	5030	0.540	0.460	2716	2314	0	0	3087	3171	3171	3171	0.86	0.73	C	C	970	2100	3171	4242	5292	6	Add 0 L	76
77		New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	22975	22981							6	FDOT	120017		UA_S2WAC1_2W_6L_D_WL_WR	D	49875	0.090	4490	0.540	0.460	2425	2065	0	0	3087	3171	3171	3171	0.76	0.65	C	C	970	2100	3171	4242	5292	6	Add 0 L	77
78		Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	23655	23740							4	FDOT	126064		UA_S2WAC1_2W_4L_D_WL_WR	D	53266	0.090	4790	0.540	0.460	2587	2203	0	0	2006	2100	2100	2100	1.23	1.05	F	F	970	2100	3171	4242	5292	6	Add 2 L	78
79		W. of Pritchett Pkwy.	Pritchett Pkwy.	23883	24055							4	FDOT	120022		UA_S2WAC1_2W_4L_D_WL_WR	D	51492	0.090	4630	0.521	0.479	2412	2218	0	0	2006	2100	2100	2100	1.15	1.06	F	F	970	2100	3171	4242	5292	6	Add 2 L	79
80		Pritchett Pkwy.	Old Bayshore Rd.	25638	25646							4	FDOT	120022		UA_UFH_2W_4L_D_WL_WR	D	36295	0.090	3270	0.521	0.479	1704	1566	0	1800	2600	3280	3730	3280	0.52	0.48	B	B	1260	3280	4920	7380	9225	4	Add 0 L	80
81		Old Bayshore Rd.	SR 31	25646	25794							4	FDOT	121002		UA_S2WAC1_2W_4L_D_WL_WR	D	38190	0.090	3440	0.521	0.479	1792	1648	0	0	2006	2100	2100	2100	0.85	0.78	C	C	970	2100	3171	4242	5292	4	Add 0 L	81
82	SR 82 (Dr. M. L. King Jr. Blvd.)	SR 739 (Fowler Ave.)	Michigan Link Ave.	23382	23451							4	FDOT	125019		UA_S2WAC2_2W_4L_D_WL_WR	D	45667	0.090	4590	0.537	0.463	2465	2125	0	1	767	1712	1785	1712	1.44	1.24	F	F	827	1712	2646	3560	4770	6	Add 2 L	82
83		Michigan Link Ave.	CR 865/Ortiz Ave.	23839	28647							6	FDOT	125053		UA_S2WAC1_2W_6L_D_WL_WR	D	54564	0.090	4910	0.537	0.463	2637	2273	0	0	3087	3171	3171	3171	0.83	0.72	C	C	970	2100	3171	4242	5292	6	Add 0 L	83
84		CR 865/Ortiz Ave.	W. of Teter Rd./I-75 NB On Ramp	24031	24171							6	FDOT	126020		UA_S2WAC1_2W_6L_D_WL_WR	D	78373	0.090	7050	0.537	0.463	3786	3264	0	0	3087	3171	3171	3171	1.19	1.03	F	F	970	2100	3171	4242	5292	8	Add 2 L	84

EXHIBIT 2-1

BABCOCK RANCH COMMUNITY
MPD CPA AMENDMENT
FUTURE 2045 TRAFFIC CONDITIONS WITH APPROVED CPA - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

				(1) D1RPM								(1)	(2)		(3)	(3)	(4)	(5)	FUTURE 2045 TRAFFIC (6)		(7)	(7)	Dir. Volume			(8) Directional Service Volumes by LOS					Service	2045 LOS V/SV		LOS		(8) Service Volumes by Number of Lanes					# of		
	ROADWAY	FROM	TO	A_1 Node	B_1 Node	A_2 Node	B_2 Node	A_3 Node	B_3 Node	A_4 Node	B_4 Node		# of Lanes	State/ County Roadway	Count Station	CC VV SNO	CF LOS Facility Type	LOS Std.	Raw D1RPM AADT	K Factor	Two-way Peak Hr Volume	D Factor Dir 1	D Factor Dir2	Dir1 NB/EB	Dir2 SB/WB	LOS A	LOS B	LOS C	LOS D	LOS E	Volume @ LOS Std.	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	Lanes Needed	Needed Improvement	
85	SR 82 (Immokalee Rd.)	W. of Teter Rd./I-75 NB On Ramp	Buckingham Rd.	24497	24525								6	FDOT	126068		UA_S2WAC1_2W_6L_D_WL_WR	D	69051	0.090	6210	0.540	0.460	3353	2857	0	0	3087	3171	3171	3171	1.06	0.90	F	C	970	2100	3171	4242	5292	8	Add 2 L	85
86		Buckingham Rd.	CR 884/Colonial Blvd./Lee Blvd.	25465	25520								6	FDOT	120021		UA_S2WAC1_2W_6L_D_WL_WR	D	51720	0.090	4650	0.537	0.463	2497	2153	0	0	3087	3171	3171	3171	0.79	0.68	C	C	970	2100	3171	4242	5292	6	Add 0 L	86
87		CR 884/Colonial Blvd./Lee Blvd.	Gateway Blvd.	25677	26191								6	FDOT	120077		UA_S2WAC1_2W_6L_D_WL_WR	D	57712	0.090	5190	0.537	0.463	2787	2403	0	0	3087	3171	3171	3171	0.88	0.76	C	C	970	2100	3171	4242	5292	6	Add 0 L	87
88		Gateway Blvd.	Griffin Dr./Ray Ave. S.	26293	26871								6	FDOT	120107		UA_S2WAC1_2W_6L_D_WL_WR	D	43547	0.090	3920	0.537	0.463	2105	1815	0	0	3087	3171	3171	3171	0.66	0.57	C	C	970	2100	3171	4242	5292	6	Add 0 L	88
89		Griffin Dr./Ray Ave. S.	Daniels Pkwy./Gunnery Rd. S.	26211	26284								6	FDOT	120108		UA_S2WAC1_2W_6L_D_WL_WR	D	36469	0.090	3280	0.537	0.463	1761	1519	0	0	3087	3171	3171	3171	0.56	0.48	C	C	970	2100	3171	4242	5292	4	Add 0 L	89
90	SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	24830	24836	24889	24882	50119	50120	50058	50059		10	FDOT	120184		UA_FW_10L_WA	D	159499	0.090	14350	0.578	0.422	8294	6056	0	7240	9800	12240	13260	12240	0.68	0.49	C	B	2370	4740	6620	10370	12240	8	Add 0 L	90
91		Daniels Pkwy.	SR 884/CR 884/Colonial Blvd.	24351	24720	24744	24413	50106	50107	50068	50069		10	FDOT	120057		UA_FW_10L_WA	D	147685	0.090	13290	0.572	0.428	7602	5688	0	7240	9800	12240	13260	12240	0.62	0.46	C	B	2370	4740	6620	10370	12240	8	Add 0 L	91
92		SR 884/CR 884/Colonial Blvd.	SR 82/Immokalee Rd.	24225	24129	24174	24278	50099	50100	50075	50076		6	FDOT	120273		UA_FW_10L_WA	D	137695	0.095	13080	0.521	0.479	6815	6265	0	7240	9800	12240	13260	12240	0.56	0.51	B	B	2370	4740	6620	10370	12240	8	Add 2 L	92
93		SR 82/Immokalee Rd.	Luckett Rd.	24560	24572	24610	24597	50093	50094	50081	50082		6	FDOT	120273		UA_FW_10L_WA	D	130094	0.095	12360	0.521	0.479	6440	5920	0	7240	9800	12240	13260	12240	0.53	0.48	B	B	2370	4740	6620	10370	12240	6	Add 0 L	93
94		Luckett Rd.	SR 80	24616	24549	24578	24639	50088	50089	50086	50087		6	FDOT	120273		UA_FW_10L_WA	D	122576	0.095	11640	0.521	0.479	6064	5576	0	7240	9800	12240	13260	12240	0.50	0.46	B	B	2370	4740	6620	10370	12240	6	Add 0 L	94
95		SR 80	SR 78 (Bayshore Rd)	23947	24004	24007	23965						6	FDOT	120061		UA_FW_6L_WA	D	97250	0.090	8750	0.572	0.428	5005	3745	0	4410	5650	6620	7340	6620	0.76	0.57	C	B	2370	4740	6620	10370	12240	6	Add 0 L	95
96		SR 78 (Bayshore Rd.)	Charlotte County Line	14230	14224	14225	14231						6	FDOT	120062		TA_FW_6L_0A	C	84680	0.105	8890	0.572	0.428	5085	3805	0	3520	4670	5610	5870	4670	1.09	0.81	D	C	0	3180	4670	6170	7310	8	Add 2 L	96
97	SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	25794	25798								6	FDOT	120030		UA_S2WAC1_2W_6L_U_WL_WR	D	64275	0.090	5780	0.521	0.479	3011	2769	0	0	2933	3012	3012	3012	1.00	0.92	D	C	924	1995	3012	4017	5021	6	Add 0 L	97
98		SR 78	Old Rodeo Dr.	25794	20133								6	FDOT	121001		UA_S2WAC1_2W_6L_D_WL_WR	D	76443	0.095	7260	0.521	0.479	3782	3478	0	0	3087	3171	3171	3171	1.19	1.10	F	F	970	2100	3171	4242	5292	8	Add 2 L	98
99		Old Rodeo Dr.	CR 78/N River Rd./Old Bayshore R	89872	25796								6	FDOT	121001		UA_S2WAC1_2W_6L_D_WL_WR	D	74693	0.095	7100	0.521	0.479	3699	3401	0	0	3087	3171	3171	3171	1.17	1.07	F	F	970	2100	3171	4242	5292	8	Add 2 L	99
100		CR 78/N River Rd./Old Bayshore R	Shirley Ln.	25799	25796								6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	86471	0.095	8210	0.521	0.479	4277	3933	0	0	3087	3171	3171	3171	1.35	1.24	F	F	970	2100	3171	4242	5292	10	Add 4 L	100
101		Shirley Ln.	Fox Hill Rd.	25799	25801								6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66948	0.095	6360	0.521	0.479	3314	3046	0	0	3087	3171	3171	3171	1.05	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L	101
102		Fox Hill Rd.	Busbee Ln.	25799	25801								6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66948	0.095	6360	0.521	0.479	3314	3046	0	0	3087	3171	3171	3171	1.05	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L	102
103		Busbee Ln.	Charlotte County Line	25799	25801								6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66948	0.095	6360	0.521	0.479	3314	3046	0	0	3087	3171	3171	3171	1.05	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L	103

Footnotes:
(1) FDOT D1RPMv2.1_InterimUpdate 2045 CF Network Link Node numbers.
(2) FDOT D1RPMv2.1_InterimUpdate 2045 CF number of lanes.
(3) FDOT Florida 2022 Traffic Information - Site Location Reference. 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2045 SE Data with 2045 CF Network AADT distribution and assignment.
(7) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2022 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.
(8) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

EXHIBIT 2-2

BABCOCK RANCH COMMUNITY
MPD CPA AMENDMENT
FUTURE 2045 TRAFFIC CONDITIONS WITH APPROVED CPA - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

	ROADWAY	FROM	TO	(1) D1RPM A_1 Node	B_1 Node	A_2 Node	B_2 Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC VV SNO	(4) CF LOS Facility Type	(5) LOS Std.	FUTURE 2045 TRAFFIC (6) Raw 2045 D1RPM AADT	(9) K Factor	(9) Two-way Peak Hr Volume	(9) D Factor Dir 1	(9) D Factor Dir2	Non-MPD Dir. Volume Dir1 NB/EB	Non-MPD Dir. Volume Dir2 SB/WB	(8) LOS A	(8) LOS B	(8) LOS C	(8) LOS D	(8) LOS E	Service Volume @ LOS Std.	2045 LOS V/SV Dir1 NB/EB	2045 LOS V/SV Dir2 SB/WB	2045 LOS LOS Dir1 NB/EB	2045 LOS LOS Dir2 SB/WB	(8) Service Volume 2L/1O	(8) Service Volume 4L/2O	(8) Service Volume 6L/3O	(8) Service Volume 8L/4O	(8) Service Volume 10L/5O	# of Lanes Needed	Needed Improvement	
1	Airport Rd.	Cooper St.	Taylor Rd.	14534	14536			2	CC	014249	3	UA_S2WAC1_2W_2L_U_WL_0R	D	8374	0.091	760	0.534	0.466	406	354	0	0	747	792	792	792	0.51	0.45	C	C	792	1710	2582	3443	4304	2	Add 0 L	1
2		Taylor Rd.	I-75	14542	14544			2	CC	014400	4	UA_S2WAC1_2W_2L_U_WL_0R	D	7122	0.091	650	0.534	0.466	347	303	0	0	747	792	792	792	0.44	0.38	C	C	792	1710	2582	3443	4304	2	Add 0 L	2
3		I-75	Piper Rd.	14544	14547			2	CC	014400	5	UA_S2WAC1_2W_2L_U_0L_0R	D	7178	0.091	650	0.534	0.466	347	303	0	0	598	634	634	634	0.55	0.48	C	C	634	1350	2025	2700	3375	2	Add 0 L	3
4	Aqui Esta Dr.	Bal Harbor Blvd.	US 41	14487	14495			2	CC	014170	7	UA_S2WAC2_2W_2L_U_WL_0R	D	9656	0.091	880	0.534	0.466	470	410	0	0	333	675	720	675	0.70	0.61	D	D	675	1394	2155	2873	3591	2	Add 0 L	4
5	Bermont Rd.	US 17	Happy Hollow Road	14851	19825			2	CC	014111	45	UA_S2WAC1_2W_2L_U_WL_0R	D	2013	0.091	960	0.534	0.466	513	447	0	0	747	792	792	792	0.65	0.56	C	C	792	1710	2582	3443	4304	2	Add 0 L	5
6		Happy Hollow Road	SR 31	14856	14860			2	CC	014111	46	RDA_UFH_2W_2L_U_0L_0R	C	1591	0.091	300	0.534	0.466	160	140	0	486	738	999	1341	738	0.22	0.19	B	B	738	1492	2241	2988	3735	2	Add 0 L	6
7		SR 31	Glades County Line	14860	14866			2	CC	014468	47	RDA_UFH_2W_2L_U_0L_0R	C	1821	0.091	190	0.534	0.466	101	89	0	486	738	999	1341	738	0.14	0.12	B	B	738	1492	2241	2988	3735	2	Add 0 L	7
8		Charlotte County Line	SR 29	11495	14866			2	CC	054020	47	RDA_UFH_2W_2L_U_0L_0R	C	1406	0.091	190	0.582	0.418	111	79	0	486	738	999	1341	738	0.15	0.11	B	B	738	1492	2241	2988	3735	2	Add 0 L	8
9	Burnt Store Rd.	Lee County Line	Zemel Rd.	27188	27193			4	CC	014187	19	UA_S2WAC1_2W_4L_D_WL_0R	D	21751	0.091	1980	0.523	0.477	1036	944	0	0	1719	1800	1800	1800	0.58	0.52	C	C	832	1800	2718	3636	4536	4	Add 0 L	9
10		Zemel Rd.	Acline Rd.	14291	14303			4	CC	014171	20	UA_S2WAC1_2W_4L_D_WL_0R	D	17542	0.091	1670	0.523	0.477	873	797	0	0	1719	1800	1800	1800	0.49	0.44	C	C	832	1800	2718	3636	4536	4	Add 0 L	10
11		Acline Rd.	US 41	14339	14342			4	CC	014171	21	UA_S2WAC1_2W_4L_D_WL_0R	D	19704	0.091	1860	0.523	0.477	973	887	0	0	1719	1800	1800	1800	0.54	0.49	C	C	832	1800	2718	3636	4536	4	Add 0 L	11
12	Carmalita Dr.	US 41	BMX Track	14650	20011			2	CC	014429	24	UA_S2WAC2_2W_2L_U_WL_0R	D	3339	0.091	300	0.534	0.466	160	140	0	0	333	675	720	675	0.24	0.21	C	C	675	1394	2155	2873	3591	2	Add 0 L	12
13		BMX Track	Florida St.	41333	14655			2	CC	014429	25	UA_S2WAC1_2W_2L_U_WL_0R	D	1847	0.091	170	0.534	0.466	91	79	0	0	747	792	792	792	0.11	0.10	C	C	792	1710	2582	3443	4304	2	Add 0 L	13
14	Florida St.	Marion Ave.	Carmalita St.	14826	14808			2	CC	014153	82	UA_S2WAC2_2W_2L_U_0L_0R	D	1836	0.091	170	0.534	0.466	91	79	0	1	266	540	576	540	0.17	0.15	C	C	540	1100	1650	2201	2751	2	Add 0 L	14
15		Carmalita St.	Airport Rd.	14634	14655			2	CC	014153	82	UA_S2WAC2_2W_2L_U_0L_0R	D	1082	0.091	130	0.534	0.466	69	61	0	1	266	540	576	540	0.13	0.11	C	C	540	1100	1650	2201	2751	2	Add 0 L	15
16	Henry St.	Golf Course Blvd.	Florida St.	14610	14607			2	CC	014423	103	UA_S2WAC2_2W_2L_U_WL_0R	D	683	0.091	150	0.534	0.466	80	70	0	0	333	675	720	675	0.12	0.10	C	C	675	1394	2155	2873	3591	2	Add 0 L	16
17	Jones Loop Rd. North	US 41	Burnt Store Rd.	14342	14354			4	CC	014273	137	UA_S2WAC1_2W_4L_D_WL_0R	D	22086	0.091	2010	0.534	0.466	1073	937	0	0	1719	1800	1800	1800	0.60	0.52	C	C	832	1800	2718	3636	4536	4	Add 0 L	17
18		Burnt Store Rd.	Taylor Rd.	14383	14386			4	CC	014273	138	UA_S2WAC1_2W_4L_D_WL_0R	D	17807	0.091	1620	0.534	0.466	865	755	0	0	1719	1800	1800	1800	0.48	0.42	C	C	832	1800	2718	3636	4536	4	Add 0 L	18
19		Taylor Rd.	I-75	14387	14385			4	CC	014173	139	UA_S2WAC1_2W_4L_D_WL_0R	D	36086	0.091	3280	0.534	0.466	1752	1528	0	0	1719	1800	1800	1800	0.97	0.85	D	C	832	1800	2718	3636	4536	4	Add 0 L	19
20		I-75	Piper Rd.	14400	14402			4	CC	014174	140	UA_S2WAC1_2W_4L_D_WL_0R	D	15461	0.091	1410	0.534	0.466	753	657	0	0	1719	1800	1800	1800	0.42	0.37	C	C	832	1800	2718	3636	4536	2	Add 0 L	20
21		Piper Rd.	East of Piper Rd.	14402	14408			2	CC	014174	141	UA_S2WAC1_2W_2L_U_0L_0R	D	12705	0.091	1160	0.534	0.466	619	541	0	0	598	634	634	634	0.98	0.85	D	C	634	1350	2025	2700	3375	2	Add 0 L	21
22	Jones Loop Rd. South	Taylor Rd.	I-75	14299	14306			2	CC	014193	173	UA_S2WAC1_2W_2L_U_0L_0R	D	1791	0.091	210	0.534	0.466	112	98	0	0	598	634	634	634	0.18	0.15	C	C	634	1350	2025	2700	3375	2	Add 0 L	22
23	Piper Rd.	Jones Loop Rd.	E. Henry St.	14547	19916			4	CC	014422	159	UA_S2WAC1_2W_4L_D_WL_0R	D	798	0.091	950	0.534	0.466	507	443	0	0	1719	1800	1800	1800	0.28	0.25	C	C	832	1800	2718	3636	4536	2	Add 0 L	23
24	Taylor Rd.	US 41	Burnt Store Rd.	19915	14465			4	CC	014326	200	UA_S2WAC1_2W_4L_D_WL_0R	D	10339	0.091	940	0.534	0.466	502	438	0	0	1719	1800	1800	1800	0.28	0.24	C	C	832	1800	2718	3636	4536	2	Add 0 L	24
25		Burnt Store Rd.	Airport Rd.	19914	14536			4	CC	014326	201	UA_S2WAC1_2W_4L_D_WL_0R	D	14270	0.091	1300	0.534	0.466	694	606	0	0	1719	1800	1800	1800	0.39	0.34	C	C	832	1800	2718	3636	4536	2	Add 0 L	25
26		Airport Rd.	Cooper St.	14573	14586			2	CC	014326	202	UA_S2WAC1_2W_2L_U_WL_0R	D	10177	0.091	930	0.534	0.466	497	433	0	0	747	792	792	792	0.63	0.55	C	C	792	1710	2582	3443	4304	2	Add 0 L	26
27	Tucker's Grade	US 41	I-75	14235	14239			4	CC	014426	206	UA_S2WAC1_2W_4L_D_WL_0R	D	18347	0.091	1670	0.534	0.466	892	778	0	0	1719	1800	1800	1800	0.50	0.43	C	C	832	1800	2718	3636	4536	4	Add 0 L	27
28	Zemel Rd.	Burnt Store Rd.	County Landfill	14193	19830			2	CC	010019	242	UA_S2WAC1_2W_2L_U_WL_0R	D	6530	0.091	590	0.525	0.475	310	280	0	0	747	792	792	792	0.39	0.35	C	C	792	1710	2582	3443	4304	2	Add 0 L	28
29		County Landfill	US 41	14193	14194			2	CC	010019	243	UA_S2WAC1_2W_2L_U_WL_0R	D	6845	0.091	620	0.525	0.475	326	294	0	0	747	792	792	792	0.41	0.37	C	C	792	1710	2582	3443	4304	2	Add 0 L	29
30	US 41	Lee County Line	Zemel Rd.	14194	21025			4	FDOT	010019		RDA_UFH_2W_4L_D_WL_WR	C	36272	0.095	3450	0.525	0.475	1811	1639	0	1530	2210	2820	3220	2210	0.82	0.74	C	C	861	2210	3320	4980	6225	4	Add 0 L	30
31		Zemel Rd.	Morningside Dr.	14229	89528			4	FDOT	010367		RDA_UFH_2W_4L_D_WL_WR	C	30997	0.095	2940	0.519	0.481	1526	1414	0	1530	2210	2820	3220	2210	0.69	0.64	B	B	861	2210	3320	4980	6225	4	Add 0 L	31
32		Morningside Dr.	Tuckers Grade Blvd.	14232	14234			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	34263	0.095	3250	0.519	0.481	1687	1563	0	1800	2600	3280	3730	3280	0.51	0.48	B	B	1260	3280	4920	7380	9225	4	Add 0 L	32
33		Tuckers Grade Blvd.	CR 765A/Taylor Rd.	14257	14277			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	22270	0.095	2120	0.519	0.481	1100	1020	0	1800	2600	3280	3730	3280	0.34	0.31	B	B	1260	3280	4920	7380	9225	2	Add 0 L	33
34		CR 765A/Taylor Rd.	CR 765/Burnt Store Rd.	14301	14342			4	FDOT	010021		UA_S2WAC1_2W_4L_D_WL_WR	D	18540	0.090	1670	0.525	0.475	877	793	0	0	2006	2100	2100	2100	0.42	0.38	C	C	970	2100	3171	4242	5292	2	Add 0 L	34
35		CR 765/Burnt Store Rd.	US 41/Cross St.	14627	14631			4	FDOT	015001		UA_S2WAC1_2W_4L_D_WL_WR	D	25403	0.090	2970	0.525	0.475	1559	1411	0	0	2006	2100	2100	2100	0.74	0.67	C	C	970	2100	3171	4242	5292	4	Add 0 L	35
36	US 41 - Northbound	US 41/Cross St.	US 41 - SB/Melbourne St.	14750	14783			2	FDOT	010032		UA_UFH_1W_2L_U_WL_WR	D	32280	0.090	2910	0.999	0.001	2910	0	0	2160	3120	3936	4476	3936	0.74	0.00	C	B	0	3936	5904	7872	9840	2	Add 0 L	36
37	US 41 - Southbound	US 41 - NB/Melbourne St.	Olympia Ave.	14743	14727			3	FDOT	010033		UA_S2WAC1_1W_3L_D_WL_WR	D	31323	0.090	2820	0.999	0.001	2820	0	0	0	3704	3805	3805	3805	0.74	0.00	C	C	0	2520	3805	5073	6342	3	Add 0 L	37
38		Olympia Ave.	US 41 - NB/Cross St.	14661	14648			2	FDOT	015023		UA_S2WAC1_1W_2L_D_WL_WR	D	17843	0.090	1610	0.999	0.001	1610	0	0	0	2407	2520	2520	2520	0.64	0.00	C	C	0	2520	3805	5073	6342	2	Add 0 L	38
39	SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	25801	41417			6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66948	0.095	6360	0.521	0.479	3314	3046	0	0	3087	3171	3171	3171	1.05	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L	39
40		Cypress Pkwy.	Lake Babcock Dr.	41417	41334			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	12321	0.095	1220	0.521	0.479	636	584	0	0	2006	2100	2100	2100	0.30	0.28	C	C	970	2100	3171	4242	5292	2	Add 0 L	40
41		Lake Babcock Dr.	Greenway Blvd.	41334	19820			2	FDOT	120273		UA_S2WAC1_2W_2L_U_WL_WR	D	12321	0.095	1220	0.521	0.479	636	584	0	0	872	924	925	924	0.69	0.63	C	C	924	1995	3012	4017	5021	2	Add 0 L	41
42		Greenway Blvd.	CR 74	19820	14197			2	FDOT	010039		RDA_UFH_2W_2L_U_WL_WR	C	12115	0.095	1150	0.521	0.479	599	551	0	540	820	1110	1490	820	0.73	0.67	C	C	820	2100	3154	4205	5257	2	Add 0 L	42
43		CR 74	DeSoto County Line	14860	15172			2	FDOT	010041		RDA_UFH_2W_2L_U_0L_WR	C	10082	0.095	960	0.521	0.479	500	460	0	540	820	1110	1490	820	0.61	0.56	B	B	820	1658	2490	3320	4150	2	Add 0 L	43
44		Charlotte County Line	CR 763 (Farms Rd.)	11196	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_0R	C	9884	0.095	940	0.543	0.457	510	430	0	540	820	1110	1490	820	0.62	0.52	B	B	820	1658	2490	3320	4150	2	Add 0 L	44
45		CR 763 (Farms Rd.)	CR 760 A	11199	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_WR	C	12401	0.095	1180	0.543	0.457	641	539	0	540	820	1110	1490	820	0.78	0.66	C	B	820	1658	2490	3320	4150	2	Add 0 L	45
46		CR 760 A	N. of CR 760	11203	10993			2	FDOT	040031		RDA_UFH_2W_2L_U_0L_WR	C	12049	0.095	1140	0.543	0.457	619	521	0	540	820	1110	1490	820	0.75	0.64	C	B	820	1658	2490	3320	4150	2	Add 0 L	46
47		N. of CR 760	SR 70	10988	11193			2	FDOT	040026		TA_S2WAC1_2W_2L_U_WL_WR	C	13407	0.090	1210	0.543	0.457	657	553	0	0	746	840	0	746	0.88	0.74	C	C	746	1736	2663	3551	4439	2	Add 0 L	47
48	SR 70	E. of Ford Dealer	SR 31	11055	11192			4	FDOT	040011		TA_S2WAC1_2W_4L_D_WL_WR	C	7814	0.090	1220	0.543	0.457	662	558	0	0	1827	1911	0	1827	0.36	0.31	C	C	783	1827	2804	3738	4673	2	Add 0 L	48
49		SR 31	Roger Ave./Oak St.	11192	10982			4	FDOT	040021		TA_S2WAC1_2W_4L_D_WL_WR	C	22536	0.090	2120	0.543	0.457	1151	969	0	0	1827	1911	0	1827	0.63	0.53	C	C	783	1827	2804	3738	4673	4	Add 0 L	49
50	SR 70 EB (Magnolia St.)	SR 70/ Hickory St.	Roger Ave./Oak St.	10907	10906			2	FDOT	045019		TA_S2WAC1_1W_2L_U_0L_WR	C	11933	0.090	1070	0.999	0.001	1070	0	0	0	2192	2293	0	2192	0.49	0.00	C	C	0	2192	3364	4485	5607	2	Add 0 L	50
51	SR 70 WB (Hickory St.)	SR 70/ Roger Ave.	SR 70/Magnolia St.	10995	10928			2	FDOT	045020		TA_S2WAC1_1W_2L_U_0L_WR	C	7749	0.090	890	0.999	0.001	890	0	0	0	2192	2293	0	2192	0.41	0.00	C	C	0	2192	3364	4485	5607	2	Add 0 L	51
52	US 17 - Westbound (Marion Ave.)	SR 35/US 17 (Olympia Ave.)	US 41 (Cross St.)	14804	14817			2	FDOT	015037		UA_S2WAC2_1W_2L_U_0L_WR	D	10053	0.090	1220	0.999	0.001	1220	0	0	1	920	2054	2142	2054	0.59	0.00	D	B	0	2054	3175	4271	5339	2	Add 0 L	52
53	US 17 - Eastbound (Olympia Ave.)	US 41 (Cross St.)	SR 35/US 17 (Marion Ave.)	14803	14799			2	FDOT	015036		UA_S2WAC2_1W_2L_U_WL_0R	D	9086	0.090	1080	0.999	0.001	1080	0	0	0	876	1956	2040	1956	0.55	0.00	D	C	0	1956	3024	4068	5085	2	Add 0 L	53
54	US 17	SR 35/US 17 (Marion Ave.)	I - 75	14760	14771	14791	14768	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_WR	D	19139	0.090	1850	0.525	0.475	971	879	0	0	3087	3171	3171	3171	0.31	0.28	C	C	970	2100	3171	4242	5292	4	Add 0 L	54
55		I - 75	Copeley Ave.	14816	14829	14830	14821	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_0R	D	31304	0.090	2820	0.525	0.475	1481	1339	0	0	2940	3020	3020	3020	0.49	0.44	C	C	924	2000	3020	4040	5040	4	Add 0 L	55
56		Copeley Ave.	CR 74 (Bermont Rd.)	14853	14841	14853	14840	4	FDOT	015015		UA_S2WAC1_2W_4L_D_WL_WR	D	27671	0.090	2490	0.540	0.460	1345	1145	0	0	2006	2100	2100	2100	0.64	0.55	C	C	970	2100	3171	4242	5292	4	Add 0 L	56
57		CR 74 (Bermont Rd.)	CR 764 (Washington Loop Rd.)	14853	14908			4	FDOT	010010		UA_UFH_2W_4L_D_WL_WR	D	24091	0.090	2170	0.540	0.460	1172	998	0	1800	2600	3280	3730	3280	0.36	0.30	B	B	1260	3280	4920	7380	9225	2	Add 0 L	57
58		CR 764 (Washington Loop Rd.)	Taralane Dr.	14975	15006			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	17020	0.090	1530	0.540	0.460	826	704	0	1800	2600	3280	3730	3280	0.25	0.21	B	B	1260	3280	4920	7380	9225	2	Add 0 L	58
59		Taralane Dr.	CR 764 (Washington Loop Rd.)	15154	19813			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	16095	0.090	1450	0.540	0.460	783	667	0	1800	2600	3280	3730	3280	0.24	0.20	B	B	1260	3280	4920	7380	9225	2	Add 0 L	59
60		CR 764 (Washington Loop Rd.)	DeSoto County Line	15195	19824			4	FDOT	010023		TA_UFH_2W_4L_D_WL_WR	C	14207	0.095	1350	0.540	0.460	729	621	0	1710	2470	3120	3550	2470	0.30	0.25	B	B	903	2470	3700	5550	6938	2	Add 0 L	60
61	SR 93/I-75	Lee County Line	CR 762 (Tuckers Grade)	14230	14224	14225	14231	6	FDOT	010055		RDA_FW_6L_0A	C	84680	0.105	8890	0.518	0.482	4605	4285	0	2820	3990	4770	5470	3990	1.15	1.07	D	D	0	2770	3990	5220	6450	8	Add 2 L	61
62		CR 762 (Tuckers Grade)	N. Jones Loop Rd.	14355	14292	14293	14356	6	FDOT	010034		TA_FW_6L_0A	C	80123	0.105	8410	0.518	0.482	4356	4054	0	3520	4670	5610	5870	4670	0.93	0.87	C	C	0	3180	4670	6170	7310	6	Add 0 L	62
63		N. Jones Loop Rd.	US 17	14741	19896	19897	14742	6	FDOT	010350		UA_FW_6L_0A	D	83775	0.105	8800	0.518	0.482	4558	4242	0	3410	4650	5620	6340	5620	0.81	0.75	C	C	1870	3740	5620	7490	9370	6	Add 0 L	63
64		US 17	CR 776 (Harbor View Rd.)	14839	14787	14788	14838	6	FDOT	010036		UA_FW_6L_0A	D	80784	0.090	7380	0.518	0.482	3823	3557	0	3410	4650	5620	6340	5620	0.68	0.63	C	C	1870	3740	5620	7490	9370	6	Add 0 L	64

Footnotes:
(1) FDOT D1RPMv2.1_InterimUpdate 2045 CF Network Link Node numbers.
(2) FDOT D1RPMv2.1_InterimUpdate 2045 CF number of lanes.
(3) FDOT Florida 2022 Traffic Information - Site Location Reference. 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2045 SE Data with 2045 CF Network AADT distribution and assignment.
(7) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2022 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.
(8) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

EXHIBIT 3-1

BABCOCK RANCH COMMUNITY
MPD CPA AMENDMENT
FUTURE 2045 TRAFFIC CONDITIONS WITH PROPOSED CPA - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

	ROADWAY	FROM	TO	(1) D1RPM A_1 Node	B_1 Node	A_2 Node	B_2 Node	A_3 Node	B_3 Node	A_4 Node	(1) B_4 Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC VV SNO	(4) E+C LOS Facility Type	(5) LOS Std.	FUTURE 2045 TRAFFIC (6) Raw D1RPM AADT	(7) K Factor	Two-way Peak Hr Volume	(7) D Factor Dir 1	D Factor Dir2	Dir. Volume Dir1 NB/EB	Dir. Volume Dir2 SB/WB	(8) Directional Service Volumes by LOS LOS A	LOS B	LOS C	LOS D	LOS E	Service Volume @ LOS Std.	2045 LOS V/SV Dir1 NB/EB	V/SV Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	(8) Service Volumes by Number of Lanes 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement	
1	Broadway St.	SR 80	North River Rd.	27801	27091							2	LC	PCS 5		LC_Collector_2LU	E	16990	0.089	1510	0.597	0.40	901	609	0	0	310	660	740	740	1.22	0.82	F	D	740	1520	2280	3040	3800	4	Add 2 L	1
2	Buckingham Rd.	SR 82	Gunnery Rd.	26730	26697							2	LC	PCS 11		LC_ClassIArterial_2L	E	3629	0.091	910	0.541	0.46	492	418	0	140	800	860	860	860	0.57	0.49	C	C	860	1960	2940	3940	4925	2	Add 0 L	2
3		Gunnery Rd.	Cemetery Rd.	26417	26419							2	LC	PCS 11		LC_ClassIArterial_2L	E	18300	0.091	1670	0.541	0.46	903	767	0	140	800	860	860	860	1.05	0.89	F	C	860	1960	2940	3940	4925	4	Add 2 L	3
4		Cemetery Rd.	Orange River Blvd.	26412	26417							2	LC	PCS 11		LC_ClassIArterial_2L	E	30967	0.091	2820	0.541	0.46	1526	1294	0	140	800	860	860	860	1.77	1.50	F	F	860	1960	2940	3940	4925	4	Add 2 L	4
5		Orange River Blvd.	SR 80	26607	26567							4	LC	PCS 11		LC_ClassIArterial_4L	E	30521	0.091	2780	0.541	0.46	1504	1276	0	250	1840	1960	1960	1960	0.77	0.65	C	C	860	1960	2940	3940	4925	4	Add 0 L	5
6	Colonial Blvd.	Dynasty Dr.	SR 82	25004	25295							6	LC	PCS 22		LC_ClassIArterial_6L	E	73612	0.084	6180	0.603	0.40	3728	2452	0	400	2840	2940	2940	2940	1.27	0.83	F	C	860	1960	2940	3940	4925	8	Add 2 L	6
7	Del Prado Blvd.	US 41	Slater Rd.	22966	22908							2	LC	PCS 104		LC_ClassIArterial_2L	E	4079	0.105	960	0.509	0.49	489	471	0	140	800	860	860	860	0.57	0.55	C	C	860	1960	2940	3940	4925	2	Add 0 L	7
8	Gunnery Rd.	SR 82	Lee Blvd	26798	28631							4	LC	PCS 22		LC_ClassIArterial_4L	E	24960	0.084	2370	0.603	0.40	1429	941	0	250	1840	1960	1960	1960	0.73	0.48	C	C	860	1960	2940	3940	4925	4	Add 0 L	8
9		Lee Blvd.	Buckingham Rd.	26730	26741							2	LC	PCS 22		LC_ClassIArterial_2L	E	17955	0.084	1510	0.603	0.40	911	599	0	140	800	860	860	860	1.06	0.70	F	C	860	1960	2940	3940	4925	4	Add 2 L	9
10	Joel Blvd.	Bell Blvd.	18th St.	28244	27888							4	LC	PCS 11		LC_ClassIArterial_4L	E	19954	0.091	1820	0.541	0.46	985	835	0	250	1840	1960	1960	1960	0.50	0.43	C	C	860	1960	2940	3940	4925	4	Add 0 L	10
11		18th St.	SR 80	27861	27863							2	LC	PCS 11		LC_ClassIArterial_2L	E	21933	0.091	2000	0.541	0.46	1082	918	0	140	800	860	860	860	1.26	1.07	F	F	860	1960	2940	3940	4925	4	Add 2 L	11
12	Lee Blvd.	SR 82	Alvin Ave.	25677	25715							6	LC	PCS 22		LC_ClassIArterial_6L	E	70233	0.084	5900	0.603	0.40	3559	2341	0	400	2840	2940	2940	2940	1.21	0.80	F	C	860	1960	2940	3940	4925	8	Add 2 L	12
13		Alvin Ave.	Gunnery Rd.	26798	26296							6	LC	PCS 22		LC_ClassIArterial_6L	E	59665	0.084	5010	0.603	0.40	3022	1988	0	400	2840	2940	2940	2940	1.03	0.68	F	C	860	1960	2940	3940	4925	8	Add 2 L	13
14		Gunnery Rd.	Homestead Rd.	26798	26903							6	LC	PCS 22		LC_ClassIArterial_6L	E	57537	0.084	4830	0.603	0.40	2913	1917	0	400	2840	2940	2940	2940	0.99	0.65	D	C	860	1960	2940	3940	4925	6	Add 0 L	14
15	Leeland Heights	Homestead Rd.	Joel Blvd.	27790	27781							4	LC	PCS 11		LC_ClassIArterial_4L	E	35457	0.091	3230	0.541	0.46	1747	1483	0	250	1840	1960	1960	1960	0.89	0.76	C	C	860	1960	2940	3940	4925	4	Add 0 L	15
16	Littleton Rd.	Corbett Rd.	US 41	21607	21579							4	LC	PCS 108		LC_ClassIArterial_4L	E	24706	0.094	2320	0.650	0.35	1507	813	0	250	1840	1960	1960	1960	0.77	0.41	C	C	860	1960	2940	3940	4925	4	Add 0 L	16
17		US 41	BUS 41	21780	21688							2	LC	PCS 108		LC_ClassIArterial_2L	E	14001	0.094	1320	0.650	0.35	858	462	0	140	800	860	860	860	1.00	0.54	D	C	860	1960	2940	3940	4925	2	Add 0 L	17
18	Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	24006	24247							4	LC	PCS 20		LC_ClassIIArterial_4L	E	18541	0.093	1720	0.548	0.45	942	778	0	0	710	1590	1660	1660	0.57	0.47	D	D	780	1660	2500	3340	4175	4	Add 0 L	18
19		Enterprise Pkwy.	I-75	24247	24411							4	LC	PCS 20		LC_ClassIIArterial_4L	E	28419	0.093	2640	0.548	0.45	1446	1194	0	0	710	1590	1660	1660	0.87	0.72	D	D	780	1660	2500	3340	4175	4	Add 0 L	19
20		I-75	Northland Rd.	24727	24808							2	LC	PCS 20		LC_Collector_2LD	E	19972	0.093	1860	0.548	0.45	1019	841	0	0	330	700	780	780	1.31	1.08	F	F	780	1600	2400	3200	4000	4	Add 2 L	20
21		Northland Rd.	Country Lakes Dr.	24808	25032							2	LC	PCS 20		LC_Collector_2LD	E	18173	0.093	1690	0.548	0.45	925	765	0	0	330	700	780	780	1.19	0.98	F	E	780	1600	2400	3200	4000	4	Add 2 L	21
22	N River Rd.	SR 31	Franklin Lock Rd.	25796	26100							2	LC	PCS 5		LC_ClassIArterial_2L	E	14711	0.089	1310	0.597	0.40	781	529	0	140	800	860	860	860	0.91	0.62	C	C	860	1960	2940	3940	4925	2	Add 0 L	22
23		Franklin Lock Rd.	Broadway Rd.	27426	27563							2	LC	PCS 5		LC_ClassIArterial_2L	E	12895	0.089	1150	0.597	0.40	686	464	0	140	800	860	860	860	0.80	0.54	C	C	860	1960	2940	3940	4925	2	Add 0 L	23
24		Broadway Rd.	County Line	27800	27094							2	LC	PCS 5		LC_ClassIIArterial_2L	E	3640	0.089	320	0.597	0.40	191	129	0	0	330	710	780	780	0.24	0.17	C	C	780	1660	2500	3340	4175	2	Add 0 L	24
25	Nalle Grade Rd.	Slater Rd.	Nalle Rd.	24371	23808							2	LC	PCS 104		LC_Collector_2LU	E	1308	0.105	140	0.509	0.49	71	69	0	0	310	660	740	740	0.10	0.09	C	C	740	1520	2280	3040	3800	2	Add 0 L	25
26	Nalle Rd.	SR 78	Nalle Grade Rd.	24386	24366							2	LC	PCS 104		LC_Collector_2LU	E	4175	0.105	440	0.509	0.49	224	216	0	0	310	660	740	740	0.30	0.29	C	C	740	1520	2280	3040	3800	2	Add 0 L	26
27	Orange River Blvd.	SR 80	Staley Rd.	24798	24803							2	LC	PCS 11		LC_ClassIIArterial_2L	E	19063	0.091	1730	0.541	0.46	936	794	0	0	330	710	780	780	1.20	1.02	F	F	780	1660	2500	3340	4175	4	Add 2 L	27
28		Staley Rd.	Buckingham Rd.	25467	28646							2	LC	PCS 11		LC_ClassIArterial_2L	E	18414	0.091	1680	0.541	0.46	909	771	0	140	800	860	860	860	1.06	0.90	F	C	860	1960	2940	3940	4925	4	Add 2 L	28
29	Ortiz Ave.	Colonial Blvd.	SR 82	23839	23837							4	LC	PCS 18		LC_ClassIArterial_4L	E	38478	0.090	3460	0.612	0.39	2118	1342	0	250	1840	1960	1960	1960	1.08	0.68	F	C	860	1960	2940	3940	4925	6	Add 2 L	29
30		SR 82	Luckett Rd.	23807	23814							4	LC	PCS 18		LC_ClassIIArterial_4L	E	18818	0.090	1690	0.612	0.39	1035	655	0	0	710	1590	1660	1660	0.62	0.39	D	C	780	1660	2500	3340	4175	4	Add 0 L	30
31		Luckett Rd.	SR 80	23684	23702							4	LC	PCS 18		LC_ClassIIArterial_4L	E	12220	0.090	1100	0.612	0.39	673	427	0	0	710	1590	1660	1660	0.41	0.26	C	C	780	1660	2500	3340	4175	2	Add 0 L	31
32	Plantation Rd.	Daniels Pkwy.	Idlewild St.	23043	23044							2	LC	PCS 45		LC_Collector_2LU	E	9550	0.107	1160	0.597	0.40	692	468	0	0	310	660	740	740	0.94	0.63	E	D	740	1520	2280	3040	3800	2	Add 0 L	32
33		Idlewild St.	Colonial Blvd.	23152	23159							4	LC	PCS 45		LC_Collector_4LD	E	13560	0.107	1450	0.597	0.40	865	585	0	0	770	1510	1600	1600	0.54	0.37	D	C	780	1600	2400	3200	4000	4	Add 0 L	33
34	Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	23738	23661							4	LC	PCS 18		LC_ClassIArterial_4L	E	26249	0.090	2360	0.612	0.39	1445	915	0	250	1840	1960	1960	1960	0.74	0.47	C	C	860	1960	2940	3940	4925	4	Add 0 L	34
35		Winkler Rd.	Challenger Blvd.	23867	23870							6	LC	PCS 18		LC_ClassIArterial_6L	E	29948	0.090	3100	0.612	0.39	1898	1202	0	400	2840	2940	2940	2940	0.65	0.41	C	C	860	1960	2940	3940	4925	4	Add 0 L	35
36		Challenger Blvd.	Colonial Blvd.	23858	23862							6	LC	PCS 18		LC_ClassIArterial_6L	E	40115	0.090	4670	0.612	0.39	2859	1811	0	400	2840	2940	2940	2940	0.97	0.62	D	C	860	1960	2940	3940	4925	6	Add 0 L	36
37	Slater Rd.	SR 78	Nalle Grade Rd.	22981	22954							2	LC	PCS 104		LC_ClassIArterial_2L	E	7812	0.105	820	0.509	0.49	417	403	0	140	800	860	860	860	0.48	0.47	C	C	860	1960	2940	3940	4925	2	Add 0 L	37
38	Sunshine Blvd.	SR 82	23rd St. SW	27326	27325							4	LC	PCS 11		LC_ClassIArterial_4L	E	21487	0.091	1960	0.541	0.46	1060	900	0	250	1840	1960	1960	1960	0.54	0.46	C	C	860	1960	2940	3940	4925	4	Add 0 L	38
39		23rd St. SW	Lee Blvd.	27306	27312							4	LC	PCS 11		LC_ClassIArterial_4L	E	15309	0.091	1390	0.541	0.46	752	638	0	250	1840	1960	1960	1960	0.38	0.33	C	C	860	1960	2940	3940	4925	2	Add 0 L	39
40	Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	20138	25281							4	LC	PCS 62		LC_ClassIArterial_4L	E	34763	0.108	3750	0.574	0.43	2154	1596	0	250	1840	1960	1960	1960	1.10	0.81	F	C	860	1960	2940	3940	4925	6	Add 2 L	40
41		Amberwood Rd.	Colonial Blvd.	25375	26527							4	LC	PCS 62		LC_ClassIArterial_4L	E	27303	0.108	2950	0.574	0.43	1694	1256	0	250	1840	1960	1960	1960	0.86	0.64	C	C	860	1960	2940	3940	4925	4	Add 0 L	41
42	USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	22112	22408							3	FDOT	125035		UA_S2WAC1_1W_3L_U_0L_WR	D	37229	0.090	3350	0.999	0.00	3350	0	0	0	3704	3805	3805	3805	0.88	0.00	C	C	0	2520	3805	5073	6342	3	Add 0 L	42
43	USB 41 (N. Tamiami Trail/USB 41)	N. End of Edison Bridge	SR 78/Pine Island Rd./Bayshore Rd	21945	21954							6	FDOT	126041		UA_S2WAC1_2W_6L_D_WL_WR	D	53191	0.090	4790	0.527	0.47	2524	2266	0	0	3087	3171	3171	3171	0.80	0.71	C	C	970	2100	3171	4242	5292	6	Add 0 L	43
44		SR 78/Pine Island Rd./Bayshore Rd	Littleton Rd.	21945	21930							6	FDOT	125027		UA_S2WAC1_2W_6L_D_WL_WR	D	39200	0.090	3530	0.527	0.47	1860	1670	0	0	3087	3171	3171	3171	0.59	0.53	C	C	970	2100	3171	4242	5292	4	Add 0 L	44
45		Littleton Rd.	US 41 SB	21754	21780							4	FDOT	120078		UA_S2WAC1_2W_4L_D_WL_WR	D	29518	0.090	2660	0.527	0.47	1402	1258	0	0	2006	2100	2100	2100	0.67	0.60	C	C	970	2100	3171	4242	5292	4	Add 0 L	45
46		US 41 SB	SR 45/US 41	21600	21587							1	FDOT	121005		UA_S2WAC1_1W_1L_U_0L_0R	D	12907	0.090	1160	0.999	0.00	1160	0	0	0	837	887	887	887	1.31	0.00	F	C	887	2400	3624	4832	6040	2	Add 1 L	46
47	USB 41 (Evans Ave./Park Ave./USB 41 NB)	SR 82/MLK Blvd.	N. End of Edison Bridge	22112	22538							3	FDOT	125071		UA_S2WAC1_1W_3L_U_0L_0R	D	37781	0.090	3400	0.999	0.00	3400	0	0	0	3528	3624	3624	3624	0.94	0.00	C	C	887	2400	3624	4832	6040	3	Add 0 L	47
48	SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	22260	22398							6	FDOT	120049		UA_S2WAC1_2W_6L_D_WL_0R	D	27905	0.090	4320	0.537	0.46	2320	2000	0	0	2940	3020	3020	3020	0.77	0.66	C	C	924	2000	3020	4040	5040	6	Add 0 L	48
49		0.195 miles W. Solomon Blvd.	SR 739 (Metro Pkwy.)	23007	22912							6	FDOT	120050		UA_S2WAC1_2W_6L_D_WL_WR	D	52294	0.090	6300	0.537	0.46	3383	2917	0	0	3087	3171	3171	3171	1.07	0.92	F	C	970	2100	3171	4242	5292	8	Add 2 L	49
50		SR 739 (Metro Pkwy.)	CR 865/Ortiz Ave./6M Cypress Pkw	23685	23858							6	FDOT	120080		UA_S2WAC1_2W_6L_D_WL_WR	D	74692	0.090	6800	0.537	0.46	3652	3148	0	0	3087	3171	3171	3171	1.15	0.99	F	D	970	2100	3171	4242	5292	8	Add 2 L	50
51		CR 865/Ortiz Ave./6M Cypress Pkw	I-75	21882	24003							6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	104667	0.090	9420	0.537	0.46	5059	4361	0	0	3087	3171	3171	3171	1.60	1.38	F	F	970	2100	3171	4242	5292	10	Add 4 L	51
52		I-75	400 Ft E. of Dynasty Dr.	24677	24766							6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	85299	0.090	7680	0.537	0.46	4124	3556	0	0	3087	3171	3171	3171	1.30	1.12	F	F	970	2100	3171	4242	5292	8	Add 2 L	52
53	US 41	Hanson St.	Johnson St.	22171	22172							6	FDOT	125012		UA_S2WAC1_2W_6L_D_WL_0R	D	60027	0.090	5400	0.537	0.46	2900	2500	0	0	2940	3020	3020	3020	0.96	0.83	C	C	924	2000	3020	4040	5040	6	Add 0 L	53
54		Johnson St.	CR 78A/Pondella Rd.	21782	21815							4	FDOT	120094		UA_S2WAC1_2W_4L_D_WL_WR	D	52500	0.090	4730	0.537	0.46	2540	2190	0	0	2006	2100	2100	2100	1.21	1.04	F	F	970	2100	3171	4242	5292	6	Add 2 L	54
55		CR 78A/Pondella Rd.	Littleton Rd.	21595	21596							4	FDOT	125029		UA_S2WAC1_2W_4L_D_WL_WR	D	35926	0.090	3230	0.537	0.46	1735	1495	0	0	2006	2100	2100	2100	0.83	0.71	C	C	970	2100	3171	4242	5292	4	Add 0 L	55
56		Littleton Rd.	Del Prado Blvd.	21607	21611							4	FDOT	120036		UA_S2WAC1_2W_4L_D_WL_WR	D	36594	0.090	3290	0.537	0.46	1767	1523	0	0	2006	2100	2100	2100	0.84	0.73	C	C	970	2100	3171	4242	5292	4	Add 0 L	56
57		Del Prado Blvd.	Sun Seekers RV Park Entrance	21539	21542							4	FDOT	120109		UA_S2WAC1_2W_4L_D_WL_WR	D	70933	0.090	6380	0.537	0.46	3426	2954	0	0	2006	2100	2100	2100	1.63	1.41	F	F	970	2100	3171	4242	5292	8	Add 4 L	57
58		Sun Seekers RV Park Entrance	Charlotte County Line	21328	21311							4	FDOT	120103		UA_S2WAC1_2W_4L_D_WL_WR	D	46620	0.090	4200	0.537	0.46	2255	1945	0	0	2006	2100	2100	2100	1.07	0.93	F	C	970	2100	3171	4242	5292	6	Add 2 L	58
59	SR 80 (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	22961	22903							2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	21079	0.090	1900	0.537	0.46	1020	880	0	1	389	788	840	788	1.29	1.12	F	F	788	1630	2520	3390	4543	4	Add 2 L	59
60	SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	23098	23175							4	FDOT	125007		UA_S2WAC1_2W_4L_D_WL_0R	D	29554	0.090	2660	0.537	0.46	1428	1232	0	0	1910	2000	2000	2000	0.71	0.62	C	C	924	2000	3020	4040	5040	4	Add 0 L	60
61		Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	23654	23684							4	FDOT	125073		UA_S2WAC1_2W_4L_D_WL_WR	D	32408	0.090	2920	0.537	0.46	1568	1352	0	0	2006	2100	2100	2100	0.75	0.64	C	C	970	2100	3171	4242	5292	4	Add 0 L	61
62		CR 80B (Ortiz Ave.)	I-75	24345	24438							6	FDOT	125020		UA_S2WAC1_2W_6L_D_WL_WR	D	42021	0.090	3780	0.537	0.46	2030	1750	0	0	3087	3171	3171	3171	0.64	0.55	C	C	970	2100	3171	4242	5292	4	Add 0 L	62
63		I-75	SR 31 (Babcock Ranch Rd.)	25762	25808							6	FDOT	126005		UA_S2WAC1_2W_6L_D_WL_WR	D	56972	0.090	5130	0.521	0.48	2673	2457	0	0	3087	3171	3171	3171	0.84	0.77	C	C	970	2100	3171	4242	5292	6	Add 0 L	63
64		SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga	25808	25875							4	FDOT	120085		UA_S2WAC1_2W_4L_D_WL_WR	D	55129	0.090	4960	0.521	0.48	2584	2376	0	0	2006	2100	2100	2100	1.23	1.13	F	F	970	2100	3171	4242	5292	6	Add 2 L	64
65		CR 80A/Buckingham Rd./Old Olga	W. of Werner Dr.	26607	26783							4	FDOT	120012		UA_UFH_2W_4L_D_WL_WR	D	26903	0.090	2970	0.521	0.48	1547	1423	0	1800	2600	3280	3730	3280	0.47	0.43	B	B	1260	3280	4920	7380	9225	4	Add 0 L	65
66		W. of Werner Dr.	Hickey Creek Rd.	27174	26290							4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	27085	0.095	2570	0.521	0.48	1339	1231	0	1530	2210	2820	3220	2210	0.61	0.56	B	B	861	2210	3320	4980	6225	4	Add 0 L	66
67		Hickey Creek Rd.	Broadway St./CR 78	27373	27415							4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	26251	0.095	2570	0.521	0.48	1339	1231	0	1530	2210	2820	3220	2210	0.61	0.56	B	B	861	2210	3320	4980	6225	4	Add 0 L	67
68		Broadway St/CR 78	CR 884 (Joel Blvd.)	27798	28222							4	FDOT	120006		RDA_IFH_2W_4L_D_WL_WR	C	36459	0.095	3460	0.521	0.48	1803	1657	0	0	1607	1659	0	1607	1.12	1.03	F	D	739	1607	2478	3304	4130	6	Add 2 L	68
69		CR 884 (Joel Blvd.)	Hendry County Line	27861	28224							4	FDOT	120086		RDA_UFH_2W_4L_D_WL_WR	C	33453	0.095	3180	0.521	0.48	1657	1523	0	1530	2210	2820	3220	2210	0.75	0.69	C	B	861	2210	3320	4980	6225	4	Add 0 L	69
70	SR 80 (SR 80/Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	22640	22695							2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	12812	0.090	1150	0.537	0.46	618	532	0	1	389	788	840	788	0.78	0.68	D	D	788	1630	2520	3390	4543	2	Add 0 L	70
71		SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	22963	22961							2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	11544	0.090	1080	0.537	0.46	580	500	0	1	389	788	840	788	0.74	0.63	D	D	788	1630	2520	3390	4543	2	Add 0 L	71
72	SR 78 (Pine Island Rd.)	Santa Barbara Blvd.	Del Prado Blvd.	20787	21068							6	FDOT	120038		UA_S2WAC1_2W_6L_D_WL_WR	D	52296	0.090	5040	0.540	0.46	2722	2318	0	0	3087	3171	3171	3171	0.86	0.73	C	C	970	2100	3171	4242	5292	6	Add 0 L	72
73		Del Prado Blvd.	W. of CR 78A/Pondella Rd.	21143	21164							6	FDOT	126049		UA_S2WAC1_2W_6L_D_WL_WR	D	49385	0.090	4440	0.540	0.46	2398	2042	0	0	3087	3171	3171	3171	0.76	0.64	C	C	970	2100	3171	4242	5292	6	Add 0 L	73
74		W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	21586	21596							4	FDOT	125042		UA_S2WAC1_2W_4L_D_WL_WR	D	41529	0.090	3740	0.540	0.46	2020	1720	0	0	2006	2100	2100	2100	0.96	0.82	D	C	970	2100	3171	4242	5292	4	Add 0 L	74
75		SR 45/US 41 (Cleveland Ave.)	SR 739/US 41 BUS	20445	21945							4	FDOT	120003		UA_S2WAC1_2W_4L_D_WL_WR	D	26651	0.090	2880	0.540	0.46	1555	1325	0	0	2006	2100	2100	2100	0.74	0.63	C	C	970	2100	3171	4242	5292	4	Add 0 L	75
76	SR 78 (Bayshore Rd.)	SR 739/US 41 BUS	New Post Rd./Hart Rd.	22462	22524							6	FDOT	125028		UA_S2WAC1_2W_6L_D_WL_WR	D	56265	0.090	5060	0.540	0.46	2732	2328	0	0	3087	3171	3171	3171	0.86	0.73	C	C	970	2100	3171	4242	5292	6	Add 0 L	76
77		New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	22975	22981							6	FDOT	120017		UA_S2WAC1_2W_6L_D_WL_WR	D	50070	0.090	4510	0.540	0.46	2435	2075	0	0	3087	3171	3171	3171	0.77	0.65	C	C	970	2100	3171	4242	5292	6	Add 0 L	77
78		Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	23655	23740							4	FDOT	126064		UA_S2WAC1_2W_4L_D_WL_WR	D	53454	0.090	4810	0.540	0.46	2597	2213	0	0	2006	2100	2100	2100	1.24	1.05	F	F	970	2100	3171	4242	5292	6	Add 2 L	78
79		W. of Pritchett Pkwy.	Pritchett Pkwy.	23883	24055							4	FDOT	120022		UA_S2WAC1_2W_4L_D_WL_WR	D	52141	0.090	4690	0.521	0.48	2443	2247	0	0	2006	2100	2100	2100	1.16	1.07	F	F	970	2100	3171	4242	5292	6	Add 2 L	79
80		Pritchett Pkwy.	Old Bayshore Rd.	25638	25646							4	FDOT	120022		UA_UFH_2W_4L_D_WL_WR	D	37222	0.090	3350	0.521	0.48	1745	1605	0	1800	2600	3280	3730	3280	0.53	0.49	B	B	1260	3280	4920	7380	9225	4	Add 0 L	80
81		Old Bayshore Rd.	SR 31	25646	25794							4	FDOT	121002		UA_S2WAC1_2W_4L_D_WL_WR	D	39101	0.090	3520	0.521	0.48	1834	1686	0	0	2006	2100	2100	2100	0.87	0.80	C	C	970	2100	3171	4242	5292	4	Add 0 L	81
82	SR 82 (Dr. M. L. King Jr. Blvd.)	SR 739 (Fowler Ave.)	Michigan Link Ave.	23382	23451							4	FDOT	125019		UA_S2WAC2_2W_4L_D_WL_WR	D	45245	0.090	4590	0.537	0.46	2465	2125	0	1	767	1712	1785	1712	1.44	1.24	F	F	827	1712	2646	3560	4770	6	Add 2 L	82
83		Michigan Link Ave.	CR 865/Ortiz Ave.	23839	28647							6	FDOT	125053		UA_S2WAC1_2W_6L_D_WL_WR	D	54086	0.090	4870	0.537	0.46	2615	2255	0	0	3087	3171	3171	3171	0.82	0.71	C	C	970	2100	3171	4242	5292	6	Add 0 L	83
84		CR 865/Ortiz Ave.	W. of Teter Rd./I-75 NB On Ramp	24031	24171							6	FDOT	126020		UA_S2WAC1_2W_6L_D_WL_WR	D	77807	0.090	7000	0.537	0.46	3759	3241	0	0	3087	3171	3171	3171	1.19	1.02	F	F	970	2100	3171	4242	5292	8	Add 2 L	84

EXHIBIT 3-1

BABCOCK RANCH COMMUNITY
MPD CPA AMENDMENT
FUTURE 2045 TRAFFIC CONDITIONS WITH PROPOSED CPA - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

				(1) D1RPM								(1)	(2)	State/	(3)	(3)	(4)	(5)	FUTURE 2045 TRAFFIC (6)	(7)	(7)	(7)	Dir. Volume		(8)						2045 LOS V/SV		LOS		(8)						# of		
	ROADWAY	FROM	TO	A_1 Node	B_1 Node	A_2 Node	B_2 Node	A_3 Node	B_3 Node	A_4 Node	B_4 Node	# of Lanes	State/ County Roadway	Count Station	CC VV SNO	E+C LOS Facility Type	LOS Std.	Raw D1RPM AADT	K Factor	Two-way Peak Hr Volume	D Factor Dir 1	D Factor Dir 2	Dir. Volume Dir1 NB/EB	Dir. Volume Dir2 SB/WB	Directional Service Volumes by LOS LOS A	LOS B	LOS C	LOS D	LOS E	Service Volume @ LOS Std.	Dir1 NB/EB	Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	Service Volumes by Number of Lanes 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement		
85	SR 82 (Immokalee Rd.)	W. of Teter Rd./I-75 NB On Ramp	Buckingham Rd.	24497	24525							6	FDOT	126068		UA_S2WAC1_2W_6L_D_WL_WR	D	69082	0.090	6220	0.540	0.46	3359	2861	0	0	3087	3171	3171	3171	1.06	0.90	F	C	970	2100	3171	4242	5292	8	Add 2 L		85
86		Buckingham Rd.	CR 884/Colonial Blvd./Lee Blvd.	25465	25520							6	FDOT	120021		UA_S2WAC1_2W_6L_D_WL_WR	D	52146	0.090	4690	0.537	0.46	2519	2171	0	0	3087	3171	3171	3171	0.79	0.68	C	C	970	2100	3171	4242	5292	6	Add 0 L		86
87		CR 884/Colonial Blvd./Lee Blvd.	Gateway Blvd.	25677	26191							6	FDOT	120077		UA_S2WAC1_2W_6L_D_WL_WR	D	57713	0.090	5190	0.537	0.46	2787	2403	0	0	3087	3171	3171	3171	0.88	0.76	C	C	970	2100	3171	4242	5292	6	Add 0 L		87
88		Gateway Blvd.	Griffin Dr./Ray Ave. S.	26293	26871							6	FDOT	120107		UA_S2WAC1_2W_6L_D_WL_WR	D	43370	0.090	3900	0.537	0.46	2094	1806	0	0	3087	3171	3171	3171	0.66	0.57	C	C	970	2100	3171	4242	5292	4	Add 0 L		88
89		Griffin Dr./Ray Ave. S.	Daniels Pkwy./Gunnery Rd. S.	26211	26284							6	FDOT	120108		UA_S2WAC1_2W_6L_D_WL_WR	D	36382	0.090	3270	0.537	0.46	1756	1514	0	0	3087	3171	3171	3171	0.55	0.48	C	C	970	2100	3171	4242	5292	4	Add 0 L		89
90	SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	24830	24836	24889	24882	50119	50120	50058	50059	10	FDOT	120184		UA_FW_10L_WA	D	159887	0.090	14390	0.578	0.42	8317	6073	0	7240	9800	12240	13260	12240	0.68	0.50	C	B	2370	4740	6620	10370	12240	8	Add 0 L		90
91		Daniels Pkwy.	SR 884/CR 884/Colonial Blvd.	24351	24720	24744	24413	50106	50107	50068	50069	10	FDOT	120057		UA_FW_10L_WA	D	147273	0.090	13250	0.572	0.43	7579	5671	0	7240	9800	12240	13260	12240	0.62	0.46	C	B	2370	4740	6620	10370	12240	8	Add 0 L		91
92		SR 884/CR 884/Colonial Blvd.	SR 82/Immokalee Rd.	24225	24129	24174	24278	50099	50100	50075	50076	6	FDOT	120273		UA_FW_10L_WA	D	137675	0.095	13080	0.521	0.48	6815	6265	0	7240	9800	12240	13260	12240	0.56	0.51	B	B	2370	4740	6620	10370	12240	8	Add 2 L		92
93		SR 82/Immokalee Rd.	Luckett Rd.	24560	24572	24610	24597	50093	50094	50081	50082	6	FDOT	120273		UA_FW_10L_WA	D	130623	0.095	12410	0.521	0.48	6466	5944	0	7240	9800	12240	13260	12240	0.53	0.49	B	B	2370	4740	6620	10370	12240	6	Add 0 L		93
94		Luckett Rd.	SR 80	24616	24549	24578	24639	50088	50089	50086	50087	6	FDOT	120273		UA_FW_10L_WA	D	123353	0.095	11720	0.521	0.48	6106	5614	0	7240	9800	12240	13260	12240	0.50	0.46	B	B	2370	4740	6620	10370	12240	6	Add 0 L		94
95		SR 80	SR 78 (Bayshore Rd)	23947	24004	24007	23965					6	FDOT	120061		UA_FW_6L_WA	D	97282	0.090	8760	0.572	0.43	5011	3749	0	4410	5650	6620	7340	6620	0.76	0.57	C	B	2370	4740	6620	10370	12240	6	Add 0 L		95
96		SR 78 (Bayshore Rd.)	Charlotte County Line	14230	14224	14225	14231					6	FDOT	120062		TA_FW_6L_0A	C	84835	0.105	8910	0.572	0.43	5097	3813	0	3520	4670	5610	5870	4670	1.09	0.82	D	C	0	3180	4670	6170	7310	8	Add 2 L		96
97	SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	25794	25798							6	FDOT	120030		UA_S2WAC1_2W_6L_U_WL_WR	D	65497	0.090	5890	0.521	0.48	3069	2821	0	0	2933	3012	3012	3012	1.02	0.94	F	C	924	1995	3012	4017	5021	8	Add 2 L		97
98		SR 78	Old Rodeo Dr.	25794	20133							6	FDOT	121001		UA_S2WAC1_2W_6L_D_WL_WR	D	78717	0.095	7480	0.521	0.48	3897	3583	0	0	3087	3171	3171	3171	1.23	1.13	F	F	970	2100	3171	4242	5292	8	Add 2 L		98
99		Old Rodeo Dr.	CR 78/N River Rd./Old Bayshore R	89872	25796							6	FDOT	121001		UA_S2WAC1_2W_6L_D_WL_WR	D	76999	0.095	7310	0.521	0.48	3809	3501	0	0	3087	3171	3171	3171	1.20	1.10	F	F	970	2100	3171	4242	5292	8	Add 2 L		99
100		CR 78/N River Rd./Old Bayshore R	Shirley Ln.	25799	25796							6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	89506	0.095	8500	0.521	0.48	4429	4071	0	0	3087	3171	3171	3171	1.40	1.28	F	F	970	2100	3171	4242	5292	10	Add 4 L		100
101		Shirley Ln.	Fox Hill Rd.	25799	25801							6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66587	0.095	6330	0.521	0.48	3298	3032	0	0	3087	3171	3171	3171	1.04	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L		101
102		Fox Hill Rd.	Busbee Ln.	25799	25801							6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66587	0.095	6330	0.521	0.48	3298	3032	0	0	3087	3171	3171	3171	1.04	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L		102
103		Busbee Ln.	Charlotte County Line	25799	25801							6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66587	0.095	6330	0.521	0.48	3298	3032	0	0	3087	3171	3171	3171	1.04	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L		103

Footnotes:
(1) FDOT D1RPMv2.1_InterimUpdate 2045 CF Network Link Node numbers.
(2) FDOT D1RPMv2.1_InterimUpdate 2045 CF number of lanes.
(3) FDOT Florida 2022 Traffic Information - Site Location Reference. 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2045 SE Data with 2045 CF Network AADT distribution and assignment.
(7) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2022 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.
(8) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

EXHIBIT 3-2

BABCOCK RANCH COMMUNITY
MPD CPA AMENDMENT
FUTURE 2045 TRAFFIC CONDITIONS WITH PROPOSED CPA - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

	ROADWAY	FROM	TO	(1) D1RPM A_1 Node	B_1 Node	A_2 Node	B_2 Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC VV SNO	(4) E+C LOS Facility Type	(5) LOS Std.	FUTURE 2045 TRAFFIC (6) Raw D1RPM AADT	(9) K Factor	(9) Two-way Peak Hr Volume	(9) D Factor Dir 1	(9) D Factor Dir2	Non-Babcock Dir. Volume Dir1 NB/EB	Non-Babcock Dir. Volume Dir2 SB/WB	(8) LOS A	LOS B	LOS C	LOS D	LOS E	Service Volume @ LOS Std.	2045 LOS V/SV Dir1 NB/EB	2045 LOS V/SV Dir2 SB/WB	2045 LOS LOS Dir1 NB/EB	2045 LOS LOS Dir2 SB/WB	(8) Service Volume 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement	
1	Airport Rd.	Cooper St.	Taylor Rd.	14534	14536			2	CC	014249	3	UA_S2WAC1_2W_2L_U_WL_0R	D	8381	0.091	760	0.534	0.466	406	354	0	0	747	792	792	792	0.51	0.45	C	C	792	1710	2582	3443	4304	2	Add 0 L	1
2		Taylor Rd.	I-75	14542	14544			2	CC	014400	4	UA_S2WAC1_2W_2L_U_WL_0R	D	7108	0.091	650	0.534	0.466	347	303	0	0	747	792	792	792	0.44	0.38	C	C	792	1710	2582	3443	4304	2	Add 0 L	2
3		I-75	Piper Rd.	14544	14547			2	CC	014400	5	UA_S2WAC1_2W_2L_U_0L_0R	D	7164	0.091	650	0.534	0.466	347	303	0	0	598	634	634	634	0.55	0.48	C	C	634	1350	2025	2700	3375	2	Add 0 L	3
4	Aqui Esta Dr.	Bal Harbor Blvd.	US 41	14487	14495			2	CC	014170	7	UA_S2WAC2_2W_2L_U_WL_0R	D	9661	0.091	880	0.534	0.466	470	410	0	0	333	675	720	675	0.70	0.61	D	D	675	1394	2155	2873	3591	2	Add 0 L	4
5	Bermont Rd.	US 17	SR 31	14851	19825			2	CC	014111	45	UA_S2WAC1_2W_2L_U_WL_0R	D	1997	0.091	960	0.534	0.466	513	447	0	0	747	792	792	792	0.65	0.56	C	C	792	1710	2582	3443	4304	2	Add 0 L	5
6			SR 31	14856	14860			2	CC	014111	46	RDA_UFH_2W_2L_U_0L_0R	C	1575	0.091	300	0.534	0.466	160	140	0	486	738	999	1341	738	0.22	0.19	B	B	738	1492	2241	2988	3735	2	Add 0 L	6
7		SR 31	Glades County Line	14860	14866			2	CC	014468	47	RDA_UFH_2W_2L_U_0L_0R	C	1820	0.091	190	0.534	0.466	101	89	0	486	738	999	1341	738	0.14	0.12	B	B	738	1492	2241	2988	3735	2	Add 0 L	7
8		Charlotte County Line	SR 29	11495	14866			2	CC	054020	47	RDA_UFH_2W_2L_U_0L_0R	C	1404	0.091	190	0.582	0.418	111	79	0	486	738	999	1341	738	0.15	0.11	B	B	738	1492	2241	2988	3735	2	Add 0 L	8
9	Burnt Store Rd.	Lee County Line	Zemel Rd.	27188	27193			4	CC	014187	19	UA_S2WAC1_2W_4L_D_WL_0R	D	21743	0.091	1980	0.523	0.477	1036	944	0	0	1719	1800	1800	1800	0.58	0.52	C	C	832	1800	2718	3636	4536	4	Add 0 L	9
10		Zemel Rd.	Acline Rd.	14291	14303			4	CC	014171	20	UA_S2WAC1_2W_4L_D_WL_0R	D	17528	0.091	1670	0.523	0.477	873	797	0	0	1719	1800	1800	1800	0.49	0.44	C	C	832	1800	2718	3636	4536	4	Add 0 L	10
11		Acline Rd.	US 41	14339	14342			4	CC	014171	21	UA_S2WAC1_2W_4L_D_WL_0R	D	19692	0.091	1860	0.523	0.477	973	887	0	0	1719	1800	1800	1800	0.54	0.49	C	C	832	1800	2718	3636	4536	4	Add 0 L	11
12	Carmalita Dr.	US 41	BMX Track	14650	20011			2	CC	014429	24	UA_S2WAC2_2W_2L_U_WL_0R	D	3340	0.091	300	0.534	0.466	160	140	0	0	333	675	720	675	0.24	0.21	C	C	675	1394	2155	2873	3591	2	Add 0 L	12
13		BMX Track	Florida St.	41333	14655			2	CC	014429	25	UA_S2WAC1_2W_2L_U_WL_0R	D	1848	0.091	170	0.534	0.466	91	79	0	0	747	792	792	792	0.11	0.10	C	C	792	1710	2582	3443	4304	2	Add 0 L	13
14	Florida St.	Marion Ave.	Carmalita St.	14826	14808			2	CC	014153	82	UA_S2WAC2_2W_2L_U_0L_0R	D	1828	0.091	170	0.534	0.466	91	79	0	1	266	540	576	540	0.17	0.15	C	C	540	1100	1650	2201	2751	2	Add 0 L	14
15		Carmalita St.	Airport Rd.	14634	14655			2	CC	014153	82	UA_S2WAC2_2W_2L_U_0L_0R	D	1081	0.091	130	0.534	0.466	69	61	0	1	266	540	576	540	0.13	0.11	C	C	540	1100	1650	2201	2751	2	Add 0 L	15
16	Henry St.	Golf Course Blvd.	Florida St.	14610	14607			2	CC	014423	103	UA_S2WAC2_2W_2L_U_WL_0R	D	682	0.091	150	0.534	0.466	80	70	0	0	333	675	720	675	0.12	0.10	C	C	675	1394	2155	2873	3591	2	Add 0 L	16
17	Jones Loop Rd. North	US 41	Burnt Store Rd.	14342	14354			4	CC	014273	137	UA_S2WAC1_2W_4L_D_WL_0R	D	22097	0.091	2010	0.534	0.466	1073	937	0	0	1719	1800	1800	1800	0.60	0.52	C	C	832	1800	2718	3636	4536	4	Add 0 L	17
18		Burnt Store Rd.	Taylor Rd.	14383	14386			4	CC	014273	138	UA_S2WAC1_2W_4L_D_WL_0R	D	17814	0.091	1620	0.534	0.466	865	755	0	0	1719	1800	1800	1800	0.48	0.42	C	C	832	1800	2718	3636	4536	4	Add 0 L	18
19		Taylor Rd.	I-75	14387	14385			4	CC	014173	139	UA_S2WAC1_2W_4L_D_WL_0R	D	35689	0.091	3250	0.534	0.466	1736	1514	0	0	1719	1800	1800	1800	0.96	0.84	D	C	832	1800	2718	3636	4536	4	Add 0 L	19
20		I-75	Piper Rd.	14400	14402			4	CC	014174	140	UA_S2WAC1_2W_4L_D_WL_0R	D	15467	0.091	1410	0.534	0.466	753	657	0	0	1719	1800	1800	1800	0.42	0.37	C	C	832	1800	2718	3636	4536	2	Add 0 L	20
21		Piper Rd.	East of Piper Rd.	14402	14408			2	CC	014174	141	UA_S2WAC1_2W_2L_U_0L_0R	D	12706	0.091	1160	0.534	0.466	619	541	0	0	598	634	634	634	0.98	0.85	D	C	634	1350	2025	2700	3375	2	Add 0 L	21
22	Jones Loop Rd. South	Taylor Rd.	I-75	14299	14306			2	CC	014193	173	UA_S2WAC1_2W_2L_U_0L_0R	D	1792	0.091	210	0.534	0.466	112	98	0	0	598	634	634	634	0.18	0.15	C	C	634	1350	2025	2700	3375	2	Add 0 L	22
23	Piper Rd.	Jones Loop Rd.	E. Henry St.	14547	19916			4	CC	014422	159	UA_S2WAC1_2W_4L_D_WL_0R	D	800	0.091	950	0.534	0.466	507	443	0	0	1719	1800	1800	1800	0.28	0.25	C	C	832	1800	2718	3636	4536	2	Add 0 L	23
24	Taylor Rd.	US 41	Burnt Store Rd.	19915	14465			4	CC	014326	200	UA_S2WAC1_2W_4L_D_WL_0R	D	10348	0.091	940	0.534	0.466	502	438	0	0	1719	1800	1800	1800	0.28	0.24	C	C	832	1800	2718	3636	4536	2	Add 0 L	24
25		Burnt Store Rd.	Airport Rd.	19914	14536			4	CC	014326	201	UA_S2WAC1_2W_4L_D_WL_0R	D	14287	0.091	1300	0.534	0.466	694	606	0	0	1719	1800	1800	1800	0.39	0.34	C	C	832	1800	2718	3636	4536	2	Add 0 L	25
26		Airport Rd.	Cooper St.	14573	14586			2	CC	014326	202	UA_S2WAC1_2W_2L_U_WL_0R	D	10165	0.091	930	0.534	0.466	497	433	0	0	747	792	792	792	0.63	0.55	C	C	792	1710	2582	3443	4304	2	Add 0 L	26
27	Tucker's Grade	US 41	I-75	14235	14239			4	CC	014426	206	UA_S2WAC1_2W_4L_D_WL_0R	D	18812	0.091	1710	0.534	0.466	913	797	0	0	1719	1800	1800	1800	0.51	0.44	C	C	832	1800	2718	3636	4536	4	Add 0 L	27
28	Zemel Rd.	Burnt Store Rd.	County Landfill	14193	19830			2	CC	010019	242	UA_S2WAC1_2W_2L_U_WL_0R	D	6528	0.091	590	0.525	0.475	310	280	0	0	747	792	792	792	0.39	0.35	C	C	792	1710	2582	3443	4304	2	Add 0 L	28
29		County Landfill	US 41	14193	14194			2	CC	010019	243	UA_S2WAC1_2W_2L_U_WL_0R	D	6844	0.091	620	0.525	0.475	326	294	0	0	747	792	792	792	0.41	0.37	C	C	792	1710	2582	3443	4304	2	Add 0 L	29
30	US 41	Lee County Line	Zemel Rd.	14194	21025			4	FDOT	010019		RDA_UFH_2W_4L_D_WL_WR	C	36307	0.095	3450	0.525	0.475	1811	1639	0	1530	2210	2820	3220	2210	0.82	0.74	C	C	861	2210	3320	4980	6225	4	Add 0 L	30
31		Zemel Rd.	Morningside Dr.	14229	89528			4	FDOT	010367		RDA_UFH_2W_4L_D_WL_WR	C	31033	0.095	2950	0.519	0.481	1531	1419	0	1530	2210	2820	3220	2210	0.69	0.64	C	B	861	2210	3320	4980	6225	4	Add 0 L	31
32		Morningside Dr.	Tuckers Grade Blvd.	14232	14234			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	34303	0.095	3260	0.519	0.481	1692	1568	0	1800	2600	3280	3730	3280	0.52	0.48	B	B	1260	3280	4920	7380	9225	4	Add 0 L	32
33		Tuckers Grade Blvd.	CR 765A/Taylor Rd.	14257	14277			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	21861	0.095	2080	0.519	0.481	1080	1000	0	1800	2600	3280	3730	3280	0.33	0.30	B	B	1260	3280	4920	7380	9225	2	Add 0 L	33
34		CR 765A/Taylor Rd.	CR 765/Burnt Store Rd.	14301	14342			4	FDOT	010021		UA_S2WAC1_2W_4L_D_WL_WR	D	18551	0.090	1670	0.525	0.475	877	793	0	0	2006	2100	2100	2100	0.42	0.38	C	C	970	2100	3171	4242	5292	2	Add 0 L	34
35		CR 765/Burnt Store Rd.	US 41/Cross St.	14627	14631			4	FDOT	015001		UA_S2WAC1_2W_4L_D_WL_WR	D	25420	0.090	2970	0.525	0.475	1559	1411	0	0	2006	2100	2100	2100	0.74	0.67	C	C	970	2100	3171	4242	5292	4	Add 0 L	35
36	US 41 - Northbound	US 41/Cross St.	US 41 - SB/Melbourne St.	14750	14783			2	FDOT	010032		UA_UFH_1W_2L_U_WL_WR	D	32262	0.090	2900	0.999	0.001	2900	0	0	2160	3120	3936	4476	3936	0.74	0.00	C	B	0	3936	5904	7872	9840	2	Add 0 L	36
37	US 41 - Southbound	US 41 - NB/Melbourne St.	Olympia Ave.	14743	14727			3	FDOT	010033		UA_S2WAC1_1W_3L_D_WL_WR	D	31320	0.090	2820	0.999	0.001	2820	0	0	0	3704	3805	3805	3805	0.74	0.00	C	C	0	2520	3805	5073	6342	3	Add 0 L	37
38		Olympia Ave.	US 41 - NB/Cross St.	14661	14648			2	FDOT	015023		UA_S2WAC1_1W_2L_D_WL_WR	D	18092	0.090	1630	0.999	0.001	1630	0	0	0	2407	2520	2520	2520	0.65	0.00	C	C	0	2520	3805	5073	6342	2	Add 0 L	38
39	SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	25801	41417			6	FDOT	120273		UA_S2WAC1_2W_6L_D_WL_WR	D	66587	0.095	6330	0.521	0.479	3298	3032	0	0	3087	3171	3171	3171	1.04	0.96	F	C	970	2100	3171	4242	5292	8	Add 2 L	39
40		Cypress Pkwy.	Lake Babcock Dr.	41417	41334			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	12506	0.095	1220	0.521	0.479	636	584	0	0	2006	2100	2100	2100	0.30	0.28	C	C	970	2100	3171	4242	5292	2	Add 0 L	40
41		Lake Babcock Dr.	Greenway Blvd.	41334	19820			2	FDOT	120273		UA_S2WAC1_2W_2L_U_WL_WR	D	12506	0.095	1220	0.521	0.479	636	584	0	0	872	924	925	924	0.69	0.63	C	C	970	2100	3171	4242	5292	2	Add 0 L	41
42		Greenway Blvd.	CR 74	19820	14197			2	FDOT	010039		RDA_UFH_2W_2L_U_WL_WR	C	12298	0.095	1170	0.521	0.479	610	560	0	540	820	1110	1490	820	0.74	0.68	C	C	820	2100	3154	4205	5257	2	Add 0 L	42
43		CR 74	DeSoto County Line	14860	15172			2	FDOT	010041		RDA_UFH_2W_2L_U_0L_WR	C	10272	0.095	980	0.521	0.479	511	469	0	540	820	1110	1490	820	0.62	0.57	B	B	820	1658	2490	3320	4150	2	Add 0 L	43
44		Charlotte County Line	CR 763 (Farms Rd.)	11196	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_0R	C	10076	0.095	960	0.543	0.457	521	439	0	540	820	1110	1490	820	0.64	0.54	B	B	820	1658	2490	3320	4150	2	Add 0 L	44
45		CR 763 (Farms Rd.)	CR 760 A	11199	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_WR	C	12585	0.095	1200	0.543	0.457	652	548	0	540	820	1110	1490	820	0.80	0.67	C	C	820	1658	2490	3320	4150	2	Add 0 L	45
46		CR 760 A	N. of CR 760	11203	10993			2	FDOT	040031		RDA_UFH_2W_2L_U_0L_WR	C	12216	0.095	1160	0.543	0.457	630	530	0	540	820	1110	1490	820	0.77	0.65	C	B	820	1658	2490	3320	4150	2	Add 0 L	46
47		N. of CR 760	SR 70	10988	11193			2	FDOT	040026		TA_S2WAC1_2W_2L_U_WL_WR	C	13562	0.090	1220	0.543	0.457	662	558	0	0	746	840	0	746	0.89	0.75	C	C	746	1736	2663	3551	4439	2	Add 0 L	47
48	SR 70	E. of Ford Dealer	SR 31	11055	11192			4	FDOT	040011		TA_S2WAC1_2W_4L_D_WL_WR	C	7891	0.090	1220	0.543	0.457	662	558	0	0	1827	1911	0	1827	0.36	0.31	C	C	783	1827	2804	3738	4673	2	Add 0 L	48
49		SR 31	Roger Ave./Oak St.	11192	10982			4	FDOT	040021		TA_S2WAC1_2W_4L_D_WL_WR	C	22634	0.090	2120	0.543	0.457	1151	969	0	0	1827	1911	0	1827	0.63	0.53	C	C	783	1827	2804	3738	4673	4	Add 0 L	49
50	SR 70 EB (Magnolia St.)	SR 70/ Hickory St.	Roger Ave./Oak St.	10907	10906			2	FDOT	045019		TA_S2WAC1_1W_2L_U_0L_WR	C	11959	0.090	1080	0.999	0.001	1080	0	0	0	2192	2293	0	2192	0.49	0.00	C	C	0	2192	3364	4485	5607	2	Add 0 L	50
51	SR 70 WB (Hickory St.)	SR 70/ Roger Ave.	SR 70/Magnolia St.	10995	10928			2	FDOT	045020		TA_S2WAC1_1W_2L_U_0L_WR	C	7766	0.090	890	0.999	0.001	890	0	0	0	2192	2293	0	2192	0.41	0.00	C	C	0	2192	3364	4485	5607	2	Add 0 L	51
52	US 17 - Westbound (Marion Ave.)	SR 35/US 17 (Olympia Ave.)	US 41 (Cross St.)	14804	14817			2	FDOT	015037		UA_S2WAC2_1W_2L_U_0L_WR	D	10014	0.090	1220	0.999	0.001	1220	0	0	1	920	2054	2142	2054	0.59	0.00	D	B	0	2054	3175	4271	5339	2	Add 0 L	52
53	US 17 - Eastbound (Olympia Ave.)	US 41 (Cross St.)	SR 35/US 17 (Marion Ave.)	14803	14799			2	FDOT	015036		UA_S2WAC2_1W_2L_U_WL_0R	D	9058	0.090	1080	0.999	0.001	1080	0	0	0	876	1956	2040	1956	0.55	0.00	D	C	0	1956	3024	4068	5085	2	Add 0 L	53
54	US 17	SR 35/US 17 (Marion Ave.)	I - 75	14760	14771	14791	14768	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_WR	D	19072	0.090	1850	0.525	0.475	971	879	0	0	3087	3171	3171	3171	0.31	0.28	C	C	970	2100	3171	4242	5292	4	Add 0 L	54
55		I - 75	Copeley Ave.	14816	14829	14830	14821	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_0R	D	31290	0.090	2820	0.525	0.475	1481	1339	0	0	2940	3020	3020	3020	0.49	0.44	C	C	924	2000	3020	4040	5040	4	Add 0 L	55
56		Copeley Ave.	CR 74 (Bermont Rd.)	14853	14841	14853	14840	4	FDOT	015015		UA_S2WAC1_2W_4L_D_WL_WR	D	27645	0.090	2490	0.540	0.460	1345	1145	0	0	2006	2100	2100	2100	0.64	0.55	C	C	970	2100	3171	4242	5292	4	Add 0 L	56
57		CR 74 (Bermont Rd.)	CR 764 (Washington Loop Rd.)	14853	14908			4	FDOT	010010		UA_UFH_2W_4L_D_WL_WR	D	24080	0.090	2170	0.540	0.460	1172	998	0	1800	2600	3280	3730	3280	0.36	0.30	B	B	1260	3280	4920	7380	9225	2	Add 0 L	57
58		CR 764 (Washington Loop Rd.)	Taralane Dr.	14975	15006			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	17004	0.090	1530	0.540	0.460	826	704	0	1800	2600	3280	3730	3280	0.25	0.21	B	B	1260	3280	4920	7380	9225	2	Add 0 L	58
59		Taralane Dr.	CR 764 (Washington Loop Rd.)	15154	19813			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	16081	0.090	1450	0.540	0.460	783	667	0	1800	2600	3280	3730	3280	0.24	0.20	B	B	1260	3280	4920	7380	9225	2	Add 0 L	59
60		CR 764 (Washington Loop Rd.)	DeSoto County Line	15195	19824			4	FDOT	010023		TA_UFH_2W_4L_D_WL_WR	C	14192	0.095	1350	0.540	0.460	729	621	0	1710	2470	3120	3550	2470	0.30	0.25	B	B	903	2470	3700	5550	6938	2	Add 0 L	60
61	SR 93/I-75	Lee County Line	CR 762 (Tuckers Grade)	14230	14224	14225	14231	6	FDOT	010055		RDA_FW_6L_0A	C	84835	0.105	8910	0.518	0.482	4615	4295	0	2820	3990	4770	5470	3990	1.16	1.08	D	D	0	2770	3990	5220	6450	8	Add 2 L	61
62		CR 762 (Tuckers Grade)	N. Jones Loop Rd.	14355	14292	14293	14356	6	FDOT	010034		TA_FW_6L_0A	C	80608	0.105	8460	0.518	0.482	4382	4078	0	3520	4670	5610	5870	4670	0.94	0.87	C	C	0	3180	4670	6170	7310	6	Add 0 L	62
63		N. Jones Loop Rd.	US 17	14741	19896	19897	14742	6	FDOT	010350		UA_FW_6L_0A	D	83742	0.105	8790	0.518	0.482	4553	4237	0	3410	4650	5620	6340	5620	0.81	0.75	C	C	1870	3740	5620	7490	9370	6	Add 0 L	63
64		US 17	CR 776 (Harbor View Rd.)	14839	14787	14788	14838	6	FDOT	010036		UA_FW_6L_0A	D	80769	0.090	7380	0.518	0.482	3823	3557	0	3410	4650	5620	6340	5620	0.68	0.63	C	C	1870	3740	5620	7490	9370	6	Add 0 L	64

Footnotes:
(1) FDOT D1RPMv2.1_InterimUpdate 2045 CF Network Link Node numbers.
(2) FDOT D1RPMv2.1_InterimUpdate 2045 CF number of lanes.
(3) FDOT Florida 2022 Traffic Information - Site Location Reference. 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2045 SE Data with 2045 CF Network AADT distribution and assignment.
(7) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2022 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2021)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.
(8) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

APPENDIX A

CPA APPLICATION AND NEEDS PLAN

Lee County Board of County Commissioners
Department of Community Development
Division of Planning
Post Office Box 398
Fort Myers, FL 33902-0398
Telephone: (239) 533-8585
FAX: (239) 485-8344

APPLICATION FOR A COMPREHENSIVE PLAN AMENDMENT

PROJECT NAME: _____

PROJECT SUMMARY:

_____

_____

_____

_____

Plan Amendment Type: ☐ Normal ☐ Small Scale ☐ DRI

APPLICANT – PLEASE NOTE:

Answer all questions completely and accurately. Please print or type responses. If additional space is needed, number and attach additional sheets. The total number of sheets in your application is: _____

Submit **3** copies of the complete application and amendment support documentation, including maps, to the Lee County Division of Planning.

Once staff has determined that the application is sufficient for review, 15 complete copies will be required to be submitted to staff. These copies will be used for Local Planning Agency, Board of County Commissioners hearings, and State Reviewing Agencies. Staff will notify the applicant prior to each hearing or mail out.

I, the undersigned owner or authorized representative, hereby submit this application and the attached amendment support documentation. The information and documents provided are complete and accurate to the best of my knowledge.

_____ _____

Signature of Owner or Authorized Representative Date

_____

Printed Name of Owner or Authorized Representative

I. APPLICANT/AGENT/OWNER INFORMATION (Name, address and qualification of additional planners, architects, engineers, environmental consultants, and other professionals providing information contained in this application.)

Applicant: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ Email: _____

Agent*: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ Email: _____

Owner(s) of Record: _____

Address: _____

City, State, Zip: _____

Phone Number: _____ Email: _____

* This will be the person contacted for all business relative to the application.

II. REQUESTED CHANGE

A. TYPE: (Check appropriate type)

☐ Text Amendment

☐ Future Land Use Map Series Amendment (Maps 1 thru 24)
List Number(s) of Map(s) to be amended: _____

1. Future Land Use Map amendments require the submittal of a complete list, map, and one set of mailing labels of all property owners and their mailing addresses, for all property within 500 feet of the perimeter of the subject parcel. The list and mailing labels may be obtained from the Property Appraisers office. The map must reference by number or other symbol the names of the surrounding property owners list. The applicant is responsible for the accuracy of the list and map.

   At least 15 days before the Local Planning Agency (LPA) hearing, the applicant will be responsible for posting signs on the subject property, supplied by the Division of Planning, indicating the action requested, the date of the LPA hearing, and the case number. An affidavit of compliance with the posting requirements must be submitted to the Division of Planning prior to the LPA hearing. The signs must be maintained until after the final Board adoption hearing when a final decision is rendered.

III. PROPERTY SIZE AND LOCATION OF AFFECTED PROPERTY (for amendments affecting development potential of property)

A. Property Location:
   1. Site Address: _____
   2. STRAP(s): _____

B. Property Information:
   Total Acreage of Property: _____
   Total Acreage included in Request: _____
      Total Uplands: _____
      Total Wetlands: _____
   Current Zoning: _____
   Current Future Land Use Designation: _____
   Area of each Existing Future Land Use Category: _____
   Existing Land Use: _____

C. State if the subject property is located in one of the following areas and if so how does the proposed change affect the area:
   Lehigh Acres Commercial Overlay: _____
   Airport Noise Zone 2 or 3: _____
   Acquisition Area: _____
   Joint Planning Agreement Area (adjoining other jurisdictional lands): _____
   Community Redevelopment Area: _____

D. Proposed change for the subject property:

   _____

E. Potential development of the subject property:
   1. Calculation of maximum allowable development under existing FLUM:
      Residential Units/Density _____
      Commercial intensity _____
      Industrial intensity _____

   2. Calculation of maximum allowable development under proposed FLUM:
      Residential Units/Density _____
      Commercial intensity _____
      Industrial intensity _____

IV. AMENDMENT SUPPORT DOCUMENTATION

At a minimum, the application shall include the following support data and analysis. These items are based on comprehensive plan amendment submittal requirements of the State of Florida, Department of Community Affairs, and policies contained in the Lee County Comprehensive Plan. Support documentation provided by the applicant will be used by staff as a basis for evaluating this request. To assist in the preparation of amendment packets, the applicant is encouraged to provide all data and analysis electronically. (Please contact the Division of Planning for currently accepted formats.)

A. General Information and Maps

NOTE: For each map submitted, the applicant will be required to provide a reduced map (8.5" x 11") for inclusion in public hearing packets.

The following pertains to all proposed amendments that will affect the development potential of properties (unless otherwise specified).

1. Provide any proposed text changes.

2. Provide a current Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.

3. Provide a proposed Future Land Use Map at an appropriate scale showing the boundaries of the subject property, surrounding street network, surrounding designated future land uses, and natural resources.

4. Map and describe existing land *uses* (not designations) of the subject property and surrounding properties. Description should discuss consistency of current uses with the proposed changes.

5. Map and describe existing zoning of the subject property and surrounding properties.

6. The certified legal description(s) and certified sketch of the description for the property subject to the requested change. A metes and bounds legal description must be submitted specifically describing the entire perimeter boundary of the property with accurate bearings and distances for every line. The sketch must be tied to the state plane coordinate system for the Florida West Zone (North America Datum of 1983/1990 Adjustment) with two coordinates, one coordinate being the point of beginning and the other an opposing corner. If the subject property contains wetlands or the proposed amendment includes more than one land use category a metes and bounds legal description, as described above, must be submitted in addition to the perimeter boundary of the property for each wetland or future land use category.

7. A copy of the deed(s) for the property subject to the requested change.

8. An aerial map showing the subject property and surrounding properties.

9. If applicant is not the owner, a letter from the owner of the property authorizing the applicant to represent the owner.

B. Public Facilities Impacts

NOTE: The applicant must calculate public facilities impacts based on a maximum development scenario (see Part II.H.).

1. Traffic Circulation Analysis: The analysis is intended to determine the effect of the land use change on the Financially Feasible Transportation Plan/Map 3A (20-year horizon) and on the Capital Improvements Element (5-year horizon). Toward that end, an applicant must submit the following information:

   Long Range – 20-year Horizon:

   a. Working with Planning Division staff, identify the traffic analysis zone (TAZ) or zones that the subject property is in and the socio-economic data forecasts for that zone or zones;
   b. Determine whether the requested change requires a modification to the socio-economic data forecasts for the host zone or zones. The land uses for the proposed change should be expressed in the same format as the socio-economic forecasts (number of units by type/number of employees by type/etc.);
   c. If no modification of the forecasts is required, then no further analysis for the long range horizon is necessary. If modification is required, make the change and provide to Planning Division staff, for forwarding to DOT staff. DOT staff will rerun the FSUTMS model on the current adopted Financially Feasible Plan network and determine whether network modifications are necessary, based on a review of projected roadway conditions within a 3-mile radius of the site;
   d. If no modifications to the network are required, then no further analysis for the long range horizon is necessary. If modifications are necessary, DOT staff will determine the scope and cost of those modifications and the effect on the financial feasibility of the plan;
   e. An inability to accommodate the necessary modifications within the financially feasible limits of the plan will be a basis for denial of the requested land use change;
   f. If the proposal is based on a specific development plan, then the site plan should indicate how facilities from the current adopted Financially Feasible Plan and/or the Official Trafficways Map will be accommodated.

   Short Range – 5-year CIP horizon:

   a. Besides the 20-year analysis, for those plan amendment proposals that include a specific and immediated development plan, identify the existing roadways serving the site and within a 3-mile radius (indicate laneage, functional classification, current LOS, and LOS standard);
   b. Identify the major road improvements within the 3-mile study area funded through the construction phase in adopted CIP's (County or Cities) and the State's adopted Five-Year Work Program;
      Projected 2030 LOS under proposed designation (calculate anticipated number of trips and distribution on roadway network, and identify resulting changes to the projected LOS);
   c. For the five-year horizon, identify the projected roadway conditions (volumes and levels of service) on the roads within the 3-mile study area with the programmed improvements in place, with and without the proposed development project. A methodology meeting with DOT staff prior to submittal is required to reach agreement on the projection methodology;
   d. Identify the additional improvements needed on the network beyond those programmed in the five-year horizon due to the development proposal.

2. Provide an existing and future conditions analysis for (see Policy 95.1.3):
   a. Sanitary Sewer
   b. Potable Water
   c. Surface Water/Drainage Basins
   d. Parks, Recreation, and Open Space
   e. Public Schools.

   Analysis should include (but is not limited to) the following (see the Lee County Concurrency Management Report):
   - Franchise Area, Basin, or District in which the property is located;
   - Current LOS, and LOS standard of facilities serving the site;
   - Projected 2030 LOS under existing designation;
   - Projected 2030 LOS under proposed designation;
   - Existing infrastructure, if any, in the immediate area with the potential to serve the subject property.
   - Improvements/expansions currently programmed in 5 year CIP, 6-10 year CIP, and long range improvements; and
   - Anticipated revisions to the Community Facilities and Services Element and/or Capital Improvements Element (state if these revisions are included in this amendment).
   - Provide a letter of service availability from the appropriate utility for sanitary sewer and potable water.

   In addition to the above analysis for Potable Water:
   - Determine the availability of water supply within the franchise area using the current water use allocation (Consumptive Use Permit) based on the annual average daily withdrawal rate.
   - Include the current demand and the projected demand under the existing designation, and the projected demand under the proposed designation.
   - Include the availability of treatment facilities and transmission lines for reclaimed water for irrigation.
   - Include any other water conservation measures that will be applied to the site (see Goal 54).

3. Provide a letter from the appropriate agency determining the adequacy/provision of existing/proposed support facilities, including:
   a. Fire protection with adequate response times;
   b. Emergency medical service (EMS) provisions;
   c. Law enforcement;
   d. Solid Waste;
   e. Mass Transit; and
   f. Schools.

In reference to above, the applicant should supply the responding agency with the information from Section's II and III for their evaluation. This application should include the applicant's correspondence to the responding agency.

C. Environmental Impacts

Provide an overall analysis of the character of the subject property and surrounding properties, and assess the site's suitability for the proposed use upon the following:

1. A map of the Plant Communities as defined by the Florida Land Use Cover and Classification system (FLUCCS).

2. A map and description of the soils found on the property (identify the source of the information).

3. A topographic map depicting the property boundaries and 100-year flood prone areas indicated (as identified by FEMA).

4. A map delineating the property boundaries on the Flood Insurance Rate Map effective August 2008.

5. A map delineating wetlands, aquifer recharge areas, and rare & unique uplands.

6. A table of plant communities by FLUCCS with the potential to contain species (plant and animal) listed by federal, state or local agencies as endangered, threatened or species of special concern. The table must include the listed species by FLUCCS and the species status (same as FLUCCS map).

D. Impacts on Historic Resources

List all historic resources (including structure, districts, and/or archeologically sensitive areas) and provide an analysis of the proposed change's impact on these resources. The following should be included with the analysis:

1. A map of any historic districts and/or sites, listed on the Florida Master Site File, which are located on the subject property or adjacent properties.

2. A map showing the subject property location on the archeological sensitivity map for Lee County.

E. Internal Consistency with the Lee Plan

1. Discuss how the proposal affects established Lee County population projections, Table 1(b) (Planning Community Year 2030 Allocations), and the total population capacity of the Lee Plan Future Land Use Map.

2. List all goals and objectives of the Lee Plan that are affected by the proposed amendment. This analysis should include an evaluation of all relevant policies under each goal and objective.

3. Describe how the proposal affects adjacent local governments and their comprehensive plans.

4. List State Policy Plan and Regional Policy Plan goals and policies which are relevant to this plan amendment.

F. Additional Requirements for Specific Future Land Use Amendments

1. Requests involving Industrial and/or categories targeted by the Lee Plan as employment centers (to or from)
   a. State whether the site is accessible to arterial roadways, rail lines, and cargo airport terminals,
   b. Provide data and analysis required by Policy 2.4.4,
   c. The affect of the proposed change on county's industrial employment goal specifically policy 7.1.4.

2. Requests moving lands from a Non-Urban Area to a Future Urban Area

   a. Demonstrate why the proposed change does not constitute Urban Sprawl. Indicators of sprawl may include, but are not limited to: low-intensity, low-density, or single-use development; 'leap-frog' type development; radial, strip, isolated or ribbon pattern type development; a failure to protect or conserve natural resources or agricultural land; limited accessibility; the loss of large amounts of functional open space; and the installation of costly and duplicative infrastructure when opportunities for infill and redevelopment exist.

3. Requests involving lands in critical areas for future water supply must be evaluated based on policy 2.4.2.

4. Requests moving lands from Density Reduction/Groundwater Resource must fully address Policy 2.4.3 of the Lee Plan Future Land Use Element.

G. Justify the proposed amendment based upon sound planning principles
Be sure to support all conclusions made in this justification with adequate data and analysis.

H. Planning Communities/Community Plan Area Requirements
If located in one of the following planning communities/community plan areas, provide a meeting summary document of the required public informational session.

- ☐ Not Applicable
- ☐ Alva Community Plan area [Lee Plan Objective 26.7]
- ☐ Buckingham Planning Community [Lee Plan Objective 17.7]
- ☐ Caloosahatchee Shores Community Plan area [Lee Plan Objective 21.6]
- ☐ Captiva Planning Community [Lee Plan Policy 13.1.8]
- ☐ North Captiva Community Plan area [Lee Plan Policy 25.6.2]
- ☐ Estero Planning Community [Lee Plan Objective 19.5]
- ☐ Lehigh Acres Planning Community [Lee Plan Objective 32.12]
- ☐ Northeast Lee County Planning Community [Lee Plan Objective 34.5]
- ☐ North Fort Myers Planning Community [Lee Plan Policy 28.6.1]
- ☐ North Olga Community Plan area [Lee Plan Objective 35.10]
- ☐ Page Park Community Plan area [Lee Plan Policy 27.10.1]
- ☐ Palm Beach Boulevard Community Plan area [Lee Plan Objective 23.5]
- ☐ Pine Island Planning Community [Lee Plan Objective 14.7]

AFFIDAVIT

I, _____, certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data, or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief. I also authorize the staff of Lee County Community Development to enter upon the property during normal working hours for the purpose of investigating and evaluating the request made through this application.

_____ _____

Signature of Applicant Date

_____

Printed Name of Applicant

STATE OF FLORIDA
COUNTY OF LEE

The foregoing instrument was sworn to (or affirmed) and subscribed before me on _____ (date) by _____ (name of person providing oath or affirmation), who is personally known to me or who has produced _____ (type of identification) as identification.

_____

Signature of Notary Public

_____

(Name typed, printed or stamped)

Map 4-3: Roadway Capacity Needs Plan, 2020–2045

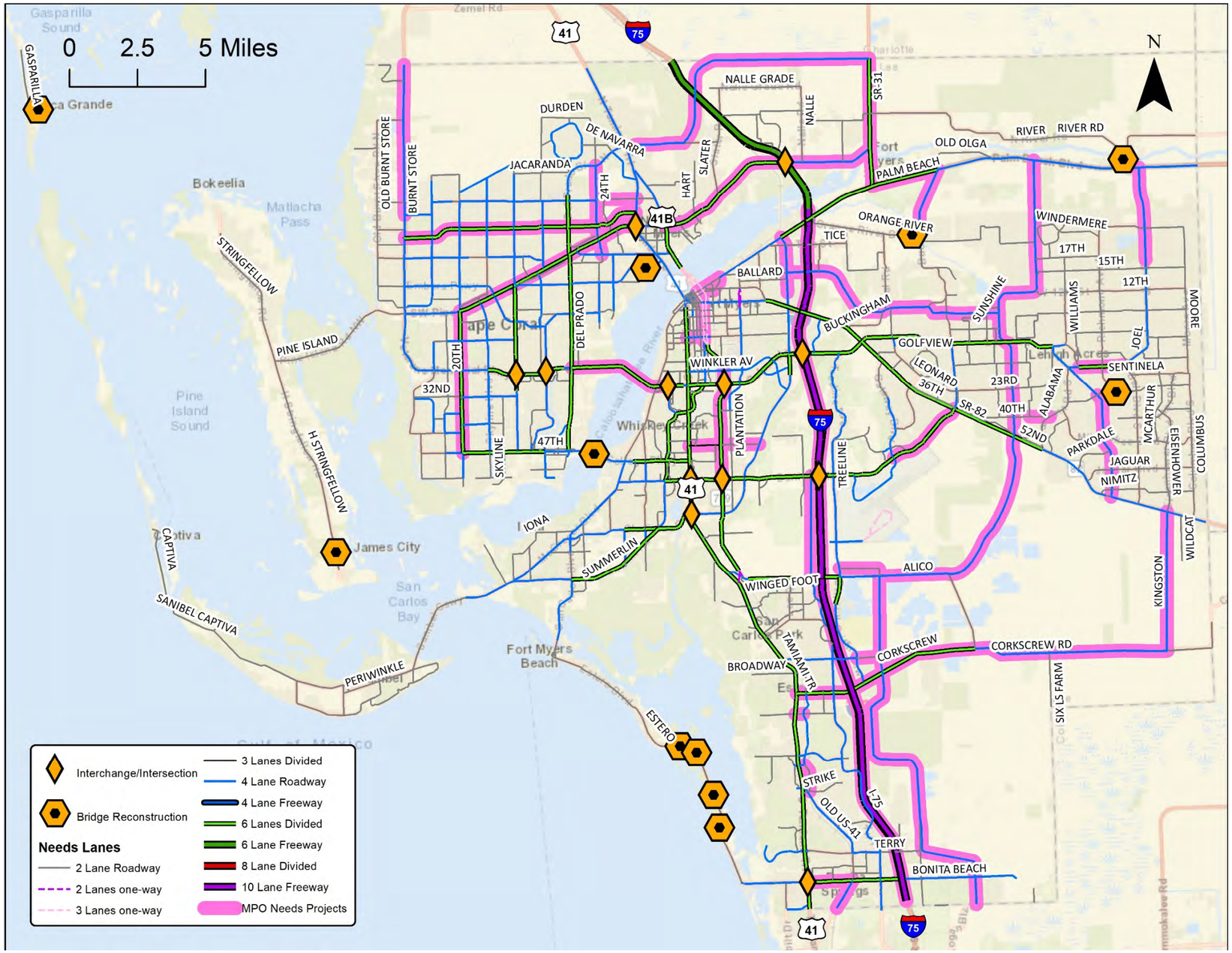


Table 4-1: Roadway Needs List ($ Millions, 2020 Present Day Cost)

Project #	Rank	Facility	From	To	Jurisdiction	Improvement	Unweighted Score	Weighted Score	Cost	Length (miles)
1	18	1st Street	Fowler St	Palm Beach Blvd	Fort Myers	Two way	40	3.7	**$ 2.50**	**1.00**
2	47	2ndStreet	Fowler St	Palm Beach Blvd	Fort Myers	Two way	30	2.28	**$ 2.50**	**1.00**
3	54	40th Street	End of 40th Street	Alabama	County	New 2L	10	1.6	**$ 4.51**	**0.20**
4	56	Airport Haul Rd Ext	Corkscrew Road	Alico Road	County	New 4 lanes	24	1.33	**$ 93.60**	**3.70**
5	53	Alico Road/Alico Road Connector	Airport Haul Road	SR 82	County	2 to 4 lanes/New 4 L.	29	1.68	**$ 96.88**	**9.20**
6	24	Bonita Beach Rd	US 41	Old US 41	County	4 to 6 lanes	32	3.23	**$ 27.70**	**1.70**
7	30	Buckingham Road	Orange River Blvd.	SR 80	County	2 to 4 lanes	30	3	**$ 50.30**	**2.60**
8	14	Burnt Store Road	Van Buren Parkway	Charlotte Co. Line	County	2 to 4 lanes	45	3.9	**$ 57.09**	**5.50**
9	39	Chiquita Blvd.	Cape Coral Parkway	Pine Island Road	Cape Coral	4 to 6 lanes	31	2.75	**$ 98.50**	**5.50**
10	1	Colonial	McGregor	US 41	County	Intersections	50	5.28	**$ 44.45**	**1.20**
11	5	Corkscrew Road	US 41	Three Oaks Pkwy	County	4 to 6 lanes	48	4.68	**$ 18.20**	**1.30**
12	7	Corkscrew Road	Three Oaks	I-75	County	4 to 6 lanes	50	4.58	**$ 7.70**	**1.00**
13	63	CR 951 Extension	Lee Co/L.	Corkscrew Road	County	New 4 lanes	10	0.85	**$ 426.00**	**11.80**
14	36	Crystal Drive	US 41	Metro Pkwy	County	2 to 3 lanes	30	2.83	**$ 10.25**	**1.20**
15	61	Crystal Drive Ext.	Plantation	Six Mile Cypress	County	New 2L	15	1.03	**$ 8.10**	**1.00**
16	23	Daniels Parkway	Gateway Blvd	SR 82	County	4 to 6 lanes	30	3.28	**$ 38.00**	**2.80**
17	71	Del Prado Extension	e/o US 41	e/o Prairie Pines	County	2 to 4 lanes	7	0.55		**3.00**
18	65	Del Prado Extension	e/o Prairie Pines	I-75	County	New 4 lanes	12	0.73		**1.30**
19	60	Del Prado Extension	I-75	SR 31	County	New 4 lanes	17	1.05	**$ 263.20**	**6.80**
20	51	Diplomat Parkway	Burnt Store Road	US 41	Cape Coral	4 to 6 lanes	18	1.98	**$ 49.11**	**8.80**
21	72	East West	Ben Hill Griffin	Airport Haul Road	Developer	New 2 lane	7	0.48	**$ 46.90**	**2.60**
56	50	Edison Ave Extension	Arcadia Street	Ortiz Avenue	Fort Myers	New 2 lanes	32	2.03		
22	73	Estero Ext.	Ben Hill Griffin	Airport Haul Ext	County	New 2 lanes	7	0.48	**$ 34.50**	**1.20**
23	10	Fowler Street	Metro/Fowler	SR 82	State	Reconstruct 3/2	43	4.08		
24	57	Hanson Street	US 41	Fowler St	Fort Myers	2 to 4 lanes	20	1.28	**$ 13.60**	**0.60**
25	49	Homestead Road	SR 82	Milwaukee	County	2 to 4 lanes	20	2.1	**$ 36.41**	**2.30**
26	48	Homestead Road	Milwaukee	Sunrise	County	2 to 4 lanes	20	2.1	**$ 21.30**	**1.60**
27	37	I-75	Collier Co. Line	SR80	State	Managed Lanes	29	2.8	**$1,534.00**	
28	28	I-75	at Daniels Parkway		State	Interchange	32	3.1	**$ 19.30**	**0.50**
29	34	I-75	SR 78		State	Interchange	37	2.85	**$ 40.00**	**1.00**
30	46	Joel Blvd	17th St	Palm Beach Blvd	County	2 to 4 lanes	25	2.35	**$ 60.30**	**3.25**
61	N/R	Joel Blvd	Leeland Heights	East 17th Street	County	Reconstruction			**$33.69**	**4.5**
31	33	Leeland Heights Boulevard	Lee Blvd	Bell Blvd	County	4 to 6 lanes	38	2.88	**$ 39.40**	**1.70**
32	68	Luckett Road ext.	e/o I-75	Buckingham Rd	County	New 4 lanes	12	0.73	**$ 124.90**	**3.90**
33	66	Luckett Road ext.	Buckingham Rd	Gunnery Rd	County	New 4 lanes	12	0.73	**$ 67.20**	**2.10**
34	67	Luckett Road ext.	Gunnery Rd	Sunshine Blvd	County	2 to 4 lanes	12	0.73	**$ 34.00**	**1.90**
35	26	Metro Parkway	Daniels Parkway	South of Winkler Avenue	State	4 to 6 lanes	42	3.18	**$ 101.10**	**4.10**
36	27	MidPoint Bridge	Del Prado	W. of Summerlin	County	4 to 6 lanes	34	3.18	**$ 106.00**	**3.30**
37	52	NE 24th Avenue	Pondella Road	NE 28th Street	Cape Coral	2 to 4 lanes	21	1.78	**$ 53.10**	**2.50**
38	44	NE 24th Avenue	NE 28th Street	Del Prado Boulevard	Cape Coral	New 4 lanes	28	2.48	**$ 32.10**	**0.80**

Project #	Rank	Facility	From	To	Jurisdiction	Improvement	Unweighted Score	Weighted Score	Cost	Length (miles)
39	38	Old US 41	Bonita Beach Road	Collier Co. Line	Bonita	2 to 4 lanes	30	2.8	**$ 21.00**	**1.20**
40	42	Ortiz Avenue/Luckett Rd	Martin Luther King	I-75	County	2 to 4 lanes	31	2.63	**$ 22.04**	**1.30**
41	19	Ortiz Avenue	Luckett Road	SR 80	County	2 to 4 lanes	43	3.68	**$ 16.86**	**1.30**
42	41	Pine Island Road	Del Pine Dr	Hancock Creek Blvd (NE 24th Ave)	State	4 to 6 lanes	28	2.68	**$ 12.90**	**0.90**
43	55	Sandy Lane Extension	Strike Lane	Pelican Colony	Bonita	New 2 lane	14	1.38	**$ 28.80**	**1.00**
44	2	SR 31	SR 80	SR 78	State	2 to 6 lanes	57	4.85	**$ 100.00**	**1.40**
45	11	SR 31	SR 78	Charlotte Co. Line	State	2 to 6 lanes	45	4	**$ 67.00**	**3.30**
46	25	SR 78	Chiquita Boulevard	w/o Santa Barbara	State	4 to 6 lanes	38	3.23	**$ 28.40**	**2.00**
47	20	SR 78	W. of Santa Barbara	East of Pondella	State	4 to 6 lanes	34	3.58	**$ 41.10**	**2.90**
48	31	SR 78	24th Ave	US 41	State	4 to 6 lanes	31	2.98	**$ 21.40**	**1.50**
49	13	SR 78	Business 41	I-75	State	4 to 6 lanes	41	3.98	**$ 73.70**	**5.20**
50	4	SR 78	I-75	SR 31	State	2 to 4 lanes	55	4.73	**$ 24.60**	**1.40**
51	12	SR 80	SR 31	Buckingham Rd	State	4 to 6 lanes	39	4	**$ 35.40**	**2.50**
59	N/R	Sunshine Blvd	Lee Blvd	75th Street West	County	2L to 4L			**Included with total below**	**6**
60	N/R	Sunshine Blvd	75th Street West	SR 80	County	New 4L			**$96.50**	**1.9**
52	59	Sunshine Blvd	SR 82	Lee Blvd	County	2 to 4 lanes	13	1.15	**$ 48.50**	**3.60**
53	15	US 41	Bonita Beach Road		State	Intersection	45	3.9	**$ 22.00**	**0.50**
54	16	US 41	Six Mile Cypress		State	Intersection	46	3.8	**$ 30.00**	**0.50**
55	22	US 41	SR 78		State	Intersection	39	3.35	**$ 3.30**	**0.50**
57	N/R	Veterans Parkway	Santa Barbara Blvd		Cape Coral	Intersection			**$ 30.00**	
58	N/R	US 41	Daniels Parkway		State	Intersection			**$ 30.00**	
b1	40	Alva Drawbridge			County	Reconstruct Bridge	31	2.73	**$ 17.89**	
b2	17	Big Carlos Bridge	Bridge Replacement		County	Reconstruct Bridge	47	3.78	**$ 25.00**	
b3	3	Cape Coral Bridge			County	Reconstruct Bridge	53	4.78	**$ 99.10**	**0.80**
b4	6	Hancock Bridge Parkway Bridge			County	Reconstruct Bridge	53	4.63	**$ 3.92**	
b5	58	Harbor Drive Bridge	Over Boca Grande Canal		County	Reconstruct Bridge	14	1.18	**$ 2.04**	
b6	32	Little Carlos Pass, New Pass & Big Hickory Bridges			County	Reconstruct Bridge	32	2.93	**$ 46.72**	
b7	9	Orange River Road Bridge			County	Reconstruct Bridge	50	4.46	**$ 2.42**	
b8	8	Stringfellow Road Bridge	Over Monroe Canal		County	Reconstruct Bridge	51	4.51	**$ 1.75**	
b9	N/R	Sunrise Blvd	Bridge Connection		County	Reconstruct Bridge			**$4.11**	**0.1**
Other	62	Intermodal Freight Terminal	Rail/Truck at Hanson/Veronica Shoemaker		State		20	0.93	**$ 3.00**	
Other	74	ATMS Last Phase			State		0	0	**$ 9.20**	
Other	75	Intersection and AV/CV Box			State		0	0		
Other	76	Traffic Operations Center			County		0	0	**$ 0.92**	
Other	77	Transportation Enhancement Box	Bike/Ped/CMP/Transit		State		0	0	**$ 89.10**	
Other	N/ R	Corkscrew Rd	Alico Rd	Verdana Village	County	2L to 4L	0	0	**$55.91**	**3.79**
LC36	N/R	Corkscrew Rd	Verdana Village	Kingston Ranch Rd	County	2L to 4L	0	0	**$31.64**	**4.00**
LC37	N/R	Corkscrew	East of Firehouse Lane	Alico Road	County	4L to 6L	0	0	**$42.44**	**3.34**
P3	N/R	Kingston Ranch Rd	Corkscrew Rd	SR 82	Developer	New 4L	0	0	**$109.38**	**4.91**

N/R – Not Ranked

Figure 7-4: Roadway Needs

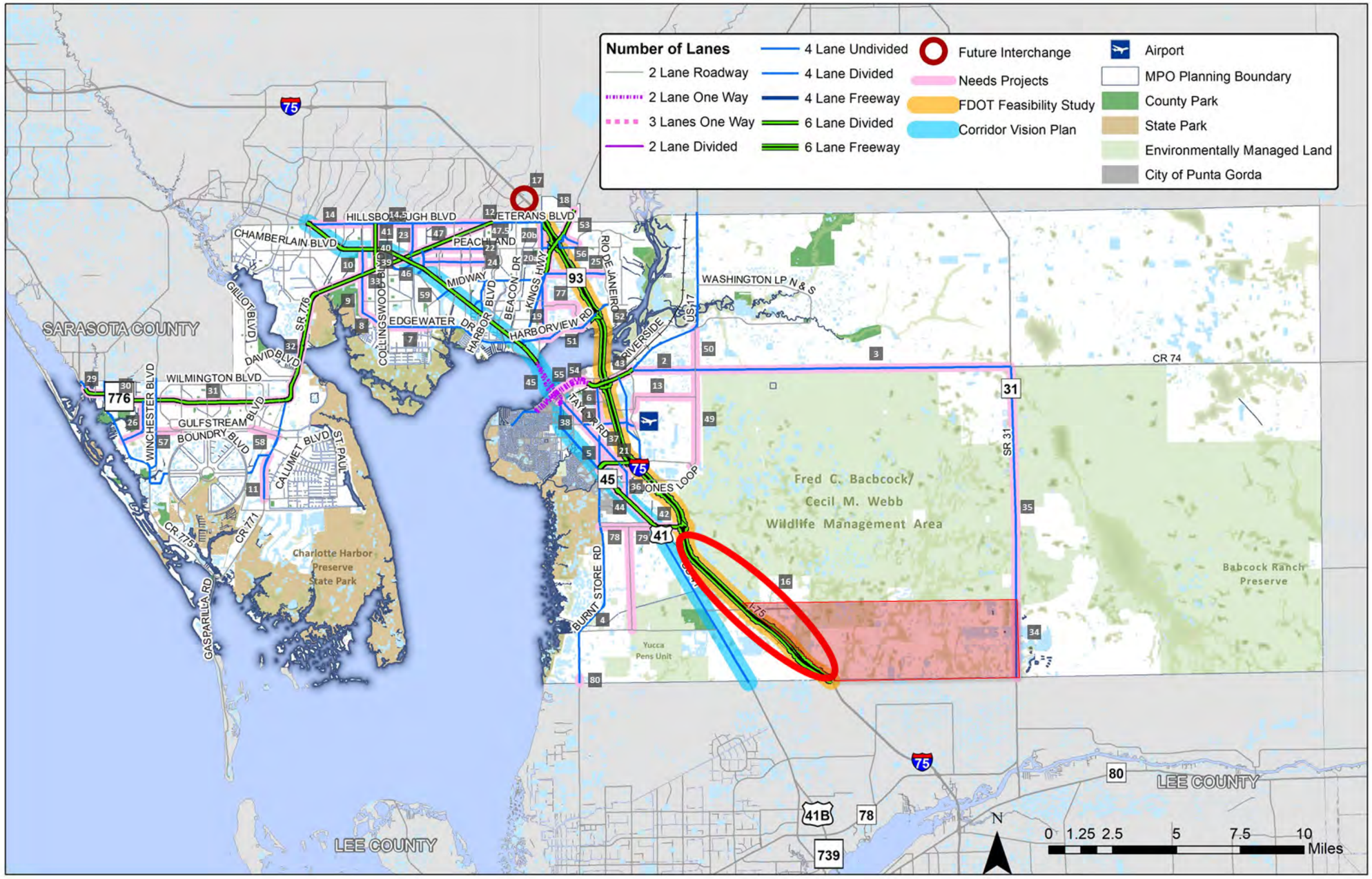


Table 7-1: Roadway Needs List ($ Millions, 2019 Present Day Cost)

Map ID	Facility	From	To	Existing Lanes	Length (Miles)	Project Description	PD&E / PE Cost	ROW Cost	CST Cost	Committed Funding (2020-2025)	Future Funding Needed (2026-2045)
1	Airport Road	Taylor Rd	Piper Road	2	1.75	Widen 2 to 4 lanes	$4.10	$4.71	$20.50		$29.31
2	Bermont Rd (CR 74)	US 17	Strasse Blvd	2	2.69	Widen 2 to 4 lanes	$4.67	$8.86	$23.31		$36.84
3	Bermont Rd (CR 74)	Strasse Blvd	SR 31	2	12.15	Widen 2 to 4 lanes	$21.06	$40.03	$105.31		$166.40
4	Burnt Store Rd	Zemel Rd	Scham Rd	2	4.17	Widen 2 to 4 lanes		Fully Funded			$0.00
5	Burnt Store Rd	N Jones Loop	Taylor Rd	2	0.98	Widen 2 to 4 lanes	$2.30	$1.32	$11.48		$15.10
6	Burnt Store Rd Extension	Taylor Rd	Florida St @ US 17	0	2.12	New 4-lane	$7.83	$34.25	$39.16		$81.25
7	Edgewater Dr (Phase 3)	Midway Blvd	Collingswood Blvd	2	1.54	Widen 2 to 4 lanes	$2.20	$0.00	$25.00		$27.20
8	Edgewater Dr (Phase 4)	Collingswood Blvd	Samantha Ave	0	1.30	Roadway realignment and new bridge	$2.10	$0.00	$23.00	$25.10	$0.00
9	Edgewater Dr / Flamingo (Phase 5)	Collingswood Blvd	SR 776	2	2.62	Widen 2 to 4 lanes	$1.00	$0.00	$20.00	$1.00	$20.00
10	Flamingo Blvd	SR 776	US 41	2	0.97	Widen 2 to 4 lanes	$2.27	$3.38	$11.36		$17.02
11	CR771	Appleton Blvd	Rotonda Blvd East	2	1.80	Widen 2 to 4 lanes	$4.22	$0.00	$21.09		$25.30
12	Hillsborough Blvd/Raintree Blvd	Veterans Blvd		0	0.10	New 2-lane connection	$0.32	$0.89	$1.60		$2.81
13	Henry Street (New Road)	Golf Course Boulevard	Loop Connector	0	3.90	New 2-lane	$12.49	$0.00	$62.46		$74.95
14	Hillsborough Blvd	Cranberry Blvd	Toledo Blade Blvd	2	2.40	Widen 2 to 4 lanes	$5.62	$8.36	$28.12		$42.10
14.5	Hillsborough Blvd	Toledo Blade Blvd	Prineville Dr	2	1.45	Widen 2 to 4 lanes	$3.40	$5.05	$16.99		$25.44
16	I-75	Near Oil Well Road				Future Interchange	$32.91	$9.80	$164.53		$207.23
17	I-75 (Sarasota County)	@ Raintree Blvd				Future Interchange	$32.91	$9.80	$164.53		$207.23
18	Kings Hwy	Sandhill Blvd	Desoto County line	2	0.79	Widen 2 to 4 lanes	$1.85	$1.38	$9.25		$12.48
19	Loveland Blvd	Westchester Blvd	Kings Hwy	2	1.60	Widen 2 to 4 lanes	$3.75	$5.58	$18.74		$28.07
20a	Loveland Blvd	Midway Blvd	Peachland Blvd	2	1.22	Widen 2 to 4 lanes	$2.86	$4.25	$14.29		$21.40
20b	Loveland Blvd	Peachland Blvd	Veterans Blvd	2	0.97	Widen 2 to 4 lanes	$2.27	$3.38	$11.36		$17.02
21	N Jones Loop	Burnt Store Rd	Piper Road	4	3.78	Widen 4 to 6 lanes	$7.92	$5.99	$44.65	$1.22	$57.34
22	Peachland Blvd	Cochran Blvd	Harbor Blvd	2	2.50	Widen 2 to 4 lanes	$5.86	$8.71	$29.29		$43.86
23	Prineville Dr	Paulson Dr	Hillsborough Blvd	2	1.20	Widen 2 to 4 lanes	$2.81	$4.18	$14.06		$21.05
24	Quesada Ave	Cochran Blvd	Harbor Blvd	2	2.41	Widen 2 to 4 lanes	$5.65	$4.20	$28.23		$38.08
25	Rampart Blvd	Victoria Estates St	Rio De Janeiro Ave	2	1.80	Widen 2 to 4 lanes	$4.22	$3.14	$21.09		$28.44
26	San Casa Dr	CR 775	SR 776	2	2.01	Widen 2 to 4 lanes	$4.71	$7.00	$23.55		$35.26
29	S McCall Road (SR 776)	Crestview Dr	CR 775	4	1.47	Widen 4 to 6 lanes	$3.47	$4.19	$17.37		$25.03
30	SR 776	CR 775	Spinnaker Blvd	4	3.08	Widen 4 to 6 lanes	$7.46	$4.88	$36.38	$2.00	$46.72
30a	SR 776	CR 775	Spinnaker Blvd	4		Add turn lanes at major intersections	$2.72	$8.07	$13.62		$24.42
	Potential Candidate Intersections: Oriole, Gulfstream, Spinnaker										$0.00
31	SR 776	Spinnaker Blvd	CR 771 (Gasparilla Rd)	4	4.10	Widen 4 to 6 lanes	$9.69	$6.49	$48.43		$64.62
31a	SR 776	Spinnaker Blvd	CR 771 (Gasparilla Rd)	4		Add turn lanes at major intersections	$4.54	$13.45	$22.70		$40.70
	Potential Candidate Intersections: Sunnybrook, Oceanspray, David, Gulfstream, Coliseum										
32	SR 776	CR 771 (Gasparilla Rd)	Flamingo Blvd	4	6.42	Widen 4 to 6 lanes	$15.17	$10.17	$75.84		$101.18

Map ID	Facility	From	To	Existing Lanes	Length (Miles)	Project Description	PD&E / PE Cost	ROW Cost	CST Cost	Committed Funding (2020-2025)	Future Funding Needed (2026-2045)
32a	SR 776	Myakka River Bridge	EB Replacement / Widening	4	0.25	Widen/Replace EB Bridge	$5.86	$0.00	$29.29		$35.14
32b	SR 776	CR 771 (Gasparilla Rd)	Flamingo Blvd	4		Add turn lanes at major intersections	$1.82	$5.38	$9.08		$16.28
	Potential Candidate Intersections: Hollis, Biscayne, Jacobs St , Cornelius Blvd, Charlotte Sports Park										
33	SR 776	Flamingo Blvd	Murdock Cir	4	1.26	Widen 4 to 6 lanes	$3.02	$0.00	$15.12		$18.15
33a	SR 776	Flamingo Blvd	Murdock Cir	4		Add turn lanes at major intersections	$0.91	$2.69	$4.54		$8.14
	Potential Candidate Intersections: Toledo Blade Blvd, Collingswood Blvd										
34	SR 31	Lee County Line	North of Cook Brown Rd	2	2.78	Widen 2 to 4 lanes	$3.05	$10.61	$42.82		$56.48
35	SR 31	North of Cook Brown Rd	CR 74	2	9.38	Widen 2 to 4 lanes	$16.26	$18.03	$81.30		$115.59
36	Taylor Rd	US 41 SB	N. Jones Loop Rd	2	1.62	Widen 2 to 4 lanes	$3.80	$5.65	$18.98		$28.42
37	Taylor Rd	N Jones Loop Rd	Airport Rd	2	1.98	Widen 2 to 4 lanes	$4.64	$6.90	$23.20		$34.73
38	Taylor Rd	Airport Rd	US 41	2	1.31	Widen 2 to 4 lanes	$3.07	$4.57	$15.35		$22.98
39a	Toledo Blade Blvd (CR 39)	SR 776	Whitney Avenue	2	0.53	Widen 2 to 4 lanes	$0.00	$0.00	$6.07		$6.07
39b	Toledo Blade Blvd (CR 39)	SR 776	Whitney Avenue	4	0.53	Widen 4 to 6 lanes	$1.25	$0.00	$6.26		$7.51
40	Toledo Blade Blvd (CR 39)	Whitney Avenue	US 41	4	0.77	Widen 4 to 6 lanes	$1.82	$0.00	$9.10		$10.92
41	Toledo Blade Blvd (CR 39)	US 41	Hillsborough Blvd	4	1.00	Widen 4 to 6 lanes	$2.36	$0.00	$11.81		$14.18
42	Tuckers Grade Blvd	US 41 SB	I-75	4	2.34	Widen 4 to 6 lanes	$5.62	$3.71	$28.08		$37.41
43	US 17	Copley Ave	CR 74	4	1.53	Widen 4 to 6 lanes	$3.05	$0.00	$7.75		$10.80
44	US 41	Notre Dame Blvd	Burnt Store Rd	4	5.81	Widen 4 to 6 lanes	$13.95	$0.00	$69.73		$83.67
45a	US 41 NB	Bridge	Peace River	4	2.44	Bridge Replacement	$78.92	$0.00	$394.62		$473.55
45b	US 41 SB	Bridge	Peace River	4	2.44	Bridge Expansion	$15.64	$0.00	$78.22		$93.86
46	Veterans Blvd	Toledo Blade / Cochran Blvd	Murdock Cir E/ Paulson Dr	4	1.40	Widen 4 to 6 lanes	$3.36	$2.66	$16.80		$22.82
47	Veterans Blvd	Murdock Cir E/Paulson Dr	Harbor Blvd	4	3.20	Widen 4 to 6 lanes	$6.26	$0.00	$31.31		$37.57
47.5	Veterans Blvd	Harbor Blvd	Future Hillsborough Blvd Connection	4	0.29	Widen 4 to 6 lanes	$0.64	$0.00	$3.19		$3.83
49	Grove Boulevard	North Jones Loop Road	CR 74	2	3.84	Widen 2 to 4 lanes	$9.00	$0.00	$44.99		$53.98
50	Grove Boulevard Extension	CR 74	US 17	0	1.62	New 4-lane	$5.99	$0.00	$29.93		$35.91
51	Harbor View Road	Melbourne St	I-75	2	2.61	Widen 2 to 4 lanes	$4.02	$9.79	$33.41	$13.81	$33.41
52	Harbor View Road	I-75	Rio De Janeiro Avenue	2	0.61	Widen 2 to 4 lanes	$1.43	$0.00	$7.15		$8.58
53	Sandhill Blvd Bypass	Kings Hwy	Sandhill Blvd	0	1.10	New 2-lane	$3.52	$0.00	$17.62		$21.14
54 / 55	Marion Avenue / Marion Avenue	US 41	Marlympia Way	3	1.23	Road Diet - resurfacing and striping	$1.48	$0.00	$7.42	$0.29	$8.61
56	Sandhill Blvd	Kings Hwy	Deep Creek Blvd	2	1.26	Widen 2 to 4 lanes	$2.95	$0.00	$14.76		$17.71
57	San Casa Dr / Avenue of the Americas / Fruitland Ave	CR 775	Gulfstream Blvd	0	1.46	New 2-lane	$4.68	$6.48	$23.38		$34.53
58	San Domingo Blvd	Gulfstream Blvd	CR 771	0	1.10	New 2-lane	$3.52	$4.88	$17.62		$26.02
59	US 41 Corridor Vision Plan			4/6		Corridor & Safety Improvements		To be determined			$0.00
60	SR 31	at CR 74		2	0.24	Roundabout	$0.00	$0.64	$0.71	$0.64	$0.71
61	SR 776	at Flamingo Blvd		4	0.00	Intersection - turn lanes	$0.00	$0.00	$1.46	$1.46	$0.00

Map ID	Facility	From	To	Existing Lanes	Length (Miles)	Project Description	PD&E / PE Cost	ROW Cost	CST Cost	Committed Funding (2020-2025)	Future Funding Needed (2026-2045)
62	US 41	at Easy Street		4	0.00	Intersection - turn lanes	$0.68	$0.00	$4.55		$5.23
63	US 41	at Forrest Nelson		4	0.00	Intersection - turn lanes	$0.68	$0.00	$4.55		$5.23
64	SR 776	at Jacobs St		4	0.00	Intersection - turn lanes	$0.68	$0.00	$4.55		$5.23
65	SR 776	at Carousel Plaza		4	0.00	Intersection - turn lanes	$0.68	$0.00	$4.55		$5.23
66	SR 776	at Charlotte Sports Park		4	0.00	Intersection - turn lanes	$0.15	$0.00	$1.01	$0.15	$1.01
67	I-75	at CR 769/Kings Hwy				Interchange Modifications	$6.50	$0.00	$56.93		$63.43
68	I-75	at CR 776/Harbor View				Interchange Modifications	$6.50	$0.00	$56.93		$63.43
69	I-75	at US 17/SR35				Interchange Modifications	$7.50	$0.00	$122.60		$130.10
70	I-75	at North Jones Loop Rd				Interchange Modifications	$6.50	$0.00	$56.93		$63.43
71	ITS Master Plan Implementation					Technology and Traffic Signal Improvements		To be determined	$20.00		$20.00+
72	SR 776	@ Gulfstream Blvd		4		Intersection – turn lanes	$0.68	$0.00	$4.55		$5.23
73	SR 776	@ Biscayne Blvd		4		Intersection – turn lanes	$0.68	$0.00	$4.55		$5.23
74	SR 776	@ Cornelius		4		Intersection – turn lanes	$0.68	$0.00	$4.55		$5.23
76	I-75	@ Raintree Blvd / Yorkshire				New Interchange	$32.91	$32.67	$164.53		$230.10
77	Olean Blvd Extension	Loveland Blvd	Harbor View Rd	0	2.37	New 2 lane	$4.38	$2.33	$21.92		$28.63
78	Green Gulf Blvd Extension	Burnt Store Road	US 41	0/2	2.45	New / Upgraded 2-lane	$4.53	$2.41	$22.66		$29.60
79	Green Gulf Blvd Extension	Zemel Road	Green Gulf Blvd	0/2	4.00	New / Upgraded 2-lane	$7.40	$3.93	$36.99		$48.32
80	Burnt Store Road	Vincent Avenue	Wallaby Lane	2	0.23	Widen 2 to 4 lanes	$0.40	$0.17	$1.97		$2.54
99	Veterans Blvd	Peachland Blvd	Kings Hwy			Intersection Modification	$5.00	To be determined	To be determined		$5.00+
						Total	$489.86	$312.34	$2,698.15	$45.67	$3,454.69

Notes:

- Project Costs shown in current year format based on 2019 project costs
- PD&E/PE are product support phases for Project Development & Environment phase and Preliminary Engineering phase
- ROW is Right-of-Way costs associated with land acquisition
- CST is the Construction cost for completing the identified project
- Existing Funding is included in the MPO's 2020/2021 – 2024/2025 Transportation Improvement Program.

APPENDIX B

D1RPM ZONAL DATA

BABCOCK RANCH COMMUNITY

CPA AMENDMENT

D1RPM ZONAL DATA BY TAZ

YEAR 2045 WITH APPROVED CPA

APPROVED DEVELOPMENT SUMMARY (2045)

			COUNTY >	Lee	Lee	
			TYPE >	MPD	Greenwell	
			TRACT >	Cumulative	Cumulative	
		Unit	TAZ No. >	#305	#492	Total
Residential						
	Single-Family	d.u.		980	125	1,105
	Multifamily	d.u.		650	0	650
	Senior Adult (Det)	d.u.		0	0	0
		Subtotal		1,630	125	1,755
Hotel		rooms		600	0	600
Industrial		sq. ft.		0	0	0
Retail		sq. ft.		870,000	400,000	1,270,000
Office						
	General	sq. ft.		257,000	0	257,000
	Medical	sq. ft.		43,000	0	43,000
	Civic	sq. ft.		0	0	0
		Subtotal		300,000	0	300,000
Other						
	Hospital	beds		0	0	0
	Assisted Living	beds		0	0	0
Community - Ancillary (1)						
	Golf	holes		0	0	0
	Public Park	acres		48.00	0.00	48
	Civic/Recreation Center	sq. ft.		0	0	0
	Library	sq. ft.		0	0	0
	Churches	sq. ft.		0	0	0
	Elementary School	students		0	0	0
	Middle School	students		0	0	0
	High School	students		0	0	0

ZDATA (FSUTMS) POPULATION & EMPLOYMENT ESTIMATE

				TRACT >	B-2a	Cumulative	
				TAZ No. >	4305	4492	Total
		per/d.u.					
Single-Family		2.50	Tot. Pop.		2,450	313	2,763
		0%	PCTVAC				
		20%	PCTVNP				
		2.50	Single-Family Pop.		2,450	313	2,763
		per/d.u.					
Multifamily		2.00	Tot. Pop.		1,300	0	1,300
		0%	PCTVAC				
		40%	PCTVNP				
		2.00	Multifamily Pop.		1,300	0	1,300
		per/d.u.					
Senior Adult		1.50	Tot. Pop.		0	0	0
		0%	PCTVAC				
		25%	PCTVNP				
		1.50	Retire. Pop.		0	0	0
		occp/rm					
Hotel		2.00	Occupants		1,200	0	1,200
			Total Pop.		3,750	313	4,063
			Pop/HH		2.30	2.50	2.32

ZDATA - EMPLOYMENT

				TRACT >	B-2a	Cumulative	
		Unit		TAZ No. >	4305	4492	Total
		emp/1k					
Industrial		2.00	Emplys		0	0	0
Commercial							
		emp/1k					
	General Retail	2.50	Emplys		2,175	1,000	3,175
		emp/hole					
	Golf (1)	1.74	Emplys		0	0	0
		Subtotal	Emplys		2,175	1,000	3,175
Service / Other							
		emp/rm					
	Hotel	0.90	Emplys		540	0	540
		emp/1k					
	General Office	4.50	Emplys		1,157	0	1,157
		emp/1k					
	Medical Office	4.10	Emplys		176	0	176
		emp/1k					
	Government Office	4.50	Emplys		0	0	0
		emp/bed					
	Hospital	2.28	Emplys		0	0	0
		emp/unit					
	Assisted Living	0.65	Emplys		0	0	0
		Sub Total	Emplys		1,873	0	1,873
Community - Ancillary (1)							
		emp/acre					
	Public Park	0.27	Emplys		13	0	13
		emp/1k					
	Civic/Recreation Center	2.00	Emplys		0	0	0
		emp/1k					
	Library	1.10	Emplys		0	0	0
		emp/1k					
	Church	1.00	Emplys		0	0	0
		emp/student					
	Elementary School	0.10	Emplys		0	0	0
		emp/student					
	Middle School	0.19	Emplys		0	0	0
		emp/student					
	High School	0.19	Emplys		0	0	0
		Sub Total	Emplys		13	0	13
			Total Service		1,886	0	1,886
	Total Employment	Total	Emplys		4,061	1,000	5,061
Students							
	Elementary School		Students		0	0	0
	Middle School		Students		0	0	0
	High School		Students		0	0	0
		Total	Students		0	0	0

Footnotes:

(1) Not subject to BRC MDO 6 million s.f. threshold.

BARLOCK RANCH COMMUNITY
CPA AMENDMENT
DIRPMZONIAL DATA BY TAZ
YEAR 2045 WITH PROPOSED CPA

PROPOSED DEVELOPMENT SUMMARY (2045)

	COUNTY >	Lee	Lee	Lee	
	TYPE >	MPD	Greenwell		
	TRACT >	Quantative	Quantative	Quantative	Total
	TAZ No. >	4305	4492		
Residential					
Single-Family	d.u.	1,630	125	1,755	
Multifamily	d.u.	360	0	360	
Senior Adult (Del)	d.u.	0	0	0	
Subtotal		1,990	125	2,115	
Hotel	rooms	250	0	250	
Industrial	sq. ft.	0	0	0	
Retail	sq. ft.	1,170,000	400,000	1,570,000	
Office					
General	sq. ft.	0	0	0	
Medical	sq. ft.	0	0	0	
CIVIC	sq. ft.	0	0	0	
Subtotal		0	0	0	
Other					
Hospital	beds	0	0	0	
Assisted Living	beds	350	0	350	
Community - Ancillary (1)					
Golf	holes	0	0	0	
Public Park	acres	48.00	0.00	48	
CIVIC/Recreation Center	sq. ft.	0	0	0	
Library	sq. ft.	0	0	0	
Churches	sq. ft.	24,000	0	24,000	
Elementary School	students	0	0	0	
Middle School	students	0	0	0	
High School	students	0	0	0	

2045 AFSUTM SI POPULATION & EMPLOYMENT ESTIMATE

	TRACT >	Quantative	Quantative	Quantative	
	TAZ No. >	4305	4492		Total
Industrial					
	2.00 emp/1k	0	0	0	
		Employs			
Commercial					
General Retail	2.50 emp/1k	2,925	1,000	3,925	
Golf (1)	1.74 emp/hole	0	0	0	
Subtotal		2,925	1,000	3,925	
		Employs			
Service / Other					
Hotel	0.90 emp/rm	225	0	225	
General Office	4.50 emp/1k	0	0	0	
Medical Office	4.10 emp/1k	0	0	0	
Government Office	4.50 emp/1k	0	0	0	
Hospital	2.28 emp/bed	0	0	0	
Assisted Living	0.65 emp/unit	227	0	227	
Sub Total		452	0	452	
		Employs			
Community - Ancillary (1)					
Public Park	0.27 emp/acre	13	0	13	
Civic/Recreation Center	2.00 emp/1k	0	0	0	
Library	1.10 emp/1k	0	0	0	
Church	1.00 emp/1k	24	0	24	
Elementary School	0.10 emp/student	0	0	0	
Middle School	0.19 emp/student	0	0	0	
High School	0.19 emp/student	0	0	0	
Sub Total		37	0	37	
		Employs			
Total Service		489	0	489	
Total Employment	Total	3,414	1,000	4,414	
		Employs			
Students					
Elementary School		Students	0	0	0
Middle School		Students	0	0	0
High School		Students	0	0	0
Total		Students	0	0	0

Footnotes:

(1) Not subject to BRC MDO 6 million s.f. threshold.

APPENDIX C

D1RPM PLOTS

Legend
XX (Black) = Two-way Daily Traffic
XX (Blue) = Two-way MPD Traffic

BRC MPD CPA AMENDMENT
APPROVED CPA
23521

Legend
XX (Black) = Two-way Daily Traffic
XX (Blue) = Two-way MPD Traffic

BRC MPD CPA AMENDMENT
PROPOSED CPA
23521

APPENDIX D

LEE COUNTY STAFF EMAIL CORRESPONDENCE

RE: CPA2023-00012 and CPA2023-00013 Sufficiency Comments

Alam, Md Rakibul <MAlam@leegov.com>

Thu 2/8/2024 12:38 PM

T :Ch istopher Posey < hristopher.Posey@dplummer.com>;

Cc:Stephen Leung <stephen.leung@dplummer.com>; Tom Sacharski <tsacharski@rviplann ng.com>; E ica S. Woods <EWoods@kitsonpartners.com>; Richard B. Akin - Henderson Franklin Attorneys at Law (richard.akin@henlaw.com) <richard.ak n@henlaw.com>; Workman, Elizabeth <EWorkman@leegov.com>; Alexis Crespo <acrespo@rviplanning.com>; Woellner, Katherine <KWoellner@leegov.com>;

Hi Christopher,

I hope you are doing well. Thanks for the update. I'm on board with using the road segment analysis from the MPD ZTIS for the MPD CPA. However, please ensure that the updated ZTIS, which addresses zoning comments, is included in your CPA resubmittal.

Best regards,
Rakib

Md Rakibul Alam, Ph.D. | Principal Transportation Planner
Department of Transportation

Lee County
Southwest Florida

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Connect With Us On Social Media

From: Christopher Posey <Christopher.Posey@dplummer.com>
Sent: Thursday, February 8, 2024 11:06 AM
To: Alam, Md Rakibul <MAlam@leegov.com>
Cc: Stephen Leung <stephen.leung@dplummer.com>; Tom Sacharski <tsacharski@rviplanning.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Richard B. Akin - Henderson Franklin Attorneys at Law (richard.akin@henlaw.com) <richard.akin@henlaw.com>; Workman, Elizabeth <EWorkman@leegov.com>; Alexis Crespo <acrespo@rviplanning.com>; Woellner, Katherine <KWoellner@leegov.com>
Subject: Re: CPA2023-00012 and CPA2023-00013 Sufficiency Comments

Hi Rakibul,

We would like to discuss with you the request for the short-term 5-year road segment analysis for the MPD CPA. We would like to use the road segment analysis submitted for the MPD ZTIS. This road segment analysis reflected the build out of the MPD in year 2030. Although this would be a 6-year analysis, we believe this will still adequately identify additional improvements needed to the network beyond those identified in the programmed five-year horizon. Additionally, with this analysis we will provide the requested ITE trip generation. If you'd like to further discuss, we can set up a call/meeting at your convenience.

Regards,

Christopher Posey
Transportation Engineer

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D - 1

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From: Alexis Crespo <acrespo@rviplanning.com>
Sent: Thursday, February 8, 2024 8:44:33 AM
To: Woellner, Katherine; Christopher Posey
Cc: Stephen Leung; Tom Sacharski; Erica S. Woods; Richard B. Akin - Henderson Franklin Attorneys at Law (richard.akin@henlaw.com); Beth Workman (eworkman@leegov.com)
Subject: RE: CPA2023-00012 and CPA2023-00013 Sufficiency Comments

Thanks, Katie!

We are working on a meeting with all Staff to review both comment letters on the CPA & MPD. Should have that inked shortly. Want to make sure we aren't duplicating requests.

Alexis Crespo, AICP
Vice President of Planning

RVi Planning + Landscape Architecture
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From: Woellner, Katherine <KWoellner@leegov.com>
Sent: Thursday, February 8, 2024 7:56 AM
To: Christopher Posey <Christopher.Posey@dplummer.com>
Cc: Stephen Leung <stephen.leung@dplummer.com>; Alexis Crespo <acrespo@rviplanning.com>; Tom Sacharski <tsacharski@rviplanning.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Richard B. Akin - Henderson Franklin Attorneys at Law (richard.akin@henlaw.com) <richard.akin@henlaw.com>
Subject: RE: CPA2023-00012 and CPA2023-00013 Sufficiency Comments

Good morning,

The County's Transportation Planner that reviewed the application is Md Rakibul Alam, Ph.D. His email address is malam@leegov.com and his phone number is 239-533-8853.

Hope that helps. Let me know if you need anything else.

Respectfully,

Katie Woellner, AICP | Principal Planner

Community Development – Planning Section
1500 Monroe St, Fort Myers, FL 33901
office: (239) 533-8362
email: kwoellner@leegov.com
web: www.leegov.com/dcd
Connect With Us On Social Media

From: Christopher Posey <Christopher.Posey@dplummer.com>
Sent: Wednesday, February 7, 2024 4:38 PM
To: Woellner, Katherine <KWoellner@leegov.com>
Cc: Stephen Leung <stephen.leung@dplummer.com>; Alexis Crespo <acrespo@rviplanning.com>; Tom Sacharski <tsacharski@rviplanning.com>; Erica S. Woods <EWoods@kitsonpartners.com>; Richard B. Akin - Henderson Franklin Attorneys at Law (richard.akin@henlaw.com) <richard.akin@henlaw.com>
Subject: CPA2023-00012 and CPA2023-00013 Sufficiency Comments

Good Afternoon Katie,

We would like to discuss some of the transportation related sufficiency comments for the Babcock MPD CPA. Do you know who created the comments related to transportation so we can setup a meeting with them?

D - 2

Regards,

Christopher Posey
Transportation Engineer

DAVID PLUMMER & ASSOCIATES
TRAFFIC ENGINEERING • CIVIL ENGINEERING • TRANSPORTATION PLANNING
2149 McGregor Boulevard
Fort Myers, Florida 33901
239•332•2617
www.dplummer.com (-> urldefense.proofpoint.com)

APPENDIX E

BRC MPD ZTIS EXCERPTS

BABCOCK MPD

ZONING AMENDMENT
TRAFFIC IMPACT STATMENT

May 24, 2024

Since 1978

EXHIBIT 2-A
MPD ZONING AMENDMENT

TRIP GENERATION SUMMARY - APPROVED ZONING
MPD (TAZ 4305)

				AM PEAK HOUR						PM PEAK HOUR						DAILY			
LAND USE	LUC	SIZE	UNITS	Rate/Equation	In		Out		Total	%	Rate/Equation	In		Out		Total	%	Rate/Equation	Total	%	
Office																					
General Office Building (General Urban/Suburban)	710	257.000	1000 Sq. Ft. GFA	Fitted Curve	88%	332	12%	45	377		Fitted Curve	17%	62	83%	301	363		Fitted Curve	2,638		
Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	720	43.000	1000 Sq. Ft. GFA	Fitted Curve	79%	89	21%	24	113		Fitted Curve	30%	52	70%	120	172		Fitted Curve	1,740		
Trips						421		69	490				114		421	535			4,378		
NCHRP Internal Capture [2]						42		19	61	*12%*			45		92	137	*26%*		1,018	*19%*	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*	
External						379		50	429				69		329	398			3,360		
Retail																					
Shopping Center (>150k) (General Urban/Suburban)	820	870.000	1000 Sq. Ft. GLA	Fitted Curve	62%	401	38%	246	647		Fitted Curve	48%	1,286	52%	1,393	2,679		Fitted Curve	28,579		
Trips						401		246	647				1286		1393	2,679			28,579		
NCHRP Internal Capture [2]						41		21	62	*10%*			239		397	636	*24%*		5,826	*20%*	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*	
External						360		225	585				1,047		996	2,043			22,753		
Pass-by						0		0	0	*0%*			0		0	0	*0%*		0	*0%*	
Net New External						360		225	585				1,047		996	2,043			22,753		
Residential																					
Single-Family Detached Housing (General Urban/Suburban)	210	980.000	Dwelling Units	Fitted Curve	26%	154	74%	440	594		Fitted Curve	63%	535	37%	314	849		Fitted Curve	8,238		
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/Suburban)	220	650.000	Dwelling Units	Fitted Curve	24%	54	76%	170	224		Fitted Curve	63%	189	37%	111	300		Fitted Curve	4,242		
Trips						208		610	818				724		425	1,149			12,480		
NCHRP Internal Capture [2]						4		18	22	*3%*			341		159	500	*44%*		4,780	*38%*	
Non-NCHRP Internal Capture						0		1	1	*0%*			1		2	3	*0%*		60	*0%*	
External						204		591	795				382		264	646			7,640		
Hotel																					
Hotel (General Urban/Suburban)	310	600.000	Rooms	Fitted Curve	56%	164	44%	129	293		Fitted Curve	51%	212	49%	204	416		Fitted Curve	6,080		
Trips						164		129	293				212		204	416			6,080		
NCHRP Internal Capture [2]						0		29	29	*10%*			49		26	75	*18%*		990	*16%*	
Non-NCHRP Internal Capture						0		0	0	*0%*			0		0	0	*0%*		0	*0%*	
External						164		100	264				163		178	341			5,090		
Ancillary																					
Public Park (General Urban/Suburban)	411	48.000	Acres	Average	59%	1	41%	0	1		Average	55%	3	45%	2	5		Fitted Curve	119		
Trips						1		0	1				3		2	5			119		
Non-NCHRP Internal Capture						1		0	1	*100%*			2		1	3	*60%*		60	*50%*	
External						0		0	0				1		1	2			59		

	In	Out	Total	%	In	Out	Total	%	Total	%	FSUTMS
TOTAL TRIPS	**1,195**	**1,054**	**2,249**	**100.0%**	**2,339**	**2,445**	**4,784**	**100.0%**	**51,636**	**100.0%**	**43,440**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS	**88**	**88**	**176**	**7.8%**	**677**	**677**	**1,354**	**28.3%**	**12,734**	**24.7%**	**5,132**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	87	87	174	**7.7%**	674	674	1,348	**28.2%**	12,614	**24.4%**	-
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS	1	1	2	**0.1%**	3	3	6	**0.1%**	120	**0.2%**	-
TOTAL INTERZONAL (EXTERNAL) TRIPS	**1,107**	**966**	**2,073**	**92.2%**	**1,662**	**1,768**	**3,430**	**71.7%**	**38,902**	**75.3%**	**38,308**
COMMUNITY CAPTURE BETWEEN DRI AND MPD [5]	**336**	**297**	**633**	**28.1%**	**658**	**688**	**1,346**	**28.1%**	**14,529**	**28.1%**	**12,223**
RETAIL PASS-BY TRIPS	**0**	**0**	**0**	**0.0%**	**0**	**0**	**0**	**0.0%**	**0**	**0.0%**	-
NET NEW INTERZONAL (EXTERNAL) TRIPS	**771**	**669**	**1,440**	**64.0%**	**1,004**	**1,080**	**2,084**	**43.6%**	**24,373**	**47.2%**	**26,085**

Footnote:
(1) ITE Trip Generation, 11th Edition.
(2) Consistent with NCHRP internal capture calculations. ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice (3rd Edition). Chapter 6 - Trip Generation for Mixed-Use Development.
(3) ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice (3rd Edition). Appendix E - Database on Pass-By, Diverted, and Primary Trips.
Average rate assumed and controlled to 80% new trips based on Lee County's original methodology.
(4) Land use category not applicable under NCHRP internal capture calculations.
(5) The percent community capture between the DRI and MPD was determined using the D1RPM Travel Model.

EXHIBIT 2-B
MPD ZONING AMENDMENT

TRIP GENERATION SUMMARY - PROPOSED ZONING
MPD (TAZ 4305)

LAND USE	LUC	SIZE	UNITS	AM PEAK HOUR Rate/Equation	AM In	AM Out	AM Total	AM %	PM PEAK HOUR Rate/Equation	PM In	PM Out	PM Total	PM %	DAILY Rate/Equation	DAILY Total	DAILY %	FSUTMS
Retail																	
Shopping Center (>150k) (General Urban/Suburban)	820	1,170.000	1000 Sq. Ft. GLA	Fitted Curve	62% 511	38% 313	824		Fitted Curve	48% 1,592	52% 1,724	3,316		Fitted Curve	36,412		
Trips					511	313	824			1592	1724	3,316			36,412		
NCHRP Internal Capture [2]					15	6	21	*3%*		171	462	633	*19%*		5,982	*16%*	
Non-NCHRP Internal Capture					0	0	0	*0%*		0	0	0	*0%*		0	*0%*	
External					496	307	803			1,421	1,262	2,683			30,430		
Pass-by					0	0	0	*0%*		0	0	0	*0%*		0	*0%*	
Net New External					496	307	803			1,421	1,262	2,683			30,430		
Residential																	
Single-Family Detached Housing (General Urban/Suburban)	210	1,630.000	Dwelling Units	Fitted Curve	26% 246	74% 699	945		Fitted Curve	63% 863	37% 507	1,370		Fitted Curve	13,156		
Multifamily Housing (Low-Rise) Not Close to Rail Transit (General Urban/Suburban)	220	360.000	Dwelling Units	Fitted Curve	24% 32	76% 102	134		Fitted Curve	63% 110	37% 65	175		Fitted Curve	2,383		
Assisted Living (General Urban/Suburban)	254	350.000	Beds	Average	60% 38	40% 25	63		Average	39% 33	61% 51	84		Average	910		
Trips					316	826	1,142			1006	623	1,629			16,449		
NCHRP Internal Capture [2]					6	8	14	*1%*		448	169	617	*38%*		5,742	*35%*	
Non-NCHRP Internal Capture					4	10	14	*1%*		55	51	106	*7%*		60	*0%*	
External					306	808	1,114			503	403	906			10,647		
Hotel																	
Hotel (General Urban/Suburban)	310	250.000	Rooms	Fitted Curve	56% 66	44% 52	118		Fitted Curve	51% 80	49% 77	157		Fitted Curve	2,286		
Trips					66	52	118			80	77	157			2,286		
NCHRP Internal Capture [2]					0	7	7	*6%*		24	12	36	*23%*		514	*22%*	
Non-NCHRP Internal Capture					0	0	0	*0%*		0	0	0	*0%*		0	*0%*	
External					66	45	111			56	65	121			1,772		
Ancillary																	
Public Park (General Urban/Suburban)	411	48.000	Acres	Average	59% 1	41% 0	1		Average	55% 3	45% 2	5		Fitted Curve	119		
Library (General Urban/Suburban)	590	24.000	1000 Sq. Ft. GFA	Fitted Curve	71% 19	29% 8	27		Fitted Curve	48% 99	52% 108	207		Fitted Curve	0		
Trips					20	8	28			102	110	212			119		
Non-NCHRP Internal Capture					10	4	14	*50%*		51	55	106	*50%*		60	*50%*	
External					10	4	14			51	55	106			59		
					In	**Out**	**Total**	**%**		**In**	**Out**	**Total**	**%**		**Total**	**%**	**FSUTMS**
TOTAL TRIPS					**913**	**1,199**	**2,112**	**100.0%**		**2,780**	**2,534**	**5,314**	**100.0%**		**55,266**	**100.0%**	**48,999**
TOTAL INTRAZONAL (INTERNAL) CAPTURE TRIPS					**35**	**35**	**70**	**3.3%**		**749**	**749**	**1,498**	**28.2%**		**12,358**	**22.4%**	**6,512**
NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS					21	21	42	**2.0%**		643	643	1,286	**24.2%**		12,238	**22.1%**	-
NON-NCHRP INTRAZONAL (INTERNAL) CAPTURE TRIPS					14	14	28	**1.3%**		106	106	212	**4.0%**		120	**0.2%**	-
TOTAL INTERZONAL (EXTERNAL) TRIPS					**878**	**1,164**	**2,042**	**96.7%**		**2,031**	**1,785**	**3,816**	**71.8%**		**42,908**	**77.6%**	**42,486**
COMMUNITY CAPTURE BETWEEN DRI AND MPD [5]					**252**	**330**	**582**	**27.6%**		**766**	**698**	**1,464**	**27.6%**		**15,230**	**27.6%**	**13,503**
RETAIL PASS-BY TRIPS					**0**	**0**	**0**	**0.0%**		**0**	**0**	**0**	**0.0%**		**0**	**0.0%**	**-**
NET NEW INTERZONAL (EXTERNAL) TRIPS					**626**	**834**	**1,460**	**69.1%**		**1,265**	**1,087**	**2,352**	**44.3%**		**27,678**	**50.1%**	**28,983**

Footnote:
(1) ITE Trip Generation, 11th Edition.
(2) Consistent with NCHRP internal capture calculations. ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice (3rd Edition). Chapter 6 - Trip Generation for Mixed-Use Development.
(3) ITE, Trip Generation Handbook - An ITE Proposed Recommended Practice (3rd Edition). Appendix E - Database on Pass-By, Diverted, and Primary Trips.
Average rate assumed and controlled to 80% new trips based on Lee County's original methodology.
(4) Land use category not applicable under NCHRP internal capture calculations.
(5) The percent community capture between the DRI and MPD was determined using the D1RPM Travel Model.

Legend
XX (Black) = Two-way Daily Traffic
XX (Blue) = Two-way MPD Traffic

BRC MPD Zoning AMENDMENT
Approved Zoning
23521

Legend
XX (Black) = Two-way Daily Traffic
XX (Blue) = Two-way MPD Traffic

BRC MPD Zoning AMENDMENT
Approved Zoning
23521

EXHIBIT 4-A

BABCOCK RANCH COMMUNITY
MPD ZONING AMENDMENT
FUTURE 2030 TRAFFIC CONDITIONS WITH APPROVED MPD ZONING - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

	ROADWAY	FROM	TO	(1) DIRPM A1 Node	B1 Node	A2 Node	B2 Node	(2) # of Lanes	State/County Roadway	(3) Count Station	(3) CC TV SNO	(4) E+C LOS Facility Type	(5) LOS Std	(6) Raw DIRPM AADT	(7) Adjusted AADT	FUTURE 2030 TRAFFIC – NON - BABCOCK TRAFFIC (8) Non-Babcock AADT	(9) K Factor	(9) D Factor D	D Factor High Dir	Non-Babcock Dir. Volume Dir1 NB/EB	Non-Babcock Dir. Volume Dir2 SB/WB	BABCOCK MPD TRAFFIC (10) DIRPM MPD AADT	% Distribution	(11) P/E Net New Peak Hr	Inbound Direction	MPD Dir. Volume (12) Dir1 NB/EB	MPD Dir. Volume (12) Dir2 SB/WB	TOTAL TRAFFIC VOLUME Dir1 NB/EB	TOTAL TRAFFIC VOLUME Dir2 SB/WB	TOTAL TRAFFIC (13) Service Volume @ LOS Std	2030 LOS V/SV Dir1 NB/EB	V/SV Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	Project Traffic As % of SV Dir1 NB/EB	Project Traffic As % of SV Dir2 SB/WB	Sig & Adv Impact (14) Dir1 NB/EB	Sig & Adv Impact (14) Dir2 SB/WB	Future LOS Facility Type	(15) Service Volume 2L/UO	4L/DO	6L/DO	8L/DO	10L/DO	# of Lanes Needed	Needed Improvement	
1	Broadway St.	SR 80	North River Rd.	27801	27091			2	LC	PCS 5		LC_Collector_2LU	E	14293	14293	13691	0.089	0.597	SB/WB	490	730	602	2.3%	48	NB/EB	23	25	513	755	740	0.69	1.02	D	F	3.1%	3.4%			LC_Collector_2LU	740	1520	2280	3040	3800	4	Add 2 L	1
2	Buckingham Rd.	SR 82	Gunnery Rd.	26730	26697			2	LC	PCS 11		LC_ClassIArterial_2L	E	7297	9973	9731	0.091	0.541	SB/WB	410	480	242	0.9%	19	NB/EB	9	10	419	490	860	0.49	0.57	C	C	1.0%	1.2%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	2
3		Gunnery Rd.	Cemetery Rd.	26417	26419			2	LC	PCS 11		LC_ClassIArterial_2L	E	13061	13061	12472	0.091	0.541	SB/WB	520	610	589	2.3%	47	NB/EB	23	24	543	634	860	0.63	0.74	C	C	2.7%	2.8%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	3
4		Cemetery Rd.	Orange River Blvd.	26412	26417			2	LC	PCS 11		LC_ClassIArterial_2L	E	23021	23021	22244	0.091	0.541	SB/WB	930	1090	777	3.0%	62	NB/EB	30	32	960	1122	860	1.12	1.30	F	F	3.5%	3.7%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	4
5		Orange River Blvd.	SR 80	26607	26867			2	LC	PCS 11		LC_ClassIArterial_2L	E	19290	19290	18605	0.091	0.541	SB/WB	780	910	685	2.6%	55	NB/EB	26	29	806	939	860	0.94	1.09	D	F	3.0%	3.4%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	5
6	Colonial Blvd.	Dynasty Dr.	SR 82	25004	25295			6	LC	PCS 22		LC_ClassIArterial_6L	E	71236	71236	69032	0.084	0.603	SB/WB	2300	3500	2204	8.4%	176	SB/WB	91	85	2391	3585	2940	0.81	1.22	C	F	3.1%	2.9%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	6
7	Del Prado Blvd	US 41	Slater Rd.	22868	22906			2	LC	PCS 104		LC_ClassIArterial_2L	E	3297	9147	9020	0.105	0.509	SB/WB	470	480	127	0.5%	10	NB/EB	5	5	475	485	860	0.55	0.56	C	C	0.6%	0.6%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	7
8	Gunnery Rd.	SR 82	Lee Blvd.	26739	28631			4	LC	PCS 22		LC_ClassIArterial_4L	E	16546	28165	27640	0.084	0.603	SB/WB	920	1400	525	2.0%	42	NB/EB	20	22	940	1422	1960	0.48	0.73	C	C	1.0%	1.1%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	8
9		Lee Blvd.	Buckingham Rd.	26730	26741			2	LC	PCS 22		LC_ClassIArterial_2L	E	13270	15336	14790	0.084	0.603	SB/WB	490	750	546	2.1%	44	NB/EB	21	23	511	773	860	0.59	0.90	C	C	2.4%	2.7%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	9
10	Joel Blvd.	Bell Blvd.	18th St.	28244	27838			4	LC	PCS 11		LC_ClassIArterial_4L	E	15607	15607	15004	0.091	0.541	SB/WB	630	740	603	2.3%	48	NB/EB	23	25	653	765	1960	0.33	0.39	C	C	1.2%	1.3%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	10
11		18th St.	SR 80	27861	27655			2	LC	PCS 11		LC_ClassIArterial_2L	E	18297	18297	17591	0.091	0.541	SB/WB	730	870	706	2.7%	56	NB/EB	27	29	757	899	860	0.88	1.05	C	F	3.1%	3.4%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	11
12	Lee Blvd.	SR 82	Alvin Ave.	25677	25715			6	LC	PCS 22		LC_ClassIArterial_6L	E	68537	68537	66300	0.084	0.603	SB/WB	2210	3360	2237	8.6%	179	SB/WB	93	86	2303	3446	2940	0.78	1.17	C	F	3.2%	2.9%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	12
13		Alvin Ave.	Gunnery Rd.	26198	26290			6	LC	PCS 22		LC_ClassIArterial_6L	E	63180	63180	61466	0.084	0.603	SB/WB	2050	3110	1714	6.6%	137	SB/WB	71	66	2121	3176	2940	0.72	1.08	C	F	2.4%	2.2%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	13
14		Gunnery Rd.	Homestead Rd.	26794	26908			6	LC	PCS 22		LC_ClassIArterial_6L	E	66898	66898	65015	0.084	0.603	SB/WB	2170	3290	1883	7.2%	150	SB/WB	78	72	2248	3362	2940	0.76	1.14	C	F	2.7%	2.4%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	14
15	Leeland Heights	Homestead Rd.	Joel Blvd.	27790	27781			4	LC	PCS 11		LC_ClassIArterial_4L	E	28204	28204	27389	0.091	0.541	SB/WB	1140	1350	815	3.1%	65	NB/EB	31	34	1171	1384	1960	0.60	0.71	C	C	1.6%	1.7%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	15
16	Littleton Rd.	Corbett Rd.	US 41	21607	21579			2	LC	PCS 108		LC_ClassIArterial_2L	E	19679	19679	18804	0.094	0.650	SB/WB	620	1150	875	3.4%	70	NB/EB	34	36	654	1186	860	0.76	1.38	C	F	4.0%	4.2%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	16
17		US 41	BUS 41	21760	21688			2	LC	PCS 108		LC_ClassIArterial_2L	E	10432	10432	9866	0.094	0.650	SB/WB	330	600	566	2.2%	45	NB/EB	22	23	352	623	860	0.41	0.72	C	C	2.6%	2.7%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	17
18	Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	24095	24247			2	LC	PCS 20		LC_ClassIIArterial_2L	E	9988	9988	9475	0.093	0.548	SB/WB	400	480	513	2.0%	41	NB/EB	20	21	420	501	780	0.54	0.64	D	D	2.6%	2.7%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	18
19		Enterprise Pkwy.	I-75	24247	24481			4	LC	PCS 20		LC_ClassIIArterial_4L	E	18405	18405	17424	0.093	0.548	SB/WB	730	890	981	3.8%	78	NB/EB	38	40	768	930	1660	0.46	0.56	D	D	2.3%	2.4%			LC_ClassIIArterial_4L	780	1660	2500	3340	4175	4	Add 0 L	19
20		I-75	Northland Rd.	24727	24858			4	LC	PCS 20		LC_Collector_4LD	E	13349	13349	12836	0.093	0.548	SB/WB	540	650	513	2.0%	41	SB/WB	21	20	561	670	1600	0.35	0.42	C	C	1.3%	1.3%			LC_Collector_4LD	780	1600	2400	3200	4000	4	Add 0 L	20
21		Northland Rd.	Country Lakes Dr.	24898	25032			2	LC	PCS 20		LC_Collector_2LD	E	10838	10838	10458	0.093	0.548	SB/WB	440	530	380	1.5%	30	SB/WB	16	14	456	544	780	0.58	0.70	D	D	2.1%	1.8%			LC_Collector_2LD	780	1600	2400	3200	4000	2	Add 0 L	21
22	N River Rd.	SR 31	Franklin Lock Rd.	25795	28400			2	LC	PCS 5		LC_ClassIArterial_2L	E	12556	12556	12264	0.089	0.597	SB/WB	440	650	292	1.1%	23	SB/WB	12	11	452	661	860	0.53	0.77	C	C	1.4%	1.3%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	22
23		Franklin Lock Rd.	Broadway Rd.	27426	27563			2	LC	PCS 5		LC_ClassIArterial_2L	E	10991	10991	10751	0.089	0.597	SB/WB	390	570	240	0.9%	19	SB/WB	10	9	400	579	860	0.47	0.67	C	C	1.2%	1.0%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	23
24		Broadway Rd.	County Line	27800	27094			2	LC	PCS 5		LC_ClassIIArterial_2L	E	2547	2547	2382	0.089	0.597	SB/WB	80	130	165	0.6%	13	SB/WB	7	6	87	136	780	0.11	0.17	C	C	0.9%	0.8%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	24
25	Nalle Grade Rd.	Slater Rd.	Nalle Rd.	24371	23808			2	LC	PCS 104		LC_Collector_2LU	E	969	1291	1229	0.105	0.509	SB/WB	60	70	62	0.2%	5	NB/EB	2	3	62	73	740	0.08	0.10	C	C	0.3%	0.4%			LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	25
26	Nalle Rd.	SR 78	Nalle Grade Rd.	24345	24565			2	LC	PCS 104		LC_Collector_2LU	E	3421	3421	3205	0.105	0.509	SB/WB	170	170	215	0.8%	17	SB/WB	9	8	179	178	740	0.24	0.24	C	C	1.2%	1.1%			LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	26
27	Orange River Blvd.	SR 80	Staley Rd.	24798	24859			2	LC	PCS 11		LC_ClassIIArterial_2L	E	16540	16540	16000	0.091	0.541	SB/WB	670	790	540	2.1%	43	SB/WB	22	21	692	811	780	0.89	1.04	D	F	2.8%	2.7%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	4	Add 2 L	27
28		Staley Rd.	Buckingham Rd.	25467	28648			2	LC	PCS 11		LC_ClassIArterial_2L	E	16795	16795	16347	0.091	0.541	SB/WB	680	810	448	1.7%	36	SB/WB	19	17	699	827	860	0.81	0.96	C	D	2.2%	2.0%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	28
29	Ortiz Ave.	Colonial Blvd.	SR 82	23839	23837			4	LC	PCS 18		LC_ClassIArterial_4L	E	22646	22646	21055	0.090	0.612	NB/EB	1160	730	1591	6.1%	127	NB/EB	61	66	1221	796	1960	0.62	0.41	C	C	3.1%	3.4%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	29
30		SR 82	Luckett Rd.	23807	23814			2	LC	PCS 18		LC_ClassIIArterial_2L	E	9493	13522	13122	0.090	0.612	NB/EB	720	460	400	1.5%	32	NB/EB	15	17	735	477	780	0.94	0.61	E	D	1.9%	2.2%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	30
31		Luckett Rd.	SR 80	23684	23702			2	LC	PCS 18		LC_ClassIIArterial_2L	E	6343	6343	6070	0.090	0.612	NB/EB	340	210	273	1.0%	22	NB/EB	11	11	351	221	780	0.45	0.28	D	C	1.4%	1.4%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	31
32	Plantation Rd.	Daniels Pkwy.	Idlewild St.	25043	25044			2	LC	PCS 45		LC_Collector_2LU	E	9961	10840	10186	0.107	0.597	NB/EB	650	440	654	2.5%	52	NB/EB	25	27	675	467	740	0.91	0.63	E	D	3.4%	3.6%			LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	32
33		Idlewild St.	Colonial Blvd.	23152	23159			4	LC	PCS 45		LC_Collector_4LD	E	13242	13242	12338	0.107	0.597	NB/EB	790	530	904	3.5%	72	NB/EB	35	37	825	567	1600	0.52	0.35	D	C	2.2%	2.3%			LC_Collector_4LD	780	1600	2400	3200	4000	4	Add 0 L	33
34	Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	23738	23661			4	LC	PCS 18		LC_ClassIArterial_4L	E	21124	24883	23878	0.090	0.612	NB/EB	1320	830	1005	3.9%	80	NB/EB	39	41	1359	871	1960	0.69	0.44	C	C	2.0%	2.1%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	34
35		Winkler Rd.	Challenger Blvd.	23867	23870			6	LC	PCS 18		LC_ClassIArterial_6L	E	23343	34485	33423	0.090	0.612	NB/EB	1840	1170	1062	4.1%	85	NB/EB	41	44	1881	1214	2940	0.64	0.41	C	C	1.4%	1.5%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	6	Add 0 L	35
36		Challenger Blvd.	Colonial Blvd.	23854	23892			6	LC	PCS 18		LC_ClassIArterial_6L	E	31647	31909	30570	0.090	0.612	NB/EB	2790	1760	1339	5.1%	107	NB/EB	52	55	2842	1815	2940	0.97	0.62	D	C	1.8%	1.9%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	6	Add 0 L	36
37	Slater Rd.	SR 78	Nalle Grade Rd.	22961	22954			2	LC	PCS 104		LC_ClassIArterial_2L	E	5330	7034	6788	0.105	0.509	SB/WB	350	360	246	0.9%	20	SB/WB	10	10	360	370	860	0.42	0.43	C	C	1.2%	1.2%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	37
38	Sunshine Blvd.	SR 82	23rd St. SW	27325	27525			2	LC	PCS 11		LC_ClassIArterial_2L	E	7754	8023	7742	0.091	0.541	SB/WB	320	380	281	1.1%	22	NB/EB	11	11	331	391	860	0.38	0.45	C	C	1.3%	1.3%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	38
39		23rd St. SW	Lee Blvd.	27905	27912			2	LC	PCS 11		LC_ClassIArterial_2L	E	7132	8023	7797	0.091	0.541	SB/WB	330	380	226	0.9%	18	NB/EB	9	9	339	389	860	0.39	0.45	C	C	1.0%	1.0%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	39
40	Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	20138	23241			4	LC	PCS 62		LC_ClassIArterial_4L	E	27854	27854	26739	0.108	0.574	NB/EB	1660	1230	1115	4.3%	89	NB/EB	43	46	1703	1276	1960	0.87	0.65	C	C	2.2%	2.3%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	40
41		Amberwood Rd.	Colonial Blvd.	23375	20827			4	LC	PCS 62		LC_ClassIArterial_4L	E	23639	23639	22769	0.108	0.574	NB/EB	1410	1050	870	3.3%	70	NB/EB	34	36	1444	1086	1960	0.74	0.55	C	C	1.7%	1.8%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	41
42	USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	22112	22498			3	FDOT	125035		UA_S2WAC1_1W_3L_U_0L_WR	D	31981	31981	30144	0.090	0.999	SB/WB	0	2710	1837	7.0%	147	SB/WB	0	147	0	2857	3805	0.00	0.75	C	C	0.0%	3.9%			UA_S2WAC1_1W_3L_U_0L_WR	0	2520	3805	5073	6342	3	Add 0 L	42
43	USB 41 (N. Tamiami Trail/USB 41)	N. End of Edison Bridge	SR 78/Pine Island Rd./Bayshore Rd.	21945	21934			6	FDOT	126041		UA_S2WAC1_2W_6L_D_WL_WR	D	45047	45500	43208	0.090	0.527	NB/EB	2050	1840	2292	8.8%	183	NB/EB	88	95	2138	1935	3171	0.67	0.61	C	C	2.8%	3.0%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	43
44		SR 78/Pine Island Rd./Bayshore Rd.	Littleton Rd.	21945	21930			6	FDOT	125027		UA_S2WAC1_2W_6L_D_WL_WR	D	32131	32131	30519	0.090	0.527	NB/EB	1450	1300	1612	6.2%	129	SB/WB	67	62	1517	1362	3171	0.48	0.43	C	C	2.1%	2.0%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	44
45		Littleton Rd.	US 41 SB	21754	21780			4	FDOT	120078		UA_S2WAC1_2W_4L_D_WL_WR	D	24782	24782	23615	0.090	0.527	NB/EB	1120	1010	1167	4.5%	93	SB/WB	48	45	1168	1055	2100	0.56	0.50	C	C	2.3%	2.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	45
46		US 41 SB	SR 45/US 41	21860	21587			1	FDOT	121005		UA_S2WAC1_1W_1L_U_0L_0R	D	11109	11109	10657	0.090	0.999	NB/EB	960	0	452	1.7%	36	SB/WB	36	0	996	0	887	1.12	0.00	F	C	4.1%	0.0%			UA_S2WAC1_1W_1L_U_0L_0R	887	2400	3624	4832	6040	2	Add 1 L	46
47	USB 41 (Evans Ave./Park Ave./USB 41 NB)	SR 82/MLK Blvd.	N. End of Edison Bridge	22112	22358			3	FDOT	125071		UA_S2WAC1_1W_3L_U_0L_0R	D	32213	32213	30331	0.090	0.999	SB/WB	0	2730	1882	7.2%	150	NB/EB	0	150	0	2880	3624	0.00	0.79	C	C	0.0%	4.1%			UA_S2WAC1_1W_3L_U_0L_0R	887	2400	3624	4832	6040	3	Add 0 L	47
48	SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	22260	22390			6	FDOT	120049		UA_S2WAC1_2W_6L_D_WL_0R	D	25950	48000	46470	0.090	0.537	SB/WB	1940	2240	1530	5.9%	122	NB/EB	59	63	1999	2303	3020	0.66	0.76	C	C	2.0%	2.1%			UA_S2WAC1_2W_6L_D_WL_0R	924	2000	3020	4040	5040	6	Add 0 L	48
49		0.195 miles W. Solomon Blvd.	SR 739 (Metro Pkwy.)	23007	22912			6	FDOT	120050		UA_S2WAC1_2W_6L_D_WL_WR	D	48498	70000	67139	0.090	0.537	NB/EB	3240	2800	2861	11.0%	229	NB/EB	110	119	3350	2919	3171	1.06	0.92	F	C	3.5%	3.8%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	49
50		SR 739 (Metro Pkwy.)	CR 865/Ortiz Ave./6M Cypress Pkwy.	23685	23858			6	FDOT	120080		UA_S2WAC1_2W_6L_D_WL_WR	D	71641	75300	71625	0.090	0.537	NB/EB	3460	2990	3875	14.9%	310	NB/EB	149	161	3609	3151	3171	1.14	0.99	F	D	4.7%	5.1%		*	UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	50
51		CR 865/Ortiz Ave./6M Cypress Pkwy.	I-75	21882	24003			6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	96590	96590	91802	0.090	0.537	NB/EB	4440	3820	4788	18.4%	383	NB/EB	185	198	4625	4018	3171	1.46	1.27	F	F	5.8%	6.2%	**	**	UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	10	Add 4 L	51
52		I-75	400 Ft E. of Dynasty Dr.	24677	24766			6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	80142	80142	77557	0.090	0.537	NB/EB	3750	3230	2585	9.9%	207	SB/WB	107	100	3857	3330	3171	1.22	1.05	F	F	3.4%	3.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	52
53	US 41	Hanson St.	Johnson St.	22171	22172			6	FDOT	125012		UA_S2WAC1_2W_6L_D_WL_0R	D	53641	53641	50801	0.090	0.537	NB/EB	2450	2120	2840	10.9%	227	NB/EB	109	118	2559	2238	3020	0.85	0.74	C	C	3.6%	3.9%			UA_S2WAC1_2W_6L_D_WL_0R	924	2000	3020	4040	5040	6	Add 0 L	53
54		Johnson St.	CR 78A/Pondella Rd.	21742	21815			4	FDOT	120094		UA_S2WAC1_2W_4L_D_WL_WR	D	46376	46376	44162	0.090	0.537	NB/EB	2130	1840	2214	8.5%	177	NB/EB	85	92	2215	1932	2100	1.05	0.92	F	C	4.0%	4.4%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	54
55		CR 78A/Pondella Rd.	Littleton Rd.	21593	21596			4	FDOT	125029		UA_S2WAC1_2W_4L_D_WL_WR	D	34699	34699	33197	0.090	0.537	NB/EB	1610	1380	1502	5.8%	120	NB/EB	58	62	1668	1442	2100	0.79	0.69	C	C	2.8%	3.0%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	55
56		Littleton Rd.	Del Prado Blvd.	21607	21611			4	FDOT	120036		UA_S2WAC1_2W_4L_D_WL_WR	D	34416	35000	33653	0.090	0.537	NB/EB	1630	1400	1347	5.2%	108	SB/WB	56	52	1686	1452	2100	0.80	0.69	C	C	2.7%	2.5%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	56
57		Del Prado Blvd.	Sun Seekers RV Park Entrance	21539	21542			4	FDOT	120109		UA_S2WAC1_2W_4L_D_WL_WR	D	60462	60462	57891	0.090	0.537	NB/EB	2800	2410	2571	9.9%	205	SB/WB	106	99	2906	2509	2100	1.38	1.19	F	F	5.0%	4.7%	**		UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	57
58		Sun Seekers RV Park Entrance	Charlotte County Line	21328	21811			4	FDOT	120103		UA_S2WAC1_2W_4L_D_WL_WR	D	39751	39751	37970	0.090	0.537	NB/EB	1840	1580	1781	6.8%	142	SB/WB	74	68	1914	1648	2100	0.91	0.78	C	C	3.5%	3.2%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	58
59	SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	22961	22403			2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	19749	19749	18532	0.090	0.537	NB/EB	900	770	1217	4.7%	97	NB/EB	47	50	947	820	788	1.20	1.04	F	E	6.0%	6.3%	**	**	UA_S2WAC2_2W_2L_D_WL_0R	788	1630	2520	3390	4543	4	Add 2 L	59
60	SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	23090	23125			4	FDOT	125007		UA_S2WAC1_2W_4L_D_WL_0R	D	26811	26811	25176	0.090	0.537	NB/EB	1220	1050	1635	6.3%	131	NB/EB	63	68	1283	1118	2000	0.64	0.56	C	C	3.2%	3.4%			UA_S2WAC1_2W_4L_D_WL_0R	924	2000	3020	4040	5040	4	Add 0 L	60
61		Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	23854	23686			4	FDOT	125073		UA_S2WAC1_2W_4L_D_WL_WR	D	28816	28816	27233	0.090	0.537	NB/EB	1320	1130	1583	6.1%	126	NB/EB	61	65	1381	1195	2100	0.66	0.57	C	C	2.9%	3.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	61
62		CR 80B (Ortiz Ave.)	I-75	24345	24438			6	FDOT	125020		UA_S2WAC1_2W_6L_D_WL_WR	D	36034	36034	34160	0.090	0.537	SB/WB	1420	1650	1874	7.2%	150	NB/EB	72	78	1492	1728	3171	0.47	0.54	C	C	2.3%	2.5%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	62
63		I-75	SR 31 (Babcock Ranch Rd.)	25762	25908			6	FDOT	126003		UA_S2WAC1_2W_6L_D_WL_WR	D	50266	50266	47040	0.090	0.521	SB/WB	2030	2200	3226	12.4%	258	NB/EB	124	134	2154	2334	3171	0.68	0.74	C	C	3.9%	4.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	63
64		SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.	25808	25825			4	FDOT	120085		UA_S2WAC1_2W_4L_D_WL_WR	D	45209	47000	44848	0.090	0.521	SB/WB	1940	2100	2152	8.2%	172	SB/WB	89	83	2029	2183	2100	0.97	1.04	D	F	4.2%	4.0%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	64
65		CR 80A/Buckingham Rd./Old Olga Rd.	W. of Werner Dr.	26607	26783			4	FDOT	120012		UA_UFH_2W_4L_D_WL_WR	D	23592	33000	31669	0.090	0.521	SB/WB	1370	1480	1331	5.1%	106	SB/WB	55	51	1425	1531	3280	0.43	0.47	B	B	1.7%	1.6%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	65
66		W. of Werner Dr.	Hickey Creek Rd.	27174	29290			4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	24340	27000	25715	0.095	0.521	SB/WB	1170	1270	1285	4.9%	103	SB/WB	53	50	1223	1320	2210	0.55	0.60	B	B	2.4%	2.3%			RDA_UFH_2W_4L_D_WL_0R	861	2210	3320	4980	6225	4	Add 0 L	66
67		Hickey Creek Rd.	Broadway St./CR 78	27373	27415			4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	23604	27000	25731	0.095	0.521	SB/WB	1170	1270	1269	4.9%	101	SB/WB	52	49	1222	1319	2210	0.55	0.60	B	B	2.4%	2.2%			RDA_UFH_2W_4L_D_WL_0R	861	2210	3320	4980	6225	4	Add 0 L	67
68		Broadway St./CR 78	CR 884 (Joel Blvd.)	27708	28222			4	FDOT	120006		RDA_IFH_2W_4L_D_WL_WR	C	32667	32667	31249	0.095	0.521	SB/WB	1420	1550	1418	5.4%	113	SB/WB	59	54	1479	1604	1607	0.92	1.00	C	C	3.7%	3.4%			RDA_IFH_2W_4L_D_WL_WR	739	1607	2478	3304	4130	4	Add 0 L	68
69		CR 884 (Joel Blvd.)	Hendry County Line	27861	28224			4	FDOT	120086		RDA_UFH_2W_4L_D_WL_WR	C	28253	28253	26861	0.095	0.521	NB/EB	1330	1220	1392	5.3%	111	SB/WB	58	53	1388	1273	2210	0.63	0.58	B	B	2.6%	2.4%			RDA_UFH_2W_4L_D_WL_WR	861	2210	3320	4980	6225	4	Add 0 L	69
70	SR 80 EB (SR 80/Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	22640	22695			2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	9945	9945	9403	0.090	0.537	NB/EB	460	390	542	2.1%	43	NB/EB	21	22	481	412	788	0.61	0.52	D	D	2.7%	2.8%			UA_S2WAC2_2W_2L_D_WL_0R	788	1630	2520	3390	4543	2	Add 0 L	70
71		SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	22983	22961			2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	9423	12000	11414	0.090	0.537	NB/EB	550	480	586	2.2%	47	NB/EB	23	24	573	504	788	0.73	0.64	D	D	2.9%	3.0%			UA_S2WAC2_2W_2L_D_WL_0R	788	1630	2520	3390	4543	2	Add 0 L	71
72	SR 78 (Pine Island Rd.)	Santa Barbara Blvd.	Del Prado Blvd.	20787	21090			4	FDOT	120038		UA_S2WAC1_2W_4L_D_WL_WR	D	41363	56000	53560	0.090	0.540	NB/EB	2600	2220	2440	9.4%	195	NB/EB	94	101	2694	2321	2100	1.28	1.11	F	F	4.5%	4.8%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	72
73		Del Prado Blvd.	W. of CR 78A/Pondella Rd.	21143	21154			4	FDOT	126049		UA_S2WAC1_2W_4L_D_WL_WR	D	44226	44226	41542	0.090	0.540	NB/EB	2020	1720	2684	10.3%	214	NB/EB	103	111	2123	1831	2100	1.01	0.87	F	C	4.9%	5.3%		*	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	73
74		W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	21586	21586			4	FDOT	125042		UA_S2WAC1_2W_4L_D_WL_WR	D	33060	37500	35455	0.090	0.540	SB/WB	1470	1720	2045	7.8%	163	NB/EB	79	84	1549	1804	2100	0.74	0.86	C	C	3.8%	4.0%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	74
75		SR 45/US 41 (Cleveland Ave.)	SR 739/US 41 BUS	20443	21945			4	FDOT	120003		UA_S2WAC1_2W_4L_D_WL_WR	D	17961	32000	30864	0.090	0.540	NB/EB	1500	1280	1136	4.4%	91	NB/EB	44	47	1544	1327	2100	0.74	0.63	C	C	2.1%	2.2%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	75
76	SR 78 (Bayshore Rd.)	SR 739/US 41 BUS	New Post Rd./Hart Rd.	22462	22524			4	FDOT	125028		UA_S2WAC1_2W_4L_D_WL_WR	D	40610	40610	38240	0.090	0.540	NB/EB	1860	1580	2370	9.1%	189	NB/EB	91	98	1951	1678	2100	0.93	0.80	C	C	4.3%	4.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	76
77		New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	22975	22981			4	FDOT	120017		UA_S2WAC1_2W_4L_D_WL_WR	D	35538	40000	37880	0.090	0.540	NB/EB	1840	1570	2120	8.1%	169	NB/EB	81	88	1921	1658	2100	0.91	0.79	C	C	3.9%	4.2%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	77
78		Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	23653	23746			4	FDOT	126064		UA_S2WAC1_2W_4L_D_WL_WR	D	37909	37909	35588	0.090	0.540	SB/WB	1470	1730	2321	8.9%	185	NB/EB	89	96	1559	1826	2100	0.74	0.87	C	C	4.2%	4.6%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	78
79		W. of Pritchett Pkwy.	Pritchett Pkwy.	23883	24055			4	FDOT	120022		UA_S2WAC1_2W_4L_D_WL_WR	D	32983	32983	31131	0.090	0.521	NB/EB	1460	1340	1852	7.1%	148	NB/EB	71	77	1531	1417	2100	0.73	0.67	C	C	3.4%	3.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	79
80		Pritchett Pkwy.	Old Bayshore Rd.	25638	25879			2	FDOT	120022		UA_UFH_2W_2L_U_WL_WR	D	18699	18699	17655	0.090	0.521	NB/EB	830	760	1044	4.0%	83	NB/EB	40	43	870	803	1200	0.73	0.67	C	C	3.3%	3.6%			UA_UFH_2W_2L_D_WL_WR	1200	3116	4674	6232	7790	2	Add 0 L	80
81		Old Bayshore Rd.	SR 31	25646	25894			2	FDOT	121002		UA_S2WAC1_2W_2L_U_WL_WR	D	19849	19849	18750	0.090	0.521	NB/EB	880	810	1099	4.2%	88	NB/EB	42	46	922	856	924	1.00	0.93	D	C	4.5%	5.0%			UA_S2WAC1_2W_2L_U_WL_WR	924	1995	3012	4017	5021	2	Add 0 L	81
82	SR 82 (Dr. M. L. King Jr. Blvd.)	SR 739 (Fowler Ave.)	Michigan Link Ave.	23382	23451			4	FDOT	125019		UA_S2WAC2_2W_4L_D_WL_WR	D	43888	51000	48067	0.090	0.537	NB/EB	2330	2000	2933	11.2%	234	NB/EB	113	121	2443	2121	1712	1.43	1.24	F	F	6.6%	7.1%	**	**	UA_S2WAC2_2W_4L_D_WL_WR	827	1712	2646	3560	4770	6	Add 2 L	82
83		Michigan Link Ave.	CR 865/Ortiz Ave.	23830	23647			6	FDOT	125053		UA_S2WAC1_2W_6L_D_WL_WR	D	51364	52000	48893	0.090	0.537	SB/WB	2040	2360	3107	11.9%	248	NB/EB	119	129	2159	2489	3171	0.68	0.78	C	C	3.8%	4.1%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	83
84		CR 865/Ortiz Ave.	W. of Teter Rd./I-75 NB On Ramp	24091	24171			6	FDOT	126020		UA_S2WAC1_2W_6L_D_WL_WR	D	66359	66359	62207	0.090	0.537	NB/EB	3010	2590	4152	15.9%	332	NB/EB	160	172	3170	2762	3171	1.00	0.87	D	C	5.0%	5.4%	*	*	UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	84
85	SR 82 (Immokalee Rd.)	W. of Teter Rd./I-75 NB On Ramp	Buckingham Rd.	24497	24525			6	FDOT	126068		UA_S2WAC1_2W_6L_D_WL_WR	D	59825	59825	56944	0.090	0.540	NB/EB	2760	2360	2881	11.0%	230	SB/WB	119	111	2879	2471	3171	0.91	0.78	C	C	3.8%	3.5%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	85
86		Buckingham Rd.	CR 884/Colonial Blvd./Lee Blvd.	25463	25520			6	FDOT	120021		UA_S2WAC1_2W_6L_D_WL_WR	D	46344	46344	44197	0.090	0.537	SB/WB	1840	2140	2147	8.2%	172	SB/WB	89	83	1929	2223	3171	0.61	0.70	C	C	2.8%	2.6%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	86
87		CR 884/Colonial Blvd./Lee Blvd.	Gateway Blvd.	25677	26091			6	FDOT	120077		UA_S2WAC1_2W_6L_D_WL_WR	D	50936	50936	49122	0.090	0.537	SB/WB	2050	2370	1814	7.0%	145	SB/WB	75	70	2125	2440	3171	0.67	0.77	C	C	2.4%	2.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	87
88		Gateway Blvd.	Griffin Dr./Ray Ave. S.	26293	26471			6	FDOT	120107		UA_S2WAC1_2W_6L_D_WL_WR	D	39024	39024	37859	0.090	0.537	NB/EB	1830	1580	1165	4.5%	93	SB/WB	48	45	1878	1625	3171	0.59	0.51	C	C	1.5%	1.4%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	88
89		Griffin Dr./Ray Ave. S.	Daniels Pkwy./Gunnery Rd. S.	26211	26284			6	FDOT	120108		UA_S2WAC1_2W_6L_D_WL_WR	D	32349	32349	31352	0.090	0.537	NB/EB	1510	1310	997	3.8%	80	SB/WB	41	39	1551	1349	3171	0.49	0.43	C	C	1.3%	1.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	89

EXHIBIT 4-A

BABCOCK RANCH COMMUNITY
MPD ZONING AMENDMENT
FUTURE 2030 TRAFFIC CONDITIONS WITH APPROVED MPD ZONING - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

																FUTURE 2030 TRAFFIC														TOTAL TRAFFIC																		
																NON - BABCOCK TRAFFIC						BABCOCK MPD TRAFFIC						TOTAL TRAFFIC VOLUME																				
				(1) D1RPM				(2) # of	State County	(3) Count	(3) CC	(4)	(5) LOS	(6) Raw D1RPM	(7) Adjusted	(8) Non-Babcock	(9) K	(9) D Factor		Non-Babcock Dir. Volume		(10) D1RPM MPD	(11) %	ITE Net New	Inbound	MPD Dir. Volume (12)				(13) Service Volume @	2030 LOS V/SV		2030 LOS LOS		Project Traffic As % of SV		Sig. & Adv. Impact @ 5% (14)			(15) Service Volume					# of Lanes	Needed	
	ROADWAY	FROM	TO	A1 Node	B1 Node	A2 Node	B2 Node	Lanes	Roadway	Station	VV SNO	E+C LOS Facility Type	Std	AADT	AADT	AADT	Factor	D	High Dir	Dir1 NB/EB	Dir2 SB/WB	AADT	Distribution	Peak Hr	Direction	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	LOS Std	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	Future LOS Facility Type	2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	Needed	Improvement	
90	SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	24830	24836	24889	24882	6	FDOT	120184		UA_FW_6L_0A	D	127106	127106	115755	0.090	0.578	NB EB	6020	4400	11351	43.5%	907	NB/EB	437	470	6457	4870	5620	1.15	0.87	F	D	7.8%	8.4%	**	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	8	Add 2 L	90
91		Daniels Pkwy.	SR 884/CR 884/Colonial Blvd.	24581	24720	24744	24413	6	FDOT	120057		UA_FW_6L_0A	D	115092	115092	103506	0.090	0.572	SB/WB	3990	5330	11586	44.4%	926	NB/EB	446	480	4436	5810	5620	0.79	1.03	C	E	7.9%	8.5%	*	**	UA_FW_6L_0A	1870	3740	5620	7490	9370	8	Add 2 L	91
92		SR 884/CR 884/Colonial Blvd.	SR 82/Immokalee Rd.	24225	24129	24174	24278	6	FDOT	120058		UA_FW_6L_0A	D	109840	109840	98578	0.090	0.572	SB/WB	3800	5070	11262	43.2%	900	NB/EB	434	466	4234	5536	5620	0.75	0.99	C	D	7.7%	8.3%	*	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	92
93		SR 82/Immokalee Rd.	Luckett Rd.	24560	24572	24610	24597	6	FDOT	120059		UA_FW_6L_0A	D	107564	109500	98167	0.090	0.572	NB EB	5060	3780	11313	43.4%	904	NB/EB	436	468	5496	4248	5620	0.98	0.76	D	C	7.8%	8.3%	*	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	93
94		Luckett Rd.	SR 80	24615	24616	24639	24651	6	FDOT	120060		UA_FW_6L_0A	D	100914	106000	95246	0.090	0.572	NB EB	4900	3670	10754	41.2%	859	NB/EB	414	445	5314	4115	5620	0.95	0.73	D	C	7.4%	7.9%	*	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	94
95		SR 80	SR 78 (Bayshore Rd.)	23947	24004	24007	23985	6	FDOT	120061		UA_FW_6L_0A	D	80326	94500	85212	0.090	0.572	SB/WB	3280	4390	9288	35.6%	742	NB/EB	357	385	3637	4775	5620	0.65	0.85	C	D	6.4%	6.9%	*	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	95
96		SR 78 (Bayshore Rd.)	Charlotte County Line	14230	14224	14225	14231	6	FDOT	120062		TA_FW_6L_0A	C	68514	68514	59378	0.105	0.572	SB/WB	2670	3560	9136	35.0%	730	SB/WB	378	352	3048	3912	4670	0.65	0.84	B	C	8.1%	7.5%	*	*	TA_FW_6L_0A	0	3180	4670	6170	7310	6	Add 0 L	96
97	SR 31 (Babcock Ranch Rd.)	SR 80	SR 78	25794	25798			2	FDOT	120030		UA_S2WACI_2W_2L_U_WL_WR	D	36222	36222	34157	0.090	0.521	SB/WB	1470	1600	2065	7.9%	165	NB/EB	79	86	1549	1686	924	1.68	1.82	F	F	8.5%	9.3%	**	**	UA_S2WACI_2W_2L_D_WL_WR	970	2100	3171	4242	5292	4	Add 2 L	97
98		SR 78	Old Rodeo Dr.	25794	20133			4	FDOT	121001		UA_S2WACI_2W_4L_D_WL_WR	D	50499	50499	47661	0.095	0.521	NB/EB	2360	2170	2838	10.9%	227	NB/EB	109	118	2469	2288	2100	1.18	1.09	F	F	5.2%	5.6%	**	**	UA_S2WACI_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	98
99		Old Rodeo Dr.	CR 78/N River Rd./Old Bayshore Rd.	20133	90141			4	FDOT	121001		UA_S2WACI_2W_4L_D_WL_WR	D	50429	50429	47595	0.095	0.521	NB/EB	2350	2170	2834	10.9%	226	NB/EB	109	117	2459	2287	2100	1.17	1.09	F	F	5.2%	5.6%	**	**	UA_S2WACI_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	99
100		CR 78/N River Rd./Old Bayshore Rd.	Shirley Ln.	25799	25798			4	FDOT	120273		UA_S2WACI_2W_4L_D_WL_WR	D	60006	60006	57068	0.095	0.521	SB/WB	2600	2820	2938	11.3%	235	NB/EB	113	122	2713	2942	2100	1.29	1.40	F	F	5.4%	5.8%	**	**	UA_S2WACI_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	100
101		Shirley Ln.	Fox Hill Rd.	25800	25801			4	FDOT	120273		UA_S2WACI_2W_4L_D_WL_WR	D	37424	37424	35511	0.095	0.521	SB/WB	1610	1760	1913	7.3%	153	NB/EB	74	79	1684	1839	2100	0.80	0.88	C	C	3.5%	3.8%			UA_S2WACI_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	101
102		Fox Hill Rd.	Busbee Ln.	25799	25801			4	FDOT	120273		UA_S2WACI_2W_4L_D_WL_WR	D	37424	37424	35511	0.095	0.521	SB/WB	1610	1760	1913	7.3%	153	NB/EB	74	79	1684	1839	2100	0.80	0.88	C	C	3.5%	3.8%			UA_S2WACI_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	102
103		Busbee Ln.	Charlotte County Line	25801	41417			4	FDOT	120273		UA_S2WACI_2W_4L_D_WL_WR	D	37424	37424	35511	0.095	0.521	SB/WB	1610	1760	1913	7.3%	153	NB/EB	74	79	1684	1839	2100	0.80	0.88	C	C	3.5%	3.8%			UA_S2WACI_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	103

MPD
ITE NET NEW EXTERNAL PM PEAK HOUR TRIPS

INBOUND	1004
OUTBOUND	1080
TOTAL	2084

FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES
26085

FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
26085

Footnotes:

(1) FDOT D1RPMv2.1 2024 E+C Network Link Node numbers.

(2) FDOT D1RPMv2.1 202 E+C number of lanes.

(3) FDOT Florida 2022 Traffic Information - Site Location Reference. 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.

(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report.

(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.

(6) D1RPM Babcock Model Run - Future 2030 SE Data with 2024 E+C Network AADT distribution and assignment.

(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.

(8) Non-MPD AADT = (Total AADT) - (MPD AADT)

(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2023 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2022)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.

(10) Select Zone Assignment.

(11) ITE net new external trips assigned to SR 31.

(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).

(13) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report.
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

(14) Significant = *
Significant and Adverse = **

EXHIBIT 4-B

BABCOCK RANCH COMMUNITY
MPD ZONING AMENDMENT
FUTURE 2030 TRAFFIC CONDITIONS WITH APPROVED MPD ZONING - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

	ROADWAY	FROM	TO	(1) D1RPM A1 Node	B1 Node	A2 Node	B2 Node	(2) # of Lanes	State/County Roadway	(3) Count Station	(3) CC VV SNO	(4) E+C LOS Facility Type	(5) LOS Std.	(6) Base D1RPM AADT	(7) Adjusted AADT	FUTURE 2030 TRAFFIC – NON-MPD TRAFFIC (8) Non-MPD AADT	(9) K Factor	(9) D Factor D	High Dir	Non-Babcock Dir. Volume Dir1 NB/EB	Dir2 SB/WB	BABCOCK MPD TRAFFIC (10) D1RPM MPD AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	MPD Dir. Volume (12) Dir1 NB/EB	Dir2 SB/WB	TOTAL TRAFFIC VOLUME Dir1 NB/EB	Dir2 SB/WB	TOTAL TRAFFIC (13) Service Volume @ LOS Std	2030 LOS V/SV Dir1 NB/EB	V/SV Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	Project Traffic As % of SV Dir1 NB/EB	Dir2 SB/WB	Sig. & Adv. Impact @ 5% (14) Dir1 NB/EB	Dir2 SB/WB	Future LOS Facility Type	(13) Service Volume 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvements	
1	Airport Rd.	Cooper St.	Taylor Rd.	14534	14536			2	CC	014249	3	UA_S2WAC1_2W_2L_U_WL_0R	D	2996	5577	5436	0.091	0.534	SB/WB	230	260	141	0.5%	11	NB/EB	5	6	235	266	792	0.30	0.34	C	C	0.6%	0.8%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	1
2		Taylor Rd.	I-75	14542	14544			2	CC	014400	4	UA_S2WAC1_2W_2L_U_WL_0R	D	6683	6683	6484	0.091	0.534	SB/WB	270	320	199	0.8%	16	NB/EB	8	8	278	328	792	0.35	0.41	C	C	1.0%	1.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	2
3		I-75	Piper Rd.	14544	14547			2	CC	014400	5	UA_S2WAC1_2W_2L_U_0L_0R	D	6625	6825	6615	0.091	0.534	SB/WB	280	320	210	0.8%	17	NB/EB	8	9	288	329	634	0.45	0.52	C	C	1.3%	1.4%			UA_S2WAC1_2W_2L_U_0L_0R	634	1350	2025	2700	3375	2	Add 0 L	3
4	Aqui Esta Dr.	Bal Harbor Blvd.	US 41	14487	14495			2	CC	014170	7	UA_S2WAC2_2W_2L_U_WL_0R	D	9595	9595	9286	0.091	0.534	SB/WB	400	450	309	1.2%	25	NB/EB	12	13	412	463	675	0.61	0.69	D	D	1.8%	1.9%			UA_S2WAC2_2W_2L_U_WL_0R	675	1394	2155	2873	3591	2	Add 0 L	4
5	Bermont Rd.	US 17	Happy Hollow Road	14851	19825			2	CC	014111	45	UA_S2WAC1_2W_2L_U_WL_0R	D	1922	10577	9930	0.091	0.534	NB/EB	480	420	647	2.5%	52	NB/EB	25	27	505	447	792	0.64	0.56	C	C	3.2%	3.4%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	5
		Happy Hollow Road	SR 31	14856	14860			2	CC	014111	46	RDA_UFH_2W_2L_U_0L_0R	C	1601	3251	2614	0.091	0.534	SB/WB	110	130	637	2.4%	51	NB/EB	25	26	135	156	738	0.18	0.21	B	B	3.4%	3.5%			RDA_UFH_2W_2L_U_0L_0R	738	1492	2241	2988	3735	2	Add 0 L	0
6		SR 31	Glades County Line	14860	14866			2	CC	014468	47	RDA_UFH_2W_2L_U_0L_0R	C	1497	2070	1127	0.091	0.534	NB/EB	50	50	943	3.6%	75	SB/WB	39	36	89	86	738	0.12	0.12	B	B	5.3%	4.9%	*		RDA_UFH_2W_2L_U_0L_0R	738	1492	2241	2988	3735	2	Add 0 L	6
7		Charlotte County Line	SR 29	11495	14866			2	CC	054020	47	RDA_UFH_2W_2L_U_0L_0R	C	1247	2070	1183	0.091	0.582	NB/EB	60	50	887	3.4%	71	SB/WB	37	34	97	84	738	0.13	0.11	B	B	5.0%	4.6%	*		RDA_UFH_2W_2L_U_0L_0R	738	1492	2241	2988	3735	2	Add 0 L	7
8	Burnt Store Rd.	Lee County Line	Zemel Rd.	27188	27193			4	CC	014187	19	UA_S2WAC1_2W_4L_D_WL_0R	D	13266	15081	14136	0.091	0.523	SB/WB	620	670	945	3.6%	75	SB/WB	39	36	659	706	1800	0.37	0.39	C	C	2.2%	2.0%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	8
9		Zemel Rd.	Acline Rd.	14291	14303			4	CC	014171	20	UA_S2WAC1_2W_4L_D_WL_0R	D	11732	18344	17460	0.091	0.523	SB/WB	760	830	884	3.4%	71	SB/WB	37	34	797	864	1800	0.44	0.48	C	C	2.1%	1.9%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	9
10		Acline Rd.	US 41	14339	14342			4	CC	014171	21	UA_S2WAC1_2W_4L_D_WL_0R	D	13804	20409	19443	0.091	0.523	SB/WB	840	930	966	3.7%	77	SB/WB	40	37	880	967	1800	0.49	0.54	C	C	2.2%	2.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	10
11	Carmalita Dr.	US 41	BMX Track	14650	20011			2	CC	014429	24	UA_S2WAC2_2W_2L_U_WL_0R	D	3119	3119	2877	0.091	0.534	NB/EB	140	120	242	0.9%	19	NB/EB	9	10	149	130	675	0.22	0.19	C	C	1.3%	1.5%			UA_S2WAC2_2W_2L_U_WL_0R	675	1394	2155	2873	3591	2	Add 0 L	11
12		BMX Track	Florida St.	20011	14655			2	CC	014429	25	UA_S2WAC1_2W_2L_U_WL_0R	D	1780	1780	1635	0.091	0.534	NB/EB	80	70	145	0.6%	12	NB/EB	6	6	86	76	792	0.11	0.10	C	C	0.8%	0.8%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	12
13	Florida St.	Marion Ave.	Carmalita St.	14826	14898			2	CC	014153	82	UA_S2WAC2_2W_2L_U_0L_0R	D	1475	1475	1377	0.091	0.534	SB/WB	60	70	98	0.4%	8	SB/WB	4	4	64	74	540	0.12	0.14	C	C	0.7%	0.7%			UA_S2WAC2_2W_2L_U_0L_0R	540	1100	1650	2201	2751	2	Add 0 L	13
14		Carmalita St.	Airport Rd.	14634	14635			2	CC	014153	82	UA_S2WAC2_2W_2L_U_0L_0R	D	792	1378	1303	0.091	0.534	SB/WB	60	60	75	0.3%	6	SB/WB	3	3	63	63	540	0.12	0.12	C	C	0.6%	0.6%			UA_S2WAC2_2W_2L_U_0L_0R	540	1100	1650	2201	2751	2	Add 0 L	14
15	Henry St.	Golf Course Blvd.	Florida St.	14610	14607			2	CC	014423	103	UA_S2WAC2_2W_2L_U_WL_0R	D	460	1632	1602	0.091	0.534	SB/WB	70	80	30	0.1%	2	NB/EB	1	1	71	81	675	0.11	0.12	C	C	0.1%	0.1%			UA_S2WAC2_2W_2L_U_WL_0R	675	1394	2155	2873	3591	2	Add 0 L	15
16	Jones Loop Rd. North	US 41	Burnt Store Rd.	14342	14354			4	CC	014273	137	UA_S2WAC1_2W_4L_D_WL_0R	D	20463	20463	19480	0.091	0.534	SB/WB	820	950	983	3.8%	79	NB/EB	38	41	858	991	1800	0.48	0.55	C	C	2.1%	2.3%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	16
17		Burnt Store Rd.	Taylor Rd.	14383	14386			4	CC	014273	138	UA_S2WAC1_2W_4L_D_WL_0R	D	18938	18938	18032	0.091	0.534	SB/WB	760	880	906	3.5%	72	NB/EB	35	37	795	917	1800	0.44	0.51	C	C	1.9%	2.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	17
18		Taylor Rd.	I-75	14387	14385			4	CC	014173	139	UA_S2WAC1_2W_4L_D_WL_0R	D	25865	25865	24635	0.091	0.534	SB/WB	1040	1200	1230	4.7%	98	NB/EB	47	51	1087	1251	1800	0.60	0.70	C	C	2.6%	2.8%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	18
19		I-75	Piper Rd.	14400	14402			4	CC	014174	140	UA_S2WAC1_2W_4L_D_WL_0R	D	9990	12160	11665	0.091	0.534	NB/EB	570	490	495	1.9%	40	SB/WB	21	19	591	509	1800	0.33	0.28	C	C	1.2%	1.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	19
20		Piper Rd.	East of Piper Rd.	14402	14408			2	CC	014174	141	UA_S2WAC1_2W_2L_U_0L_0R	D	7487	7487	7183	0.091	0.534	NB/EB	350	300	302	1.2%	24	SB/WB	12	12	362	312	634	0.57	0.49	C	C	1.9%	1.9%			UA_S2WAC1_2W_2L_U_0L_0R	634	1350	2025	2700	3375	2	Add 0 L	20
21	Jones Loop Rd. South	Taylor Rd.	I-75	14299	14306			2	CC	014193	173	UA_S2WAC1_2W_2L_U_0L_0R	D	2607	2607	2498	0.091	0.534	NB/EB	120	110	109	0.4%	9	SB/WB	5	4	125	114	634	0.20	0.18	C	C	0.8%	0.6%			UA_S2WAC1_2W_2L_U_0L_0R	634	1350	2025	2700	3375	2	Add 0 L	21
22	Piper Rd.	Jones Loop Rd.	E. Henry St.	14547	19916			4	CC	014422	159	UA_S2WAC1_2W_4L_D_WL_0R	D	622	10455	10390	0.091	0.534	NB/EB	510	440	65	0.2%	5	SB/WB	3	2	513	442	1800	0.29	0.25	C	C	0.2%	0.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	22
23	Taylor Rd.	US 41	Burnt Store Rd.	19915	14465			2	CC	014326	200	UA_S2WAC1_2W_2L_D_WL_0R	D	2987	8549	8391	0.091	0.534	NB/EB	410	350	158	0.6%	13	SB/WB	7	6	417	356	832	0.50	0.43	C	C	0.8%	0.7%			UA_S2WAC1_2W_2L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L	23
24		Burnt Store Rd.	Airport Rd.	19914	14536			2	CC	014326	201	UA_S2WAC1_2W_2L_D_WL_0R	D	4743	8988	8719	0.091	0.534	NB/EB	420	370	269	1.0%	21	SB/WB	11	10	431	380	832	0.52	0.46	C	C	1.3%	1.2%			UA_S2WAC1_2W_2L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L	24
25		Airport Rd.	Cooper St.	14573	14586			2	CC	014326	202	UA_S2WAC1_2W_2L_U_WL_0R	D	7134	7134	6910	0.091	0.534	NB/EB	340	290	224	0.9%	18	SB/WB	9	9	349	299	792	0.44	0.38	C	C	1.1%	1.1%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	25
26	Tucker's Grade	US 41	I-75	14235	14239			4	CC	014426	206	UA_S2WAC1_2W_4L_D_WL_0R	D	16994	16994	15782	0.091	0.534	SB/WB	670	770	1212	4.6%	97	NB/EB	47	50	717	820	1800	0.40	0.46	C	C	2.6%	2.8%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L	26
27	Zemel Rd.	Burnt Store Rd.	County Landfill	14193	19830			2	CC	010019	242	UA_S2WAC1_2W_2L_U_WL_0R	D	4544	4544	4342	0.091	0.523	SB/WB	190	210	202	0.8%	16	NB/EB	8	8	198	218	792	0.25	0.28	C	C	1.0%	1.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	27
28		County Landfill	US 41	14193	14194			2	CC	010019	243	UA_S2WAC1_2W_2L_U_WL_0R	D	4728	4728	4520	0.091	0.523	SB/WB	190	220	208	0.8%	17	NB/EB	8	9	198	229	792	0.25	0.29	C	C	1.0%	1.1%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L	28
29	US 41	Lee County Line	Zemel Rd.	14194	21025			4	FDOT	010019		RDA_UFH_2W_4L_D_WL_WR	C	28663	28663	27044	0.095	0.525	SB/WB	1220	1350	1619	6.2%	129	SB/WB	67	62	1287	1412	2210	0.58	0.64	B	B	3.0%	2.8%			RDA_UFH_2W_4L_D_WL_WR	861	2210	3320	4980	6225	4	Add 0 L	29
30		Zemel Rd.	Morningside Dr.	14229	89528			4	FDOT	010367		RDA_UFH_2W_4L_D_WL_WR	C	24995	24995	23254	0.095	0.519	NB/EB	1150	1060	1741	6.7%	139	NB/EB	67	72	1217	1132	2210	0.55	0.51	B	B	3.0%	3.3%			RDA_UFH_2W_4L_D_WL_WR	861	2210	3320	4980	6225	4	Add 0 L	30
31		Morningside Dr.	Tuckers Grade Blvd.	14232	14234			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	27556	27556	25711	0.095	0.519	NB/EB	1270	1170	1845	7.1%	147	NB/EB	71	76	1341	1246	3280	0.41	0.38	B	B	2.2%	2.3%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	31
32		Tuckers Grade Blvd.	CR 765A/Taylor Rd.	14257	14277			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	18522	21317	20449	0.095	0.519	NB/EB	1010	930	868	3.3%	69	SB/WB	36	33	1046	963	3280	0.32	0.29	B	B	1.1%	1.0%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	32
33		CR 765A/Taylor Rd.	CR 765/Burnt Store Rd.	14301	14342			4	FDOT	010021		UA_S2WAC1_2W_4L_D_WL_WR	D	17508	17508	16671	0.090	0.525	SB/WB	710	790	837	3.2%	67	SB/WB	35	32	745	822	2100	0.35	0.39	C	C	1.7%	1.5%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	33
34		CR 765/Burnt Store Rd.	US 41/Cross St.	14627	14631			4	FDOT	015001		UA_S2WAC1_2W_4L_D_WL_WR	D	24289	33000	31749	0.090	0.525	NB/EB	1500	1360	1251	4.8%	100	SB/WB	52	48	1552	1408	2100	0.74	0.67	C	C	2.5%	2.3%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	34
35	US 41 - Northbound	US 41/Cross St.	US 41 - SB/Melbourne St.	14750	14783			2	FDOT	010032		UA_UFH_1W_2L_U_WL_WR	D	30762	30762	29216	0.090	0.999	NB/EB	2630	0	1546	5.9%	124	NB/EB	124	0	2754	0	3936	0.70	0.00	C	B	3.2%	0.0%			UA_UFH_1W_2L_U_WL_WR	0	3936	5904	7872	9840	2	Add 0 L	35
36	US 41 - Southbound	US 41 - NB/Melbourne St.	Olympia Ave.	14743	14727			2	FDOT	010033		UA_S2WAC1_1W_2L_D_WL_WR	D	29713	29713	28216	0.090	0.999	SB/WB	0	2540	1497	5.7%	120	SB/WB	0	120	0	2660	2320	0.00	1.06	C	F	0.0%	4.8%			UA_S2WAC1_1W_2L_D_WL_WR	0	2520	3805	5073	6342	3	Add 1 L	36
37		Olympia Ave.	US 41 - NB/Cross St.	14661	14648			3	FDOT	013023		UA_S2WAC1_1W_3L_D_WL_WR	D	17060	17500	16673	0.090	0.999	NB/EB	1500	0	827	3.2%	66	SB/WB	66	0	1566	0	3803	0.41	0.00	C	C	1.7%	0.0%			UA_S2WAC1_1W_3L_D_WL_WR	0	2520	3805	5073	6342	3	Add 0 L	37
38	SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	25801	41417			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	37424	37424	35511	0.095	0.521	SB/WB	1610	1760	1913	7.3%	153	SB/WB	79	74	1689	1834	2100	0.80	0.87	C	C	3.8%	3.5%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	38
39		Cypress Pkwy.	Lake Babcock Dr.	41417	41712			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	7402	12799	12317	0.095	0.521	SB/WB	560	610	482	1.8%	39	SB/WB	20	19	580	629	2100	0.28	0.30	C	C	1.0%	0.9%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	39
40		Lake Babcock Dr.	Greenway Blvd.	41712	19820			2	FDOT	120273		UA_S2WAC1_2W_2L_U_WL_WR	D	7402	12799	12317	0.095	0.521	SB/WB	560	610	482	1.8%	39	SB/WB	20	19	580	629	924	0.63	0.68	C	C	2.2%	2.1%			UA_S2WAC1_2W_2L_D_WL_WR	970	2100	3171	4242	5292	2	Add 0 L	40
41		Greenway Blvd.	CR 74	19820	14197			2	FDOT	010039		RDA_UFH_2W_2L_U_WL_WR	C	7303	7303	6824	0.095	0.521	NB/EB	340	310	479	1.8%	38	SB/WB	20	18	360	328	820	0.44	0.40	B	B	2.4%	2.2%			RDA_UFH_2W_2L_U_WL_WR	820	2100	3154	4205	5257	2	Add 0 L	41
42		CR 74	DeSoto County Line	14860	15172			2	FDOT	010041		RDA_UFH_2W_2L_U_0L_WR	C	6373	6373	5699	0.095	0.521	SB/WB	260	280	674	2.6%	54	SB/WB	28	26	288	306	820	0.35	0.37	B	B	3.4%	3.2%			RDA_UFH_2W_2L_U_0L_WR	820	1658	2490	3320	4150	2	Add 0 L	42
43		Charlotte County Line	CR 763 (Farms Rd.)	11196	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_0R	C	6310	6310	5631	0.095	0.543	NB/EB	290	240	679	2.6%	54	SB/WB	28	26	318	266	820	0.39	0.32	B	B	3.4%	3.2%			RDA_UFH_2W_2L_U_0L_0R	820	1658	2490	3320	4150	2	Add 0 L	43
44		CR 763 (Farms Rd.)	CR 760 A	11199	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_WR	C	10885	10885	10047	0.095	0.543	NB/EB	520	430	838	3.2%	67	SB/WB	35	32	555	462	820	0.68	0.56	C	B	4.3%	3.9%			RDA_UFH_2W_2L_U_0L_WR	820	1658	2490	3320	4150	2	Add 0 L	44
45		CR 760 A	N. of CR 760	11703	10093			2	FDOT	040031		RDA_UFH_2W_2L_U_0L_WR	C	10681	10681	9800	0.095	0.543	NB/EB	500	430	881	3.4%	70	SB/WB	36	34	536	464	820	0.65	0.57	B	B	4.4%	4.1%			RDA_UFH_2W_2L_U_0L_WR	820	1658	2490	3320	4150	2	Add 0 L	45
46		N. of CR 760	SR 70	10988	11193			2	FDOT	040026		TA_S2WAC1_2W_2L_U_WL_WR	C	11605	11605	10665	0.090	0.543	NB/EB	520	440	939	3.6%	75	SB/WB	39	36	559	476	746	0.75	0.64	C	C	5.2%	4.8%	*		TA_S2WAC1_2W_2L_U_WL_WR	746	1736	2663	3551	4439	2	Add 0 L	46
47	SR 70	E. of Ford Dealer	SR 31	11055	11192			4	FDOT	040011		TA_S2WAC1_2W_4L_D_WL_WR	C	12968	13600	12675	0.090	0.543	NB/EB	620	520	925	3.5%	74	SB/WB	38	36	658	556	1827	0.36	0.30	C	C	2.1%	2.0%			TA_S2WAC1_2W_4L_D_WL_WR	783	1827	2804	3738	4673	4	Add 0 L	47
48		SR 31	Roger Ave./Oak St.	11192	10982			4	FDOT	040021		TA_S2WAC1_2W_4L_D_WL_WR	C	20751	23500	21839	0.090	0.543	NB/EB	1070	900	1661	6.4%	133	NB/EB	64	69	1134	969	1827	0.62	0.53	C	C	3.5%	3.8%			TA_S2WAC1_2W_4L_D_WL_WR	783	1827	2804	3738	4673	4	Add 0 L	48
49	SR 70 EB (Magnolia St.)	SR 70/Hickory St.	Roger Ave./Oak St.	10907	10906			2	FDOT	045019		TA_S2WAC1_1W_2L_U_0L_WR	C	11226	11500	10735	0.090	0.999	SB/WB	0	970	765	2.9%	61	NB/EB	0	61	0	1031	2192	0.00	0.47	C	C	0.0%	2.8%			TA_S2WAC1_1W_2L_U_0L_WR	0	2192	3364	4485	5607	2	Add 0 L	49
50	SR 70 WB (Hickory St.)	SR 70/ Roger Ave.	SR 70/Magnolia St.	10995	10928			2	FDOT	045020		TA_S2WAC1_1W_2L_U_0L_WR	C	6895	9900	9279	0.090	0.999	SB/WB	0	840	621	2.4%	50	SB/WB	0	50	0	890	2192	0.00	0.41	C	C	0.0%	2.3%			TA_S2WAC1_1W_2L_U_0L_WR	0	2192	3364	4485	5607	2	Add 0 L	50
51	US 17 - Westbound (Marion Ave.)	SR 35/US 17 (Olympia Ave.)	US 41 (Cross St.)	14804	14817			3	FDOT	015037		UA_S2WAC2_1W_3L_U_0L_WR	D	9775	13500	13010	0.090	0.999	SB/WB	0	1170	490	1.9%	39	SB/WB	0	39	0	1209	3175	0.00	0.38	B	C	0.0%	1.2%			UA_S2WAC2_1W_3L_U_0L_WR	0	2054	3175	4271	5339	3	Add 0 L	51
52	US 17 - Eastbound (Olympia Ave.)	US 41 (Cross St.)	SR 35/US 17 (Marion Ave.)	14803	14799			3	FDOT	015036		UA_S2WAC2_1W_3L_U_WL_0R	D	8583	12000	11573	0.090	0.999	SB/WB	0	1040	427	1.6%	34	NB/EB	0	34	0	1074	3024	0.00	0.36	C	C	0.0%	1.1%			UA_S2WAC2_1W_3L_U_WL_0R	0	1956	3024	4068	5085	3	Add 0 L	52
53	US 17	SR 35/US 17 (Marion Ave.)	I - 75	14760	14731	14791	14768	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_WR	D	18358	20600	19683	0.090	0.525	SB/WB	840	930	917	3.5%	73	NB/EB	35	38	875	968	3171	0.28	0.31	C	C	1.1%	1.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	53
54		I - 75	Copeley Ave.	14816	14829	14830	14821	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_0R	D	26306	26306	24225	0.090	0.525	SB/WB	1040	1140	2081	8.0%	166	NB/EB	80	86	1120	1226	3020	0.37	0.41	C	C	2.6%	2.8%			UA_S2WAC1_2W_6L_D_WL_0R	924	2000	3020	4040	5040	6	Add 0 L	54
55		Copeley Ave.	CR 74 (Bermont Rd.)	14853	14841	14853	14840	4	FDOT	015015		UA_S2WAC1_2W_4L_D_WL_WR	D	23126	26500	24643	0.090	0.540	NB/EB	1200	1020	1857	7.1%	148	NB/EB	71	77	1271	1097	2100	0.61	0.52	C	C	3.4%	3.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	55
56		CR 74 (Bermont Rd.)	CR 764 (Washington Loop Rd.)	14857	14908			4	FDOT	010010		UA_UFH_2W_4L_D_WL_WR	D	20276	20276	19132	0.090	0.540	NB/EB	930	790	1144	4.4%	91	SB/WB	47	44	977	834	3280	0.30	0.25	B	B	1.4%	1.3%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	56
57		CR 764 (Washington Loop Rd.)	Taralane Dr.	14975	15006			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	14502	14700	13881	0.090	0.540	NB/EB	680	570	819	3.1%	65	SB/WB	34	31	714	601	3280	0.22	0.18	B	B	1.0%	0.9%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	57
58		Taralane Dr.	CR 764 (Washington Loop Rd.)	15154	19813			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	13743	14700	13927	0.090	0.540	NB/EB	680	570	773	3.0%	62	SB/WB	32	30	712	600	3280	0.22	0.18	B	B	1.0%	0.9%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	58
59		CR 764 (Washington Loop Rd.)	DeSoto County Line	15195	19824			4	FDOT	010023		TA_UFH_2W_4L_D_WL_WR	C	12050	12300	11563	0.095	0.540	SB/WB	510	590	737	2.8%	59	SB/WB	31	28	541	618	2470	0.22	0.25	B	B	1.3%	1.1%			TA_UFH_2W_4L_D_WL_WR	903	2470	3700	5550	6938	4	Add 0 L	59
60	SR 93/I-75	Lee County Line	CR 762 (Tuckers Grade)	14230	14234	14225	14231	6	FDOT	010055		RDA_FW_6L_0A	C	68514	68514	59378	0.105	0.518	NB/EB	3230	3000	9136	35.0%	730	SB/WB	378	352	3608	3352	3990	0.90	0.84	C	C	9.5%	8.8%	*	*	RDA_FW_6L_0A	0	2770	3990	5220	6450	6	Add 0 L	60
61		CR 762 (Tuckers Grade)	N. Jones Loop Rd.	14355	14292	14293	14336	6	FDOT	010034		TA_FW_6L_0A	C	69415	69415	59786	0.105	0.518	NB/EB	3250	3030	9629	36.9%	769	SB/WB	399	370	3649	3400	4670	0.78	0.73	C	B	8.5%	7.9%	*	*	TA_FW_6L_0A	0	3180	4670	6170	7310	6	Add 0 L	61
62		N. Jones Loop Rd.	US 17	14741	19896	19897	14742	6	FDOT	010350		UA_FW_6L_0A	D	69277	71016	61054	0.105	0.518	SB/WB	3090	3320	9962	38.2%	796	SB/WB	413	383	3503	3703	5620	0.62	0.66	C	C	7.3%	6.8%	*	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	62
63		US 17	CR 776 (Harbor View Rd.)	14839	14787	14788	14838	6	FDOT	010036		UA_FW_6L_0A	D	64850	82000	71868	0.090	0.518	SB/WB	3120	3350	10132	38.8%	809	SB/WB	419	390	3539	3740	5620	0.63	0.67	C	C	7.5%	6.9%	*	*	UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	63

MPD
ITE NET NEW EXTERNAL PM PEAK HOUR TRIPS

INBOUND	1004
OUTBOUND	1080
TOTAL	2084

FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES
26085

FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
26085

Footnotes:

(1) FDOT D1RPMv2.1 2024 E+C Network Link Node numbers.

(2) FDOT D1RPMv2.1 202 E+C number of lanes.

(3) FDOT Florida 2022 Traffic Information - Site Location Reference. 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #

(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report

(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.

(6) D1RPM Babcock Model Run - Future 2030 SE Data with 2024 E+C Network AADT distribution and assignment.

(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.

(8) Non-MPD AADT = (Total AADT) - (MPD AADT)

(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2023 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2022)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.

(10) Select Zone Assignment.

(11) ITE net new external trips assigned to SR 31.

(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).

(13) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas, and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report.
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

(14) Significant = *
Significant and Adverse = **

EXHIBIT 6-A

BABCOCK RANCH COMMUNITY
MPD ZONING AMENDMENT
FUTURE 2030 TRAFFIC CONDITIONS WITH PROPOSED MPD ZONING - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

	ROADWAY	FROM	TO	(1) DHRPM A1 Node	B1 Node	A2 Node	B2 Node	(2) # of Lanes	State/County Roadway	(3) Count Station	(3) FC YV SNO	(4) E+C LOS Facility Type	(5) LOS Std.	(6) Raw DHRPM AADT	(7) Adjusted AADT	FUTURE 2030 TRAFFIC – NON-BABCOCK TRAFFIC (8) Non-Babcock AADT	(9) K Factor	(9) D Factor D	D Factor High Dir	Non-Babcock Dir. Volume Dir1 NB/EB	Non-Babcock Dir. Volume Dir2 SB/WB	BABCOCK MPD TRAFFIC (10) DHRPM MPD AADT	% Distribution	(11) ITE Six New Peak Hr	Inbound Direction	MPD Dir. Volume (12) Dir1 NB/EB	MPD Dir. Volume (12) Dir2 SB/WB	TOTAL BACKGROUND VOLUME Dir1 NB/EB	TOTAL BACKGROUND VOLUME Dir2 SB/WB	TOTAL TRAFFIC (13) Service Volume @ LOS Std.	2030 LOS V/SV Dir1 NB/EB	2030 LOS V/SV Dir2 SB/WB	2030 LOS LOS Dir1 NB/EB	2030 LOS LOS Dir2 SB/WB	Project Traffic As % of SV Dir1 NB/EB	Project Traffic As % of SV Dir2 SB/WB	Sig. & Adv. Impact @ 5% (14) Dir1 NB/EB	Sig. & Adv. Impact @ 5% (14) Dir2 SB/WB	Future LOS Facility Type	(13) Service Volume 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement	
1	Broadway St.	SR 80	North River Rd.	27891	27091			2	LC	PCS 5		LC_Collector_2LU	E	14670	14670	10511	0.089	0.597	SB/WB	380	560	4159	14.4%	338	NB/EB	182	156	562	716	740	0.76	0.97	D	E	24.6%	21.1%	*	*	LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	1
2	Buckingham Rd.	SR 82	Gunnery Rd.	26730	26697			2	LC	PCS 11		LC_ClassIArterial_2L	E	7334	9973	9958	0.091	0.541	SB/WB	420	490	15	0.1%	1	NB/EB	1	0	421	490	860	0.49	0.57	C	C	0.1%	0.0%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	2
3		Gunnery Rd.	Cemetery Rd.	26419	26419			2	LC	PCS 11		LC_ClassIArterial_2L	E	13147	13147	11911	0.091	0.541	SB/WB	500	580	1236	4.3%	100	NB/EB	54	46	554	626	860	0.64	0.73	C	C	6.3%	5.3%	*	*	LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	3
4		Cemetery Rd.	Orange River Blvd.	26412	26417			2	LC	PCS 11		LC_ClassIArterial_2L	E	23153	23153	21202	0.091	0.541	SB/WB	890	1040	1951	6.7%	158	NB/EB	85	73	975	1113	860	1.13	1.29	F	F	9.9%	8.5%	**	**	LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	4
5		Orange River Blvd.	SR 80	26607	26567			2	LC	PCS 11		LC_ClassIArterial_2L	E	19752	19752	16616	0.091	0.541	SB/WB	690	820	3136	10.8%	254	NB/EB	137	117	827	937	860	0.96	1.09	D	F	15.9%	13.6%	*	**	LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	5
6	Colonial Blvd.	Dynasty Dr.	SR 82	25004	25295			6	LC	PCS 22		LC_ClassIArterial_6L	E	71158	71158	71037	0.084	0.603	SB/WB	2370	3600	121	0.4%	10	SB/WB	5	5	2375	3605	2940	0.81	1.23	C	F	0.2%	0.2%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	6
7	Del Prado Blvd.	US 41	Slater Rd.	22966	22908			2	LC	PCS 104		LC_ClassIArterial_2L	E	3250	9147	9049	0.105	0.509	SB/WB	470	480	98	0.3%	8	NB/EB	4	4	474	484	860	0.55	0.56	C	C	0.5%	0.5%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	7
8	Gunnery Rd.	SR 82	Lee Blvd.	26798	26631			4	LC	PCS 22		LC_ClassIArterial_4L	E	16667	28165	27874	0.084	0.603	SB/WB	930	1410	291	1.0%	24	NB/EB	13	11	943	1421	1960	0.48	0.73	C	C	0.7%	0.6%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	8
9		Lee Blvd.	Buckingham Rd.	26730	26741			2	LC	PCS 22		LC_ClassIArterial_2L	E	13431	15336	14210	0.084	0.603	SB/WB	470	720	1126	3.9%	91	NB/EB	49	42	519	762	860	0.60	0.89	C	C	5.7%	4.9%	*		LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	9
10	Joel Blvd.	Bell Blvd.	18th St.	28244	27888			4	LC	PCS 11		LC_ClassIArterial_4L	E	15769	15769	14488	0.091	0.541	SB/WB	610	710	1281	4.4%	104	NB/EB	56	48	666	758	1960	0.34	0.39	C	C	2.9%	2.4%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	10
11		18th St.	SR 80	27801	27863			2	LC	PCS 11		LC_ClassIArterial_2L	E	18520	18520	16661	0.091	0.541	SB/WB	700	820	1859	6.4%	151	NB/EB	81	70	781	890	860	0.91	1.03	C	F	9.4%	8.1%	*	**	LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	11
12	Lee Blvd.	SR 82	Alvin Ave.	25677	25715			6	LC	PCS 22		LC_ClassIArterial_6L	E	68098	68098	68044	0.084	0.603	SB/WB	2270	3450	54	0.2%	4	SB/WB	2	2	2272	3452	2940	0.77	1.17	C	F	0.1%	0.1%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	12
13		Alvin Ave.	Gunnery Rd.	26798	26296			6	LC	PCS 22		LC_ClassIArterial_6L	E	62834	62834	62790	0.084	0.603	SB/WB	2090	3180	44	0.2%	4	SB/WB	2	2	2092	3182	2940	0.71	1.08	C	F	0.1%	0.1%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	13
14		Gunnery Rd.	Homestead Rd.	26758	26903			6	LC	PCS 22		LC_ClassIArterial_6L	E	66842	66842	66415	0.084	0.603	SB/WB	2210	3370	427	1.5%	35	SB/WB	16	19	2226	3389	2940	0.76	1.15	C	F	0.5%	0.6%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	8	Add 2 L	14
15	Leeland Heights	Homestead Rd.	Joel Blvd.	27790	27781			4	LC	PCS 11		LC_ClassIArterial_4L	E	28243	28243	28128	0.091	0.541	SB/WB	1180	1380	115	0.4%	9	NB/EB	5	4	1185	1384	1960	0.60	0.71	C	C	0.3%	0.2%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	15
16	Littleton Rd.	Corbett Rd.	US 41	21607	21579			2	LC	PCS 108		LC_ClassIArterial_2L	E	19838	19838	19652	0.094	0.650	SB/WB	650	1200	186	0.6%	15	NB/EB	8	7	658	1207	860	0.77	1.40	C	F	0.9%	0.8%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	4	Add 2 L	16
17		US 41	BUS 41	21780	21688			2	LC	PCS 108		LC_ClassIArterial_2L	E	10142	10142	9886	0.094	0.650	SB/WB	330	600	256	0.9%	21	NB/EB	11	10	341	610	860	0.40	0.71	C	C	1.3%	1.2%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	17
18	Luckett Rd.	Ortiz Ave.	Enterprise Pkwy.	24006	24247			2	LC	PCS 20		LC_ClassIIArterial_2L	E	9999	9999	9985	0.093	0.548	SB/WB	420	510	14	0.0%	1	NB/EB	1	0	421	510	780	0.54	0.65	D	D	0.1%	0.0%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	18
19		Enterprise Pkwy.	I-75	24247	24411			4	LC	PCS 20		LC_ClassIIArterial_4L	E	18414	18414	18289	0.093	0.548	SB/WB	770	930	125	0.4%	10	NB/EB	5	5	775	935	1660	0.47	0.56	D	D	0.3%	0.3%			LC_ClassIIArterial_4L	780	1660	2500	3340	4175	4	Add 0 L	19
20		I-75	Northland Rd.	24727	24808			4	LC	PCS 20		LC_Collector_4LD	E	13046	13046	12959	0.093	0.548	SB/WB	550	660	87	0.3%	7	SB/WB	3	4	553	664	1600	0.35	0.42	C	C	0.2%	0.3%			LC_Collector_4LD	780	1600	2400	3200	4000	4	Add 0 L	20
21		Northland Rd.	Country Lakes Dr.	24808	25032			2	LC	PCS 20		LC_Collector_2LD	E	10537	10537	10476	0.093	0.548	SB/WB	440	530	61	0.2%	5	SB/WB	2	3	442	533	780	0.57	0.68	D	D	0.3%	0.4%			LC_Collector_2LD	780	1600	2400	3200	4000	2	Add 0 L	21
22	N River Rd.	SR 31	Franklin Lock Rd.	25796	26100			2	LC	PCS 5		LC_ClassIArterial_2L	E	12968	12968	7496	0.089	0.597	SB/WB	270	400	5472	18.9%	444	SB/WB	205	239	475	639	860	0.55	0.74	C	C	23.8%	27.8%	*	*	LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	22
23		Franklin Lock Rd.	Broadway Rd.	27426	27563			2	LC	PCS 5		LC_ClassIArterial_2L	E	11417	11417	6469	0.089	0.597	SB/WB	230	350	4948	17.1%	402	SB/WB	186	216	416	566	860	0.48	0.66	C	C	21.6%	25.1%	*	*	LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	23
24		Broadway Rd.	County Line	27800	27094			2	LC	PCS 5		LC_ClassIIArterial_2L	E	2569	2569	2059	0.089	0.597	SB/WB	70	110	510	1.8%	41	SB/WB	19	22	89	132	780	0.11	0.17	C	C	2.4%	2.8%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	24
25	Nalle Grade Rd.	Slater Rd.	Nalle Rd.	24371	23808			2	LC	PCS 104		LC_Collector_2LU	E	957	1291	1229	0.105	0.509	SB/WB	60	70	62	0.2%	5	NB/EB	3	2	63	72	740	0.09	0.10	C	C	0.4%	0.3%			LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	25
26	Nalle Rd.	SR 78	Nalle Grade Rd.	24386	24366			2	LC	PCS 104		LC_Collector_2LU	E	3417	3417	3206	0.105	0.509	SB/WB	170	170	211	0.7%	17	SB/WB	8	9	178	179	740	0.24	0.24	C	C	1.1%	1.2%			LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	26
27	Orange River Blvd.	SR 80	Staley Rd.	24758	24883			2	LC	PCS 11		LC_ClassIIArterial_2L	E	16521	16521	15743	0.091	0.541	SB/WB	660	770	778	2.7%	63	SB/WB	29	34	689	804	780	0.88	1.03	D	F	3.7%	4.4%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	4	Add 2 L	27
28		Staley Rd.	Buckingham Rd.	25447	28646			2	LC	PCS 11		LC_ClassIArterial_2L	E	16484	16484	16398	0.091	0.541	SB/WB	680	810	86	0.3%	7	SB/WB	3	4	683	814	860	0.79	0.95	C	D	0.3%	0.5%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	28
29	Ortiz Ave.	Colonial Blvd.	SR 82	23839	23837			4	LC	PCS 18		LC_ClassIArterial_4L	E	22270	22270	22103	0.090	0.612	NB/EB	1220	770	167	0.6%	14	NB/EB	8	6	1228	776	1960	0.63	0.40	C	C	0.4%	0.3%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	29
30		SR 82	Luckett Rd.	23407	23814			2	LC	PCS 18		LC_ClassIIArterial_2L	E	9338	13522	13369	0.090	0.612	NB/EB	730	470	153	0.5%	12	NB/EB	6	6	736	476	780	0.94	0.61	E	D	0.8%	0.8%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	30
31		Luckett Rd.	SR 80	23684	23702			2	LC	PCS 18		LC_ClassIIArterial_2L	E	6295	6295	5939	0.090	0.612	NB/EB	320	210	356	1.2%	29	NB/EB	16	13	336	223	780	0.43	0.29	D	C	2.1%	1.7%			LC_ClassIIArterial_2L	780	1660	2500	3340	4175	2	Add 0 L	31
32	Plantation Rd.	Daniels Pkwy.	Idlewild St.	23043	23044			2	LC	PCS 45		LC_Collector_2LU	E	10102	10840	10785	0.107	0.597	NB/EB	690	460	55	0.2%	4	NB/EB	2	2	692	462	740	0.94	0.62	E	D	0.3%	0.3%			LC_Collector_2LU	740	1520	2280	3040	3800	2	Add 0 L	32
33		Idlewild St.	Colonial Blvd.	23132	23159			4	LC	PCS 45		LC_Collector_4LD	E	13746	13746	13648	0.107	0.597	NB/EB	870	590	98	0.3%	8	NB/EB	4	4	874	594	1600	0.55	0.37	D	C	0.3%	0.3%			LC_Collector_4LD	780	1600	2400	3200	4000	4	Add 0 L	33
34	Six Mile Cypress	Daniels Pkwy.	Winkler Rd.	23738	23663			4	LC	PCS 18		LC_ClassIArterial_4L	E	21340	24883	24743	0.090	0.612	NB/EB	1370	860	140	0.5%	11	NB/EB	6	5	1376	865	1960	0.70	0.44	C	C	0.3%	0.3%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	34
35		Winkler Rd.	Challenger Blvd.	23867	23870			6	LC	PCS 18		LC_ClassIArterial_6L	E	23509	34483	34286	0.090	0.612	NB/EB	1890	1200	199	0.7%	16	NB/EB	9	7	1899	1207	2940	0.65	0.41	C	C	0.3%	0.2%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	6	Add 0 L	35
36		Challenger Blvd.	Colonial Blvd.	23855	23862			6	LC	PCS 18		LC_ClassIArterial_6L	E	31881	51909	51666	0.090	0.612	NB/EB	2850	1800	243	0.8%	20	NB/EB	11	9	2861	1809	2940	0.97	0.62	D	C	0.4%	0.3%			LC_ClassIArterial_6L	860	1960	2940	3940	4925	6	Add 0 L	36
37	Slater Rd.	SR 78	Nalle Grade Rd.	22941	22954			2	LC	PCS 104		LC_ClassIArterial_2L	E	5300	7034	6876	0.105	0.509	SB/WB	350	370	158	0.5%	13	SB/WB	6	7	356	377	860	0.41	0.44	C	C	0.7%	0.8%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	37
38	Sunshine Blvd.	SR 82	23rd St. SW	27326	27325			2	LC	PCS 11		LC_ClassIArterial_2L	E	8067	8067	8055	0.091	0.541	SB/WB	340	390	12	0.0%	1	NB/EB	1	0	341	390	860	0.40	0.45	C	C	0.1%	0.0%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	38
39		23rd St. SW	Lee Blvd.	27300	27312			2	LC	PCS 11		LC_ClassIArterial_2L	E	7068	8023	7959	0.091	0.541	SB/WB	330	390	64	0.2%	5	SB/WB	2	3	332	393	860	0.39	0.46	C	C	0.2%	0.3%			LC_ClassIArterial_2L	860	1960	2940	3940	4925	2	Add 0 L	39
40	Treeline Ave.	Daniels Pkwy.	Amberwood Rd.	20134	25281			4	LC	PCS 62		LC_ClassIArterial_4L	E	27883	27883	27810	0.108	0.574	NB/EB	1720	1280	73	0.3%	6	NB/EB	3	3	1723	1283	1960	0.88	0.65	C	C	0.2%	0.2%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	40
41		Amberwood Rd.	Colonial Blvd.	25375	26527			4	LC	PCS 62		LC_ClassIArterial_4L	E	23783	23783	23669	0.108	0.574	NB/EB	1470	1090	114	0.4%	9	SB/WB	4	5	1474	1095	1960	0.75	0.56	C	C	0.2%	0.3%			LC_ClassIArterial_4L	860	1960	2940	3940	4925	4	Add 0 L	41
42	USB 41 (Fowler St./USB 41 SB)	SR 80 (First St.)	N. End of Edison Bridge	22113	22408			3	FDOT	125035		UA_S2WAC1_1W_3L_U_0L_WR	D	32132	32132	32110	0.090	0.999	SB/WB	0	2890	22	0.1%	2	NB/EB	0	2	0	2892	3805	0.00	0.76	C	C	0.0%	0.1%			UA_S2WAC1_1W_3L_U_0L_WR	0	2520	3805	5073	6342	3	Add 0 L	42
43	USB 41 (N. Tamiami Trail/USB 41)	N. End of Edison Bridge	SR 78/Pine Island Rd./Bayshore Rd.	21945	21954			6	FDOT	126041		UA_S2WAC1_2W_6L_D_WL_WR	D	44899	45500	45241	0.090	0.527	NB/EB	2140	1930	259	0.9%	21	SB/WB	10	11	2150	1941	3171	0.68	0.61	C	C	0.3%	0.3%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	43
44		SR 78/Pine Island Rd./Bayshore Rd.	Littleton Rd.	21945	21930			6	FDOT	125027		UA_S2WAC1_2W_6L_D_WL_WR	D	31961	31961	31340	0.090	0.527	NB/EB	1490	1330	621	2.1%	50	NB/EB	27	23	1517	1353	3171	0.48	0.43	C	C	0.9%	0.7%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	44
45		Littleton Rd.	US 41 SB	21754	21700			4	FDOT	120078		UA_S2WAC1_2W_4L_D_WL_WR	D	24877	24877	24551	0.090	0.527	NB/EB	1160	1050	326	1.1%	26	SB/WB	12	14	1172	1064	2100	0.56	0.51	C	C	0.6%	0.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	45
46		US 41 SB	SR 45/US 41	21600	21587			1	FDOT	121005		UA_S2WAC1_1W_1L_U_0L_0R	D	11173	11173	11039	0.090	0.999	NB/EB	990	0	134	0.5%	11	NB/EB	11	0	1001	0	887	1.13	0.00	F	C	1.2%	0.0%			UA_S2WAC1_1W_1L_U_0L_0R	887	2400	3624	4832	6040	2	Add 1 L	46
47	USB 41 (Evans Ave./Park Ave./USB 41 NB)	SR 82/MLK Blvd.	N. End of Edison Bridge	22112	22538			3	FDOT	125071		UA_S2WAC1_1W_3L_U_0L_0R	D	32198	32198	32198	0.090	0.999	SB/WB	0	2900	0	0.0%	0	SB/WB	0	0	0	2900	3624	0.00	0.80	C	C	0.0%	0.0%			UA_S2WAC1_1W_3L_U_0L_0R	887	2400	3624	4832	6040	3	Add 0 L	47
48	SR 884 (Colonial Blvd.)	SR 45/US 41	0.195 miles W. Solomon Blvd.	22860	22898			6	FDOT	120049		UA_S2WAC1_2W_6L_D_WL_0R	D	26015	48000	47967	0.090	0.537	SB/WB	2000	2320	33	0.1%	3	NB/EB	2	1	2002	2321	3020	0.66	0.77	C	C	0.1%	0.0%			UA_S2WAC1_2W_6L_D_WL_0R	924	2000	3020	4040	5040	6	Add 0 L	48
49		0.195 miles W. Solomon Blvd.	SR 739 (Metro Pkwy.)	23007	22912			6	FDOT	120050		UA_S2WAC1_2W_6L_D_WL_WR	D	48402	70000	69816	0.090	0.537	NB/EB	3370	2910	184	0.6%	15	SB/WB	7	8	3377	2918	3171	1.06	0.92	F	C	0.2%	0.3%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	49
50		SR 739 (Metro Pkwy.)	CR 865/Ortiz Ave./6M Cypress Pkwy.	23685	23858			6	FDOT	120080		UA_S2WAC1_2W_6L_D_WL_WR	D	71204	75500	75096	0.090	0.537	NB/EB	3630	3130	404	1.4%	33	NB/EB	18	15	3648	3145	3171	1.15	0.99	F	D	0.6%	0.5%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	50
51		CR 865/Ortiz Ave./6M Cypress Pkwy.	I-75	21882	24003			6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	96899	96899	96306	0.090	0.537	NB/EB	4660	4010	593	2.0%	48	SB/WB	22	26	4682	4036	3171	1.48	1.27	F	F	0.7%	0.8%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	10	Add 4 L	51
52		I-75	400 Ft E. of Dynasty Dr.	24677	24766			6	FDOT	120063		UA_S2WAC1_2W_6L_D_WL_WR	D	80397	80397	80211	0.090	0.537	NB/EB	3880	3340	186	0.6%	15	NB/EB	8	7	3888	3347	3171	1.23	1.06	F	F	0.3%	0.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	52
53	US 41	Hanson St.	Johnson St.	22171	22172			6	FDOT	125012		UA_S2WAC1_2W_6L_D_WL_0R	D	53780	53780	53715	0.090	0.537	NB/EB	2590	2240	65	0.2%	5	SB/WB	2	3	2592	2243	3020	0.86	0.74	C	C	0.1%	0.1%			UA_S2WAC1_2W_6L_D_WL_0R	924	2000	3020	4040	5040	6	Add 0 L	53
54		Johnson St.	CR 78A/Pondella Rd.	21782	21815			4	FDOT	120094		UA_S2WAC1_2W_4L_D_WL_WR	D	47111	47111	47029	0.090	0.537	NB/EB	2270	1960	82	0.3%	7	NB/EB	4	3	2274	1963	2100	1.08	0.93	F	C	0.2%	0.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	54
55		CR 78A/Pondella Rd.	Littleton Rd.	21595	21596			4	FDOT	125029		UA_S2WAC1_2W_4L_D_WL_WR	D	35150	35150	35150	0.090	0.537	NB/EB	1700	1460	0	0.0%	0	SB/WB	0	0	1700	1460	2100	0.81	0.70	C	C	0.0%	0.0%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	55
56		Littleton Rd.	Del Prado Blvd.	21607	21611			4	FDOT	120036		UA_S2WAC1_2W_4L_D_WL_WR	D	34400	35000	34940	0.090	0.537	NB/EB	1690	1450	60	0.2%	5	NB/EB	3	2	1693	1452	2100	0.81	0.69	C	C	0.1%	0.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	56
57		Del Prado Blvd.	Sun Seekers RV Park Entrance	21519	21542			4	FDOT	120109		UA_S2WAC1_2W_4L_D_WL_WR	D	60453	60453	60205	0.090	0.537	NB/EB	2910	2510	248	0.9%	20	SB/WB	9	11	2919	2521	2100	1.39	1.20	F	F	0.4%	0.5%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	57
58		Sun Seekers RV Park Entrance	Charlotte County Line	21524	21511			4	FDOT	120103		UA_S2WAC1_2W_4L_D_WL_WR	D	39742	39742	39690	0.090	0.537	NB/EB	1920	1650	52	0.2%	4	NB/EB	2	2	1922	1652	2100	0.92	0.79	C	C	0.1%	0.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	58
59	SR 80 WB (First St.)	SR 739/US 41 Bus (Fowler St.)	SR 80/Seaboard St.	22961	22903			2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	19311	19311	19038	0.090	0.537	NB/EB	920	790	273	0.9%	22	SB/WB	10	12	930	802	788	1.18	1.02	F	E	1.3%	1.5%			UA_S2WAC2_2W_2L_D_WL_0R	788	1630	2520	3390	4543	4	Add 2 L	59
60	SR 80 (Palm Beach Blvd.)	SR 80/Seaboard St.	Veronica Shoemaker Blvd.	23094	23175			4	FDOT	125007		UA_S2WAC1_2W_4L_D_WL_0R	D	26471	26471	25870	0.090	0.537	NB/EB	1250	1080	601	2.1%	49	NB/EB	26	23	1276	1103	2000	0.64	0.55	C	C	1.3%	1.2%			UA_S2WAC1_2W_4L_D_WL_0R	924	2000	3020	4040	5040	4	Add 0 L	60
61		Veronica Shoemaker Blvd.	CR 80B (Ortiz Ave.)	23654	23684			4	FDOT	125073		UA_S2WAC1_2W_4L_D_WL_WR	D	28477	28477	27170	0.090	0.537	NB/EB	1320	1130	1307	4.5%	106	SB/WB	49	57	1369	1187	2100	0.65	0.57	C	C	2.3%	2.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	61
62		CR 80B (Ortiz Ave.)	I-75	24345	24438			6	FDOT	125020		UA_S2WAC1_2W_6L_D_WL_WR	D	35712	35712	33698	0.090	0.537	SB/WB	1400	1630	2014	6.9%	163	NB/EB	88	75	1488	1705	3171	0.47	0.54	C	C	2.8%	2.4%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	62
63		I-75	SR 31 (Babcock Ranch Rd.)	25762	25808			6	FDOT	126005		UA_S2WAC1_2W_6L_D_WL_WR	D	50434	50434	43415	0.090	0.521	SB/WB	1870	2040	7019	24.2%	570	SB/WB	263	307	2133	2347	3171	0.67	0.74	C	C	8.3%	9.7%	*	*	UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	63
64		SR 31 (Babcock Ranch Rd.)	CR 80A/Buckingham Rd/Old Olga Rd.	25808	25875			4	FDOT	120085		UA_S2WAC1_2W_4L_D_WL_WR	D	45642	47000	41485	0.090	0.521	SB/WB	1790	1940	5515	19.0%	448	NB/EB	241	207	2031	2147	2100	0.97	1.02	D	F	11.5%	9.9%	*	**	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	64
65		CR 80A/Buckingham Rd./Old Olga Rd.	W. of Werner Dr.	26007	26783			4	FDOT	120012		UA_UFH_2W_4L_D_WL_WR	D	23273	33000	32734	0.090	0.521	SB/WB	1410	1540	266	0.9%	22	SB/WB	10	12	1420	1552	3280	0.43	0.47	B	B	0.3%	0.4%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L	65
66		W. of Werner Dr.	Hickey Creek Rd.	27174	26290			4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	23982	27000	26839	0.093	0.521	SB/WB	1220	1330	161	0.6%	13	SB/WB	6	7	1226	1337	2210	0.55	0.60	B	B	0.3%	0.3%			RDA_UFH_2W_4L_D_WL_0R	861	2210	3320	4980	6225	4	Add 0 L	66
67		Hickey Creek Rd.	Broadway St./CR 78	27373	23415			4	FDOT	120006		RDA_UFH_2W_4L_D_WL_0R	C	23251	27000	26920	0.093	0.521	SB/WB	1230	1330	80	0.3%	6	SB/WB	3	3	1233	1333	2210	0.56	0.60	B	B	0.1%	0.1%			RDA_UFH_2W_4L_D_WL_0R	861	2210	3320	4980	6225	4	Add 0 L	67
68		Broadway St./CR 78	CR 884 (Joel Blvd.)	27798	28222			4	FDOT	120006		RDA_IFH_2W_4L_D_WL_WR	C	32728	32728	28620	0.093	0.521	SB/WB	1300	1420	4108	14.2%	333	SB/WB	154	179	1454	1599	1607	0.90	1.00	C	C	9.6%	11.1%	*	*	RDA_IFH_2W_4L_D_WL_WR	739	1607	2478	3304	4130	4	Add 0 L	68
69		CR 884 (Joel Blvd.)	Hendry County Line	27801	28224			4	FDOT	120086		RDA_UFH_2W_4L_D_WL_WR	C	28226	28226	25990	0.093	0.521	NB/EB	1290	1180	2236	7.7%	181	SB/WB	84	97	1374	1277	2210	0.62	0.58	B	B	3.8%	4.4%			RDA_UFH_2W_4L_D_WL_WR	861	2210	3320	4980	6225	4	Add 0 L	69
70	SR 80 EB (SR 80/Second St.)	SR 739 (Fowler St.)	SR 739 (Park Ave.)	22640	22695			2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	10002	10002	9862	0.090	0.537	NB/EB	480	410	140	0.5%	11	NB/EB	6	5	486	415	788	0.62	0.53	D	D	0.8%	0.6%			UA_S2WAC2_2W_2L_D_WL_0R	788	1630	2520	3390	4543	2	Add 0 L	70
71		SR 739 (Park Ave.)	SR 80 (Palm Beach Blvd.)	22963	22961			2	FDOT	125007		UA_S2WAC2_2W_2L_D_WL_0R	D	9654	12000	11697	0.090	0.537	NB/EB	560	490	303	1.0%	25	NB/EB	13	12	573	502	788	0.73	0.64	D	D	1.6%	1.5%			UA_S2WAC2_2W_2L_D_WL_0R	788	1630	2520	3390	4543	2	Add 0 L	71
72	SR 78 (Pine Island Rd.)	Santa Barbara Blvd.	Del Prado Blvd.	20787	21068			4	FDOT	120038		UA_S2WAC1_2W_4L_D_WL_WR	D	41368	56000	55602	0.090	0.540	NB/EB	2700	2300	398	1.4%	32	NB/EB	17	15	2717	2315	2100	1.29	1.10	F	F	0.8%	0.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	72
73		Del Prado Blvd.	W. of CR 78A/Pondella Rd.	21143	21164			4	FDOT	126049		UA_S2WAC1_2W_4L_D_WL_WR	D	44731	44731	44100	0.090	0.540	NB/EB	2140	1830	631	2.2%	51	NB/EB	27	24	2167	1854	2100	1.03	0.88	F	C	1.3%	1.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	73
74		W. of CR 78A/Pondella Rd.	SR 45/US 41 (Cleveland Ave.)	21586	21596			4	FDOT	125042		UA_S2WAC1_2W_4L_D_WL_WR	D	33098	37500	36583	0.090	0.540	SB/WB	1510	1780	917	3.2%	74	NB/EB	40	34	1550	1814	2100	0.74	0.86	C	C	1.9%	1.6%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	74
75		SR 45/US 41 (Cleveland Ave.)	SR 739/US 41 BUS	20445	21945			4	FDOT	120003		UA_S2WAC1_2W_4L_D_WL_WR	D	18029	32000	31033	0.090	0.540	NB/EB	1510	1280	967	3.3%	78	NB/EB	42	36	1552	1316	2100	0.74	0.63	C	C	2.0%	1.7%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	75
76	SR 78 (Bayshore Rd.)	SR 739/US 41 BUS	New Post Rd./Hart Rd.	22462	22524			4	FDOT	125028		UA_S2WAC1_2W_4L_D_WL_WR	D	40752	40752	38748	0.090	0.540	NB/EB	1880	1610	2004	6.9%	163	NB/EB	88	75	1968	1685	2100	0.94	0.80	C	C	4.2%	3.6%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	76
77		New Post Rd./Hart Rd.	Coon Rd./Slater Rd.	22975	22981			4	FDOT	120017		UA_S2WAC1_2W_4L_D_WL_WR	D	35722	40000	37719	0.090	0.540	NB/EB	1830	1560	2281	7.9%	185	NB/EB	100	85	1930	1645	2100	0.92	0.78	C	C	4.8%	4.0%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	77
78		Coon Rd./Slater Rd.	W. of Pritchett Pkwy.	23693	23740			4	FDOT	126064		UA_S2WAC1_2W_4L_D_WL_WR	D	38208	38208	35008	0.090	0.540	SB/WB	1450	1700	3200	11.0%	260	NB/EB	140	120	1590	1820	2100	0.76	0.87	C	C	6.7%	5.7%	*	*	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	78
79		W. of Pritchett Pkwy.	Pritchett Pkwy.	23483	24055			4	FDOT	120022		UA_S2WAC1_2W_4L_D_WL_WR	D	33363	33363	27512	0.090	0.521	NB/EB	1290	1190	5851	20.2%	475	NB/EB	255	220	1545	1410	2100	0.74	0.67	C	C	12.1%	10.5%	*	*	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	79
80		Pritchett Pkwy.	Old Bayshore Rd.	25034	25579			2	FDOT	120022		UA_UFH_2W_2L_U_WL_WR	D	19105	19105	11957	0.090	0.521	NB/EB	560	520	7148	24.7%	580	NB/EB	312	268	872	788	1200	0.73	0.66	C	C	26.0%	22.3%	*	*	UA_UFH_2W_2L_U_WL_WR	1200	3116	4674	6232	7790	2	Add 0 L	80
81		Old Bayshore Rd.	SR 31	25646	25794			2	FDOT	121002		UA_S2WAC1_2W_2L_U_WL_WR	D	20305	20305	13157	0.090	0.521	NB/EB	610	570	7148	24.7%	580	NB/EB	312	268	922	838	924	1.00	0.91	D	C	33.8%	29.0%	*	*	UA_S2WAC1_2W_2L_U_WL_WR	924	1995	3012	4017	5021	2	Add 0 L	81
82	SR 82 (Dr. M. L. King Jr. Blvd.)	SR 739 (Fowler Ave.)	Michigan Link Ave.	23382	23451			4	FDOT	125019		UA_S2WAC2_2W_4L_D_WL_WR	D	44033	51000	50951	0.090	0.537	NB/EB	2460	2130	49	0.2%	4	NB/EB	2	2	2462	2132	1712	1.44	1.25	F	F	0.1%	0.1%			UA_S2WAC2_2W_4L_D_WL_WR	827	1712	2646	3560	4770	6	Add 2 L	82
83		Michigan Link Ave.	CR 865/Ortiz Ave.	23439	20647			6	FDOT	125053		UA_S2WAC1_2W_6L_D_WL_WR	D	51661	52000	51951	0.090	0.537	SB/WB	2170	2510	49	0.2%	4	NB/EB	2	2	2172	2512	3171	0.68	0.79	C	C	0.1%	0.1%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	83
84		CR 865/Ortiz Ave.	W. of Teter Rd./I-75 NB On Ramp	24031	24171			6	FDOT	126020		UA_S2WAC1_2W_6L_D_WL_WR	D	66487	66487	66385	0.090	0.537	NB/EB	3210	2760	102	0.4%	8	NB/EB	4	4	3214	2764	3171	1.01	0.87	F	C	0.1%	0.1%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	8	Add 2 L	84
85	SR 82 (Immokalee Rd.)	W. of Teter Rd./I-75 NB On Ramp	Buckingham Rd.	24497	24525			6	FDOT	126068		UA_S2WAC1_2W_6L_D_WL_WR	D	59152	59152	58489	0.090	0.540	NB/EB	2840	2420	663	2.3%	54	SB/WB	25	29	2865	2449	3171	0.90	0.77	C	C	0.8%	0.9%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	85
86		Buckingham Rd.	CR 884/Colonial Blvd./Lee Blvd.	25495	25520			6	FDOT	120021		UA_S2WAC1_2W_6L_D_WL_WR	D	46103	46103	45613	0.090	0.537	SB/WB	1900	2210	490	1.7%	40	SB/WB	18	22	1918	2232	3171	0.60	0.70	C	C	0.6%	0.7%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	86
87		CR 884/Colonial Blvd./Lee Blvd.	Gateway Blvd.	25677	26191			6	FDOT	120077		UA_S2WAC1_2W_6L_D_WL_WR	D	51052	51052	50631	0.090	0.537	SB/WB	2110	2450	421	1.5%	34	SB/WB	16	18	2126	2468	3171	0.67	0.78	C	C	0.5%	0.6%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	87
88		Gateway Blvd.	Griffin Dr./Ray Ave. S.	26293	26071			6	FDOT	120107		UA_S2WAC1_2W_6L_D_WL_WR	D	38657	38657	38419	0.090	0.537	NB/EB	1860	1600	238	0.8%	19	SB/WB	9	10	1869	1610	3171	0.59	0.51	C	C	0.3%	0.3%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	88
89		Griffin Dr./Ray Ave. S.	Daniels Pkwy./Gunnery Rd. S.	26211	26284			6	FDOT	120108		UA_S2WAC1_2W_6L_D_WL_WR	D	32353	32353	32229	0.090	0.537	NB/EB	1560	1340	124	0.4%	10	SB/WB	5	5	1565	1345	3171	0.49	0.42	C	C	0.2%	0.2%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	6	Add 0 L	89

EXHIBIT 6-A

BABCOCK RANCH COMMUNITY
MPD ZONING AMENDMENT
FUTURE 2030 TRAFFIC CONDITIONS WITH PROPOSED MPD ZONING - ROADWAY SEGMENT ANALYSIS

LEE COUNTY

				(1) DIRPM			(2)	Maint.	(3)	(4)		(5)	(6)		(7)	FUTURE 2030 TRAFFIC												TOTAL	(13)	TOTAL TRAFFIC															
																NON - BABCOCK TRAFFIC				BABCOCK MPD TRAFFIC								BACKGROUND	Service															
																(8)			Non-Babcock	(10)		(11)			3-PD			VOLUME	Volume @		2030 LOS				Project	Sig. & Adv.									
																Non-			Dir. Volume	DIRPM		ITE			Dir. Volume (12)				LOS	V/C		LOS			At Sig/SV	Impact									
ROADWAY	FROM	TO	A_1 Node	B_1 Node	A_2 Node	B_2 Node	# of Lanes	Count Roadway	Count Station	VV SNO	E+C LOS Facility Type	Std.	DIRPM	Adjusted AADT		Babcock AADT	K Factor	D Factor Dir	Dir1 NB/EB	Dir2 SB/WB	MPD AADT	% Distribution	Net New Peak Hr	Inbound Direction	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	LOS Std.	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB	Dir1 NB/EB	Dir2 SB/WB			Future LOS Facility Type	ZL/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Studied Improvement	
SR 93/I-75	Terminal Access Rd.	Daniels Pkwy.	24839	24836	24889	24882	6	FDOT	120184		UA_FW_6L_0A	D	126648	126648	325240	0.090	0.578	NB/EB	6510	4760	1408	4.9%	114	NB/EB	61	53	6571	4813	5620	1.17	0.86	F	D	1.17*	0.95*			UA_FW_6L_0A	1870	3740	5620	7490	9370	8	Add 2 L	99
Daniels Pkwy.		SR 884/CR 884/Colonial Blvd.	24351	24720	24744	24413	6	FDOT	120057		UA_FW_6L_0A	D	114709	114709	112581	0.060	0.572	SB/WB	4340	5700	2128	7.3%	173	NB/EB	93	80	4433	5870	5620	0.79	1.04	C	E	1.7*	1.4*			UA_FW_6L_0A	1870	3740	5620	7490	9370	8	Add 2 L	91
SR 884/CR 884/Colonial Blvd.		SR 82/Immokalee Rd.	24725	24129	24174	24278	6	FDOT	120058		UA_FW_6L_0A	D	109985	109985	107077	0.060	0.572	SB/WB	4130	5510	2908	10.0%	236	NB/EB	127	109	4257	5619	5620	0.76	1.00	C	D	2.3*	1.9*			UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	92
SR 82/Immokalee Rd.		Luckett Rd.	24560	24572	24610	24557	6	FDOT	120039		UA_FW_6L_0A	D	107862	109500	105826	0.060	0.572	NB/EB	5450	4070	3674	12.7%	298	NB/EB	160	138	5610	4208	5620	1.00	0.75	D	C	2.8*	2.5*			UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	93
Luckett Rd.		SR 80	24618	24624	24639	24651	6	FDOT	120060		UA_FW_6L_0A	D	101383	106000	102113	0.060	0.572	NB/EB	5260	3930	3887	13.4%	315	NB/EB	169	146	5429	4076	5620	0.97	0.73	D	C	3.0*	2.6*			UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	94
SR 80		SR 78 (Bayshore Rd)	25947	24004	24007	25965	6	FDOT	120061		UA_FW_6L_0A	D	89364	94500	84403	0.060	0.572	SB/WB	3640	4860	972	0.3%	8	NB/EB	4	4	3644	4864	5620	0.65	0.87	C	D	0.1%	0.1%			UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L	95
SR 78 (Bayshore Rd.)		Charlotte County Line	34260	34234	34225	34231	6	FDOT	120062		TA_FW_6L_0A	C	68526	68526	65974	0.105	0.572	SB/WB	2970	3960	2552	8.8%	207	SB/WB	96	111	3066	4071	4670	0.66	0.87	B	C	2.1%	2.4%			TA_FW_6L_0A	0	3180	4670	6170	7310	6	Add 0 L	96
SR 31 (Babcock Ranch Rd.)		SR 80	25794	25798			2	FDOT	120030		UA_S2WAC1_2W_2L_U_WL_WR	D	36976	36976	24129	0.090	0.521	SB/WB	1040	1130	12847	41.3%	1043	NB/EB	561	482	1601	1612	924	1.73	1.74	F	F	60.7%	52.2%	**	**	UA_S2WAC1_2W_2L_D_WL_WR	970	2100	3171	4242	5292	4	Add 2 L	97
	SR 78	Old Rodeo Dr.	25794	20133			4	FDOT	121001		UA_S2WAC1_3W_4L_D_WL_WR	D	51806	51806	31809	0.095	0.521	NB/EB	1570	1450	19997	69.0%	1623	NB/EB	873	750	2443	2200	2100	1.16	1.05	F	F	41.6%	35.7%	**	**	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	98
	Old Rodeo Dr.	CR 78/N River Rd./Old Bayshore Rd.	20133	90145			4	FDOT	121001		UA_S2WAC1_2W_4L_D_WL_WR	D	51738	51738	31741	0.095	0.521	NB/EB	1570	1450	19997	69.0%	1623	NB/EB	873	750	2443	2200	2100	1.16	1.05	F	F	41.6%	35.7%	**	**	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	99
	CR 78/N River Rd./Old Bayshore Rd.	Shirley Ln.	25799	25796			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	62040	62040	35297	0.095	0.521	SB/WB	1690	1750	26743	92.3%	2170	NB/EB	1167	1003	2767	2753	2100	1.32	1.31	F	F	55.6%	47.8%	**	**	UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	6	Add 2 L	100
	Shirley Ln.	Fox Hill Rd.	25799	25801			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	36822	36822	34952	0.095	0.521	SB/WB	1590	1730	1870	6.5%	152	NB/EB	82	70	1672	1800	2100	0.80	0.86	C	C	3.9%	3.3%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	101
	Fox Hill Rd.	Busbee Ln.	25799	25801			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	36822	36822	34952	0.095	0.521	SB/WB	1590	1730	1870	6.5%	152	NB/EB	82	70	1672	1800	2100	0.80	0.86	C	C	3.9%	3.3%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	102
	Busbee Ln.	Charlotte County Line	25801	41417			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	36822	36822	34952	0.095	0.521	SB/WB	1590	1730	1870	6.5%	152	NB/EB	82	70	1672	1800	2100	0.80	0.86	C	C	3.9%	3.3%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L	103

MPD
ITE PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)
INBOUND 1265
OUTBOUND 1087
TOTAL 2352

FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES
28982

FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
28982

Footnotes:
(1) FDOT D1RPMv2.1 2024 E+C Network Link Node numbers.
(2) FDOT D1RPMv2.1 202 E+C number of lanes.
(3) FDOT Florida 2022 Traffic Information - Site Location Reference: 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.
(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report
(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.
(6) D1RPM Babcock Model Run - Future 2030 SE Data with 2024 E+C Network AADT distribution and assignment.
(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.
(8) Non-MPD AADT = (Total AADT) - (MPD AADT)
(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2023 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2022)
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.
(10) Select Zone Assignment.
(11) ITE net new external trips assigned to SR 31.
(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).
(13) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report .
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).
(14) Significant = *
Significant and Adverse = **

EXHIBIT 6-B

BABCOCK RANCH COMMUNITY
MPD ZONING AMENDMENT
FUTURE 2030 TRAFFIC CONDITIONS WITH PROPOSED MPD ZONING - ROADWAY SEGMENT ANALYSIS

CHARLOTTE COUNTY

	ROADWAY	FROM	TO	(1) D1RPM A1 Node	B1 Node	A2 Node	B2 Node	(2) # of Lanes	State/ County Roadway	(3) Count Station	(3) CC VV SNO	(4) E+C LOS Facility Type	(5) LOS Std	(6) Raw D1RPM AADT	(7) Adjusted AADT	FUTURE 2030 TRAFFIC – NON - BABCOCK TRAFFIC: (8) Non-Babcock AADT	(9) K Factor	(9) D Factor D	High Dir	Non-Babcock Dir. Volume Dir1 NB/EB	Dir2 SB/WB	BABCOCK MPD TRAFFIC: (10) D1RPM MPD AADT	% Distribution	(11) ITE Net New Peak Hr	Inbound Direction	MPD Dir. Volume (12) Dir1 NB/EB	Dir2 SB/WB	TOTAL BACKGROUND VOLUME Dir1 NB/EB	Dir2 SB/WB	TOTAL TRAFFIC: (13) Service Volume @ LOS Std.	2030 LOS V/SV Dir1 NB/EB	V/SV Dir2 SB/WB	LOS Dir1 NB/EB	LOS Dir2 SB/WB	Project Traffic As % of SV Dir1 NB/EB	Dir2 SB/WB	Sig & Adv. Impact @ 5% (14) Dir1 NB/EB	Dir2 SB/WB	Future LOS Facility Type	(13) Service Volume 2L/1O	4L/2O	6L/3O	8L/4O	10L/5O	# of Lanes Needed	Needed Improvement
1	Airport Rd.	Cooper St.	Taylor Rd.	14534	14536			2	CC	014249	3	UA_S2WAC1_2W_2L_U_WL_0R	D	2998	5577	5569	0.091	0.534	SB/WB	240	270	8	0.0%	1	NB/EB	1	0	241	270	792	0.30	0.34	C	C	0.1%	0.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
2		Taylor Rd.	I-75	14542	14544			2	CC	014400	4	UA_S2WAC1_2W_2L_U_WL_0R	D	6680	6680	6680	0.091	0.534	SB/WB	280	330	0	0.0%	0	NB/EB	0	0	280	330	792	0.35	0.42	C	C	0.0%	0.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
3		I-75	Piper Rd.	14544	14547			2	CC	014400	5	UA_S2WAC1_2W_2L_U_0L_0R	D	6824	6824	6824	0.091	0.534	SB/WB	290	330	0	0.0%	0	NB/EB	0	0	290	330	634	0.46	0.52	C	C	0.0%	0.0%			UA_S2WAC1_2W_2L_U_0L_0R	634	1350	2025	2700	3375	2	Add 0 L
4	Aqui Esta Dr.	Bal Harbor Blvd.	US 41	14487	14495			2	CC	014170	7	UA_S2WAC2_2W_2L_U_WL_0R	D	9597	9597	9470	0.091	0.534	SB/WB	400	460	127	0.4%	12	NB/EB	6	6	406	466	675	0.60	0.69	D	D	0.9%	0.9%			UA_S2WAC2_2W_2L_U_WL_0R	675	1394	2155	2873	3591	2	Add 0 L
5	Bermont Rd.	US 17	Happy Hollow Road	14851	19825			2	CC	014111	45	UA_S2WAC1_2W_2L_U_WL_0R	D	2009	10577	10497	0.091	0.534	NB/EB	510	450	80	0.3%	7	NB/EB	4	3	514	453	792	0.65	0.57	C	C	0.5%	0.4%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
		Happy Hollow Road	SR 31	14856	14860			2	CC	014111	46	RDA_UFH_2W_2L_U_0L_0R	C	1689	2070	1980	0.091	0.534	SB/WB	80	100	90	0.3%	8	NB/EB	4	4	84	104	738	0.11	0.14	B	B	0.5%	0.5%			RDA_UFH_2W_2L_U_0L_0R	738	1492	2241	2988	3735	2	Add 0 L
6		SR 31	Glades County Line	14860	14866			2	CC	014468	47	RDA_UFH_2W_2L_U_0L_0R	C	1493	2070	1987	0.091	0.534	NB/EB	100	80	83	0.3%	8	SB/WB	4	4	104	84	738	0.14	0.11	B	B	0.5%	0.5%			RDA_UFH_2W_2L_U_0L_0R	738	1492	2241	2988	3735	2	Add 0 L
7		Charlotte County Line	SR 29	11495	14866			2	CC	054020	47	RDA_UFH_2W_2L_U_0L_0R	C	1245	2070	2059	0.091	0.582	NB/EB	110	80	11	0.0%	1	SB/WB	0	1	110	81	738	0.15	0.11	B	B	0.0%	0.1%			RDA_UFH_2W_2L_U_0L_0R	738	1492	2241	2988	3735	2	Add 0 L
8	Burnt Store Rd.	Lee County Line	Zemel Rd.	27188	27193			4	CC	014187	19	UA_S2WAC1_2W_4L_D_WL_0R	D	13268	15081	15033	0.091	0.525	SB/WB	650	720	48	0.2%	4	SB/WB	2	2	652	722	1800	0.36	0.40	C	C	0.1%	0.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L
9		Zemel Rd.	Acline Rd.	14291	14303			4	CC	014171	20	UA_S2WAC1_2W_4L_D_WL_0R	D	11737	18344	18324	0.091	0.523	SB/WB	800	870	20	0.1%	2	SB/WB	1	1	801	871	1800	0.45	0.48	C	C	0.1%	0.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L
10		Acline Rd.	US 41	14339	14342			4	CC	014171	21	UA_S2WAC1_2W_4L_D_WL_0R	D	13807	20409	20380	0.091	0.523	SB/WB	880	970	29	0.1%	3	SB/WB	1	2	881	972	1800	0.49	0.54	C	C	0.1%	0.1%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L
11	Carmalita Dr.	US 41	BMX Track	14650	20011			2	CC	014429	24	UA_S2WAC2_2W_2L_U_WL_0R	D	3114	3114	3114	0.091	0.534	NB/EB	150	130	0	0.0%	0	NB/EB	0	0	150	130	675	0.22	0.19	C	C	0.0%	0.0%			UA_S2WAC2_2W_2L_U_WL_0R	675	1394	2155	2873	3591	2	Add 0 L
12		BMX Track	Florida St.	20011	14655			2	CC	014429	25	UA_S2WAC1_2W_2L_U_WL_0R	D	1780	1780	1780	0.091	0.534	NB/EB	90	70	0	0.0%	0	NB/EB	0	0	90	70	792	0.11	0.09	C	C	0.0%	0.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
13	Florida St.	Marion Ave.	Carmalita St.	14826	14808			2	CC	014133	82	UA_S2WAC2_2W_2L_U_0L_0R	D	1475	1475	1474	0.091	0.534	SB/WB	60	70	1	0.0%	0	SB/WB	0	0	60	70	540	0.11	0.13	C	C	0.0%	0.0%			UA_S2WAC2_2W_2L_U_0L_0R	540	1100	1650	2201	2751	2	Add 0 L
14		Carmalita St.	Airport Rd.	14634	14635			2	CC	014133	82	UA_S2WAC2_2W_2L_U_0L_0R	D	801	1378	1378	0.091	0.534	SB/WB	60	70	0	0.0%	0	SB/WB	0	0	60	70	540	0.11	0.13	C	C	0.0%	0.0%			UA_S2WAC2_2W_2L_U_0L_0R	540	1100	1650	2201	2751	2	Add 0 L
15	Henry St.	Golf Course Blvd.	Florida St.	14610	14607			2	CC	014423	103	UA_S2WAC2_2W_2L_U_WL_0R	D	461	1632	1632	0.091	0.534	SB/WB	70	80	0	0.0%	0	NB/EB	0	0	70	80	675	0.10	0.12	C	C	0.0%	0.0%			UA_S2WAC2_2W_2L_U_WL_0R	675	1394	2155	2873	3591	2	Add 0 L
16	Jones Loop Rd. North	US 41	Burnt Store Rd.	14342	14354			4	CC	014273	137	UA_S2WAC1_2W_4L_D_WL_0R	D	20473	20473	20005	0.091	0.534	SB/WB	850	970	468	1.6%	43	NB/EB	22	21	872	991	1800	0.48	0.55	C	C	1.2%	1.2%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L
17		Burnt Store Rd.	Taylor Rd.	14383	14388			4	CC	014273	138	UA_S2WAC1_2W_4L_D_WL_0R	D	18952	18952	18481	0.091	0.534	SB/WB	780	900	471	1.6%	43	NB/EB	22	21	802	921	1800	0.45	0.51	C	C	1.2%	1.2%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L
18		Taylor Rd.	I-75	14387	14385			4	CC	014173	139	UA_S2WAC1_2W_4L_D_WL_0R	D	25887	25887	25328	0.091	0.534	SB/WB	1070	1230	559	1.9%	51	NB/EB	27	24	1097	1254	1800	0.61	0.70	C	C	1.5%	1.3%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	4	Add 0 L
19		I-75	Piper Rd.	14400	14402			4	CC	014174	140	UA_S2WAC1_2W_4L_D_WL_0R	D	9960	12160	12057	0.091	0.534	NB/EB	590	510	103	0.4%	9	SB/WB	4	5	594	515	1800	0.33	0.29	C	C	0.2%	0.3%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L
20		Piper Rd.	East of Piper Rd.	14402	14408			2	CC	014174	141	UA_S2WAC1_2W_2L_U_0L_0R	D	7489	7489	7400	0.091	0.534	NB/EB	360	310	89	0.3%	8	SB/WB	4	4	364	314	634	0.57	0.50	C	C	0.6%	0.6%			UA_S2WAC1_2W_2L_U_0L_0R	634	1350	2025	2700	3375	2	Add 0 L
21	Jones Loop Rd. South	Taylor Rd.	I-75	14299	13306			2	CC	014193	173	UA_S2WAC1_2W_2L_U_0L_0R	D	2605	2605	2605	0.091	0.534	NB/EB	130	110	0	0.0%	0	SB/WB	0	0	130	110	634	0.21	0.17	C	C	0.0%	0.0%			UA_S2WAC1_2W_2L_U_0L_0R	634	1350	2025	2700	3375	2	Add 0 L
22	Piper Rd.	Jones Loop Rd.	E. Henry St.	14547	19916			4	CC	014422	159	UA_S2WAC1_2W_4L_D_WL_0R	D	622	10455	10455	0.091	0.534	NB/EB	510	440	0	0.0%	0	SB/WB	0	0	510	440	1800	0.28	0.24	C	C	0.0%	0.0%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L
23	Taylor Rd.	US 41	Burnt Store Rd.	19915	14465			2	CC	014326	200	UA_S2WAC1_2W_2L_D_WL_0R	D	2985	8549	8510	0.091	0.534	NB/EB	410	360	39	0.1%	4	SB/WB	2	2	412	362	832	0.50	0.44	C	C	0.2%	0.2%			UA_S2WAC1_2W_2L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L
24		Burnt Store Rd.	Airport Rd.	19914	14536			2	CC	014326	201	UA_S2WAC1_2W_2L_D_WL_0R	D	4737	8988	8953	0.091	0.534	NB/EB	430	380	35	0.1%	3	SB/WB	1	2	431	382	832	0.52	0.46	C	C	0.1%	0.2%			UA_S2WAC1_2W_2L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L
25		Airport Rd.	Cooper St.	14573	14586			2	CC	014326	202	UA_S2WAC1_2W_2L_U_WL_0R	D	7124	7124	7112	0.091	0.534	NB/EB	350	300	12	0.0%	1	SB/WB	0	1	350	301	792	0.44	0.38	C	C	0.0%	0.1%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
26	Tucker's Grade	US 41	I-75	14235	14239			4	CC	014426	206	UA_S2WAC1_2W_4L_D_WL_0R	D	17063	17063	16601	0.091	0.534	SB/WB	700	810	462	1.6%	43	NB/EB	22	21	722	831	1800	0.40	0.46	C	C	1.2%	1.2%			UA_S2WAC1_2W_4L_D_WL_0R	832	1800	2718	3636	4536	2	Add 0 L
27	Zemel Rd.	Burnt Store Rd.	County Landfill	14193	19830			2	CC	010019	242	UA_S2WAC1_2W_2L_U_WL_0R	D	4545	4545	4542	0.091	0.525	SB/WB	190	220	3	0.0%	0	NB/EB	0	0	190	220	792	0.24	0.28	C	C	0.0%	0.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
28		County Landfill	US 41	14193	14194			2	CC	010019	243	UA_S2WAC1_2W_2L_U_WL_0R	D	4729	4729	4724	0.091	0.525	SB/WB	200	230	5	0.0%	0	NB/EB	0	0	200	230	792	0.25	0.29	C	C	0.0%	0.0%			UA_S2WAC1_2W_2L_U_WL_0R	792	1710	2582	3443	4304	2	Add 0 L
29	US 41	Lee County Line	Zemel Rd.	14194	21025			4	FDOT	010019		RDA_UFH_2W_4L_D_WL_WR	C	28710	28710	28569	0.095	0.525	SB/WB	1290	1420	141	0.5%	13	SB/WB	6	7	1296	1427	2210	0.59	0.65	B	B	0.3%	0.3%			RDA_UFH_2W_4L_D_WL_WR	861	2210	3320	4980	6225	4	Add 0 L
30		Zemel Rd.	Morningside Dr.	14229	89528			4	FDOT	010367		RDA_UFH_2W_4L_D_WL_WR	C	25043	25043	24893	0.095	0.519	NB/EB	1220	1140	150	0.5%	14	NB/EB	7	7	1227	1147	2210	0.56	0.52	B	B	0.3%	0.3%			RDA_UFH_2W_4L_D_WL_WR	861	2210	3320	4980	6225	4	Add 0 L
31		Morningside Dr.	Tuckers Grade Blvd.	14232	14234			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	27605	27605	27392	0.095	0.519	NB/EB	1350	1250	213	0.7%	20	NB/EB	10	10	1360	1260	3280	0.41	0.38	B	B	0.3%	0.3%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	4	Add 0 L
32		Tuckers Grade Blvd.	CR 765A/Taylor Rd.	14257	14277			4	FDOT	010367		UA_UFH_2W_4L_D_WL_WR	D	18523	21317	21221	0.095	0.519	NB/EB	1050	970	96	0.3%	9	SB/WB	4	5	1054	975	3280	0.32	0.30	B	B	0.1%	0.2%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	2	Add 0 L
33		CR 765A/Taylor Rd.	CR 765/Burnt Store Rd.	14301	14342			4	FDOT	010021		UA_S2WAC1_2W_4L_D_WL_WR	D	17515	17515	17474	0.090	0.525	SB/WB	750	820	41	0.1%	4	SB/WB	2	2	752	822	2100	0.36	0.39	C	C	0.1%	0.1%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	2	Add 0 L
34		CR 765/Burnt Store Rd.	US 41/Cross St.	14627	14631			4	FDOT	015001		UA_S2WAC1_2W_4L_D_WL_WR	D	24327	33000	33000	0.090	0.525	NB/EB	1560	1410	0	0.0%	0	SB/WB	0	0	1560	1410	2100	0.74	0.67	C	C	0.0%	0.0%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L
35	US 41 - Northbound	US 41/Cross St.	US 41 - SB/Melbourne St.	14730	14783			2	FDOT	010032		UA_UFH_1W_2L_U_WL_WR	D	30775	30775	30645	0.090	0.999	NB/EB	2760	0	130	0.4%	12	NB/EB	12	0	2772	0	3936	0.70	0.00	C	B	0.3%	0.0%			UA_UFH_1W_2L_U_WL_WR	0	3936	5904	7872	9840	2	Add 0 L
36	US 41 - Southbound	US 41 - NB/Melbourne St.	Olympia Ave.	14743	14727			2	FDOT	010033		UA_S2WAC1_1W_2L_D_WL_WR	D	29709	29709	29589	0.090	0.999	SB/WB	0	2660	120	0.4%	11	SB/WB	0	11	0	2671	2520	0.00	1.06	C	F	0.0%	0.4%			UA_S2WAC1_1W_2L_D_WL_WR	0	2520	3805	5073	6342	3	Add 1 L
37		Olympia Ave.	US 41 - NB/Cross St.	14661	14648			3	FDOT	015023		UA_S2WAC1_1W_3L_D_WL_WR	D	16625	17500	17500	0.090	0.999	NB/EB	1580	0	0	0.0%	0	SB/WB	0	0	1580	0	3805	0.42	0.00	C	C	0.0%	0.0%			UA_S2WAC1_1W_3L_D_WL_WR	0	2520	3805	5073	6342	2	Add 0 L
38	SR 31 (Babcock Ranch Rd.)	Lee County Line	Cypress Pkwy.	25801	41417			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	36822	36822	34952	0.095	0.521	SB/WB	1590	1730	1870	6.5%	172	SB/WB	83	89	1673	1819	2100	0.80	0.87	C	C	4.0%	4.2%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L
39		Cypress Pkwy.	Lake Babcock Dr.	41417	41712			4	FDOT	120273		UA_S2WAC1_2W_4L_D_WL_WR	D	7541	12799	10929	0.095	0.521	SB/WB	500	540	1870	6.5%	172	SB/WB	83	89	583	629	2100	0.28	0.30	C	C	4.0%	4.2%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	2	Add 0 L
40		Lake Babcock Dr.	Greenway Blvd.	41712	19820			2	FDOT	120273		UA_S2WAC1_2W_2L_U_WL_WR	D	7541	12799	10929	0.095	0.521	SB/WB	500	540	1870	6.5%	172	SB/WB	83	89	583	629	924	0.63	0.68	C	C	9.0%	9.6%	*	*	UA_S2WAC1_2W_2L_U_WL_WR	924	1995	3012	4017	5021	2	Add 0 L
41		Greenway Blvd.	CR 74	19820	14197			2	FDOT	010039		RDA_UFH_2W_2L_U_WL_WR	C	7443	7443	5591	0.095	0.521	NB/EB	280	250	1852	6.4%	170	SB/WB	82	88	362	338	820	0.44	0.41	B	B	10.0%	10.7%	*	*	RDA_UFH_2W_2L_U_WL_WR	820	2100	3154	4205	5257	2	Add 0 L
42		CR 74	DeSoto County Line	14860	15172			2	FDOT	010041		RDA_UFH_2W_2L_U_0L_WR	C	6423	6423	4763	0.095	0.521	SB/WB	220	230	1660	5.7%	153	SB/WB	73	80	293	310	820	0.36	0.38	B	B	8.9%	9.8%	*	*	RDA_UFH_2W_2L_U_0L_WR	820	1658	2490	3320	4150	2	Add 0 L
43		Charlotte County Line	CR 763 (Farms Rd.)	11196	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_0R	C	6361	6361	4746	0.095	0.543	NB/EB	240	210	1615	5.6%	149	SB/WB	72	77	312	287	820	0.38	0.35	B	B	8.8%	9.4%	*	*	RDA_UFH_2W_2L_U_0L_0R	820	1658	2490	3320	4150	2	Add 0 L
44		CR 763 (Farms Rd.)	CR 760 A	11199	11197			2	FDOT	040004		RDA_UFH_2W_2L_U_0L_WR	C	10928	10928	9355	0.095	0.543	NB/EB	480	410	1573	5.4%	145	SB/WB	70	75	550	485	820	0.67	0.59	C	B	8.5%	9.1%	*	*	RDA_UFH_2W_2L_U_0L_WR	820	1658	2490	3320	4150	2	Add 0 L
45		CR 760 A	N. of CR 760	11203	10993			2	FDOT	040031		RDA_UFH_2W_2L_U_0L_WR	C	10724	10724	9431	0.095	0.543	NB/EB	490	410	1293	4.5%	119	SB/WB	57	62	547	472	820	0.67	0.58	C	B	7.0%	7.6%	*	*	RDA_UFH_2W_2L_U_0L_WR	820	1658	2490	3320	4150	2	Add 0 L
46		N. of CR 760	SR 70	10988	11195			2	FDOT	040026		TA_S2WAC1_2W_2L_U_WL_WR	C	11645	11645	10484	0.090	0.543	NB/EB	510	430	1161	4.0%	107	SB/WB	51	56	561	486	746	0.75	0.65	C	C	6.8%	7.5%	*	*	TA_S2WAC1_2W_2L_U_WL_WR	746	1736	2663	3551	4439	2	Add 0 L
47	SR 70	E. of Ford Dealer	SR 31	11055	11192			4	FDOT	040011		TA_S2WAC1_2W_4L_D_WL_WR	C	12953	13600	13435	0.090	0.543	NB/EB	660	550	145	0.5%	13	SB/WB	6	7	666	557	1827	0.36	0.30	C	C	0.3%	0.4%			TA_S2WAC1_2W_4L_D_WL_WR	783	1827	2804	3738	4673	2	Add 0 L
48		SR 31	Roger Ave./Oak St.	11102	10982			4	FDOT	040021		TA_S2WAC1_2W_4L_D_WL_WR	C	20766	23500	22573	0.090	0.543	NB/EB	1100	930	927	3.2%	85	SB/WB	41	44	1141	974	1827	0.62	0.53	C	C	2.2%	2.4%			TA_S2WAC1_2W_4L_D_WL_WR	783	1827	2804	3738	4673	4	Add 0 L
49	SR 70 EB (Magnolia St.)	SR 70/Hickory St.	Roger Ave./Oak St.	10987	10986			2	FDOT	045019		TA_S2WAC1_1W_2L_U_0L_WR	C	11226	11500	11195	0.090	0.999	SB/WB	0	1010	305	1.1%	28	SB/WB	0	28	0	1038	2192	0.00	0.47	C	C	0.0%	1.3%			TA_S2WAC1_1W_2L_U_0L_WR	0	2192	3364	4485	5607	2	Add 0 L
50	SR 70 WB (Hickory St.)	SR 70/Roger Ave.	SR 70/Magnolia St.	10995	10928			2	FDOT	045020		TA_S2WAC1_1W_2L_U_0L_WR	C	6905	9900	9725	0.090	0.999	SB/WB	0	880	175	0.6%	16	SB/WB	0	16	0	896	2192	0.00	0.41	C	C	0.0%	0.7%			TA_S2WAC1_1W_2L_U_0L_WR	0	2192	3364	4485	5607	2	Add 0 L
51	US 17 - Westbound (Marion Ave.)	SR 35/US 17 (Olympia Ave.)	US 41 (Cross St.)	14804	14817			3	FDOT	015037		UA_S2WAC2_1W_3L_U_0L_WR	D	9782	13500	13347	0.090	0.999	SB/WB	0	1200	153	0.5%	14	SB/WB	0	14	0	1214	3175	0.00	0.38	B	C	0.0%	0.4%			UA_S2WAC2_1W_3L_U_0L_WR	0	2054	3175	4271	5339	2	Add 0 L
52	US 17 - Eastbound (Olympia Ave.)	US 41 (Cross St.)	SR 35/US 17 (Marion Ave.)	14803	14799			3	FDOT	015036		UA_S2WAC2_1W_3L_U_WL_0R	D	8576	12000	11851	0.090	0.999	SB/WB	0	1070	149	0.5%	14	SB/WB	0	14	0	1084	3024	0.00	0.36	C	C	0.0%	0.5%			UA_S2WAC2_1W_3L_U_WL_0R	0	1956	3024	4068	5085	2	Add 0 L
53	US 17	SR 35/US 17 (Marion Ave.)	I - 75	14760	14771	14791	14768	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_WR	D	18358	20600	20298	0.090	0.525	SB/WB	870	960	302	1.0%	28	SB/WB	13	15	883	975	3171	0.28	0.31	C	C	0.4%	0.5%			UA_S2WAC1_2W_6L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L
54		I - 75	Copeley Ave.	14816	14829	14830	14821	6	FDOT	015024		UA_S2WAC1_2W_6L_D_WL_0R	D	26352	26352	26251	0.090	0.525	SB/WB	1120	1240	101	0.3%	9	SB/WB	4	5	1124	1245	3020	0.37	0.41	C	C	0.1%	0.2%			UA_S2WAC1_2W_6L_D_WL_0R	924	2000	3020	4040	5040	4	Add 0 L
55		Copeley Ave.	CR 74 (Bermont Rd.)	14853	14841	14853	14840	4	FDOT	015015		UA_S2WAC1_2W_4L_D_WL_WR	D	23230	26500	26419	0.090	0.540	NB/EB	1290	1090	81	0.3%	7	SB/WB	3	4	1293	1094	2100	0.62	0.52	C	C	0.1%	0.2%			UA_S2WAC1_2W_4L_D_WL_WR	970	2100	3171	4242	5292	4	Add 0 L
56		CR 74 (Bermont Rd.)	CR 764 (Washington Loop Rd.)	14855	14906			4	FDOT	010010		UA_UFH_2W_4L_D_WL_WR	D	20301	20301	20188	0.090	0.540	NB/EB	980	840	113	0.4%	10	SB/WB	5	5	985	845	3280	0.30	0.26	B	B	0.2%	0.2%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	2	Add 0 L
57		CR 764 (Washington Loop Rd.)	Taralane Dr.	14975	15006			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	14526	14700	14627	0.090	0.540	NB/EB	710	610	73	0.3%	7	SB/WB	3	4	713	614	3280	0.22	0.19	B	B	0.1%	0.1%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	2	Add 0 L
58		Taralane Dr.	CR 764 (Washington Loop Rd.)	15154	19813			4	FDOT	010008		UA_UFH_2W_4L_D_WL_WR	D	13768	14700	14647	0.090	0.540	NB/EB	710	610	33	0.2%	5	SB/WB	2	3	712	613	3280	0.22	0.19	B	B	0.1%	0.1%			UA_UFH_2W_4L_D_WL_WR	1260	3280	4920	7380	9225	2	Add 0 L
59		CR 764 (Washington Loop Rd.)	DeSoto County Line	15195	19824			4	FDOT	010023		TA_UFH_2W_4L_D_WL_WR	C	12078	12300	12271	0.095	0.540	SB/WB	540	630	29	0.1%	3	SB/WB	1	2	541	632	2470	0.22	0.26	B	B	0.0%	0.1%			TA_UFH_2W_4L_D_WL_WR	903	2470	3700	5550	6938	2	Add 0 L
60	SR 93/I-75	Lee County Line	CR 762 (Tuckers Grade)	14230	14224	14225	14231	6	FDOT	010055		RDA_FW_6L_0A	C	68526	68526	65974	0.105	0.518	NB/EB	3590	3340	2552	8.8%	235	SB/WB	113	122	3703	3462	3990	0.93	0.87	C	C	2.8%	3.1%			RDA_FW_6L_0A	0	2770	3990	5220	6450	6	Add 0 L
61		CR 762 (Tuckers Grade)	N. Jones Loop Rd.	14355	14292	14293	14356	6	FDOT	010034		TA_FW_6L_0A	C	69376	69376	67307	0.105	0.518	NB/EB	3660	3410	2069	7.1%	190	SB/WB	91	99	3751	3509	4670	0.80	0.75	C	B	1.9%	2.1%			TA_FW_6L_0A	0	3180	4670	6170	7310	6	Add 0 L
62		N. Jones Loop Rd.	US 17	14741	19896	19897	14742	6	FDOT	010350		UA_FW_6L_0A	D	69251	71016	69607	0.105	0.518	SB/WB	3520	3790	1409	4.9%	130	SB/WB	62	68	3582	3858	5620	0.64	0.69	C	C	1.1%	1.2%			UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L
63		US 17	CR 776 (Harbor View Rd.)	14839	14787	14788	14838	6	FDOT	010036		UA_FW_6L_0A	D	64845	82000	80992	0.090	0.518	SB/WB	3510	3780	1008	3.5%	93	SB/WB	45	48	3555	3828	5620	0.63	0.68	C	C	0.8%	0.9%			UA_FW_6L_0A	1870	3740	5620	7490	9370	6	Add 0 L

MPD

ITE PM PEAK HOUR TRIPS (NET NEW TO/FROM NON-BABCOCK TAZs)		FSUTMS TOTAL INTERZONAL (EXTERNAL) TRIPS ASSIGNED TO SR 31 ENTRANCES	FSUTMS INTERZONAL (EXTERNAL) TRIPS TRIPS ASSIGNED TO SR 31 ENTRANCES TO/FROM NON-BABCOCK RANCH (NON-DRI/MPD) TAZs
INBOUND	1386	28982	28982
OUTBOUND	1281		
TOTAL	2667		

Footnotes:

(1) FDOT D1RPMv2.1 2024 E+C Network Link Node numbers

(2) FDOT D1RPMv2.1 202 E+C number of lanes

(3) FDOT Florida 2022 Traffic Information - Site Location Reference, 2022 Lee County Traffic Count Report - Permanent Count Station. Charlotte County: 2023 Roadway Level of Service Data - VV SNO #.

(4) LOS Facility Type for Service Volumes and LOS Standard. Adjustments in accordance with FDOT District 1 2020 LOS report

(5) LOS Standard for State and Charlotte County Roads = D for Urbanized, C for Transitioning, and C for Rural. LOS Standard for Lee County Roads = LOS E per Lee Plan.

(6) D1RPM Babcock Model Run - Future 2030 SE Data with 2024 E+C Network AADT distribution and assignment.

(7) AADT volumes are adjusted to ensure future volumes are greater than or equal to existing segment volumes. For Lee County roads: Existing AADT = (Existing K100 Directional Volumes)/D/K100.

(8) Non-MPD AADT = (Total AADT) - (MPD AADT)

(9) FDOT Standardized K, urban/transitioning/rural designation consistent with FDOT District 1 2020 LOS report and D factors from FDOT Florida Traffic Information Online (2022)
Lee County K(100) and D(100) based on Lee County 2022 Traffic Count Report - Permanent Count Stations. Charlotte County K factors based on Charlotte County: 2023 Roadway Level of Service Data; D factors based on FDOT Florida Traffic Information Online (2022).
Peak direction of travel assumed for Non-Babcock traffic is based on FDOT site synopsis reports or Lee County 2022 Traffic Count Report.

(10) Select Zone Assignment

(11) ITE net new external trips assigned to SR 31.

(12) Project directional split based on estimated ITE Net New External trips derived from ITE, Trip Generation (11th Edition).

(13) Service Volumes for Charlotte County and State Roads based on FDOT 2020 Quality / Level of Service Handbook - Generalized Peak Hour Directional Volumes (Table 7 - Urbanized Areas, Table 8 - Transitioning Areas , and Table 9 - Rural Areas). Service volumes based on the FDOT District 1 2020 LOS report
Service Volumes for Lee County Roads based on Lee County Generalized Peak Hour Directional Service Volumes (April 2016).

(14) Significant = *
Significant and Adverse = **

APPENDIX F

RESPONSE TO SUFFICIENCY COMMENTS

TRANSPORTATION

14. A detailed comparative analysis of the trip generation data from both the proposed and approved developments is required. This analysis should provide insights into the changes between the two scenarios.

DPA Response: A comparative analysis for the trip generation of the approved and proposed CPA has been added to the short-term analysis section. The detailed ITE Trip Generation has been provided in Appendix E to support the short-term analysis. The model derived trip generation for the approved and proposed development scenarios in year 2045 can be seen in Appendix C. For informational purposes, the Approved MPD TAZ produced 37,185 daily external trips, and the proposed MPD TAZ produced 42,718 daily external trips, for a difference of 5,533 daily trips.

15. Conduct a Short-term (5 years) segment LOS analysis for the nearest or abutting arterial and major collector segments, as identified in the Transportation Inventory. Ensure adherence to the trip generation and roadway segment LOS analysis criteria outlined in AC-13-17.

DPA Response: DPA reached out to Lee County Staff on 2/8/2024 with the request to use the MPD zoning road segment analysis (Year 2030) to supplement the short-term 5-year CIP analysis in the CPA. Staff has agreed to the use of the MPD zoning road segment analysis.

16. Exhibits 2-1, 2-2, 2-3, 3-1, 3-2, 3-3, and Appendix B (D1 RPM Zonal Data) need more clarity due to poor resolution and presentation. Kindly provide these exhibits in a more presentable format, and if feasible, send the raw files for improved reviewability.

DPA Response: Please try printing the Exhibits in 11"x17" format, there should be no issues with the resolution. Additionally, the road segment analysis excel spreadsheet will be uploaded to the Accela portal.

17. Provide the changes in Level of Service (LOS) for roadway segments, comparing both the proposed and approved developments. This analysis should encompass both Short-term (5 years) and Long-range (2045) perspectives.

DPA Response: The purpose of the CPA traffic study is to identify the future roadway lane needs within the study area. The comparison of the proposed and approved roadway needs can be seen in the tables on pages 13, 14, and 15. The future LOS of these roadways are included in Exhibits 2 and 3. Additionally, the year 2030 roadway LOS has been included in the summary tables for the short-term analysis.