

PRELIMINARY ENGINEERING REPORT
Florida Department of Transportation (FDOT)
District One

SR 31 Project Development & Environment (PD&E) Study

From SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road)

Lee County, Florida

Financial Project ID Number: 441942-1-22-01

ETDM Number: 14359

October 2023

Preliminary
DRAFT

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

PROFESSIONAL ENGINEER CERTIFICATION

PRELIMINARY ENGINEERING REPORT

Project: PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
SR 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road)

ETDM Number: 14359

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Federal Aid Project Number: TBD

This preliminary engineering report contains engineering information that fulfills the purpose and need for the SR 31 Project Development & Environment Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in Lee County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with DRMP, Inc. and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice for this project.



This item has been digitally signed and sealed by **Barry T. White, P.E.** on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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1 PROJECT SUMMARY

1.1 Project Description

The FDOT, District One (Department) is conducting a Project Development and Environment (PD&E) Study in accordance with the National Environmental Policy Act (NEPA) to evaluate capacity, operational, structural, and modal improvements to about 1.4 miles of State Road (SR) 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in northeastern Lee County (see **Figure 1-1**). The study includes the evaluation of capacity improvements to its current two-lane configuration, as well as pedestrian and bicycle accommodations. The study also includes evaluating repair/rehabilitation and replacement options for the Wilson Pigott Bridge over the Caloosahatchee River and improvement alternatives for the SR 31/SR 80 intersection.

The Department is coordinating with adjacent studies, including the SR 78 PD&E Study, the SR 31 from SR 78 in Lee County to North of Cook Brown Road in Charlotte County (Financial Project # 428917-1) (hereafter referred to as the SR 31 North Design-Build project), and the pending Babcock Ranch development.

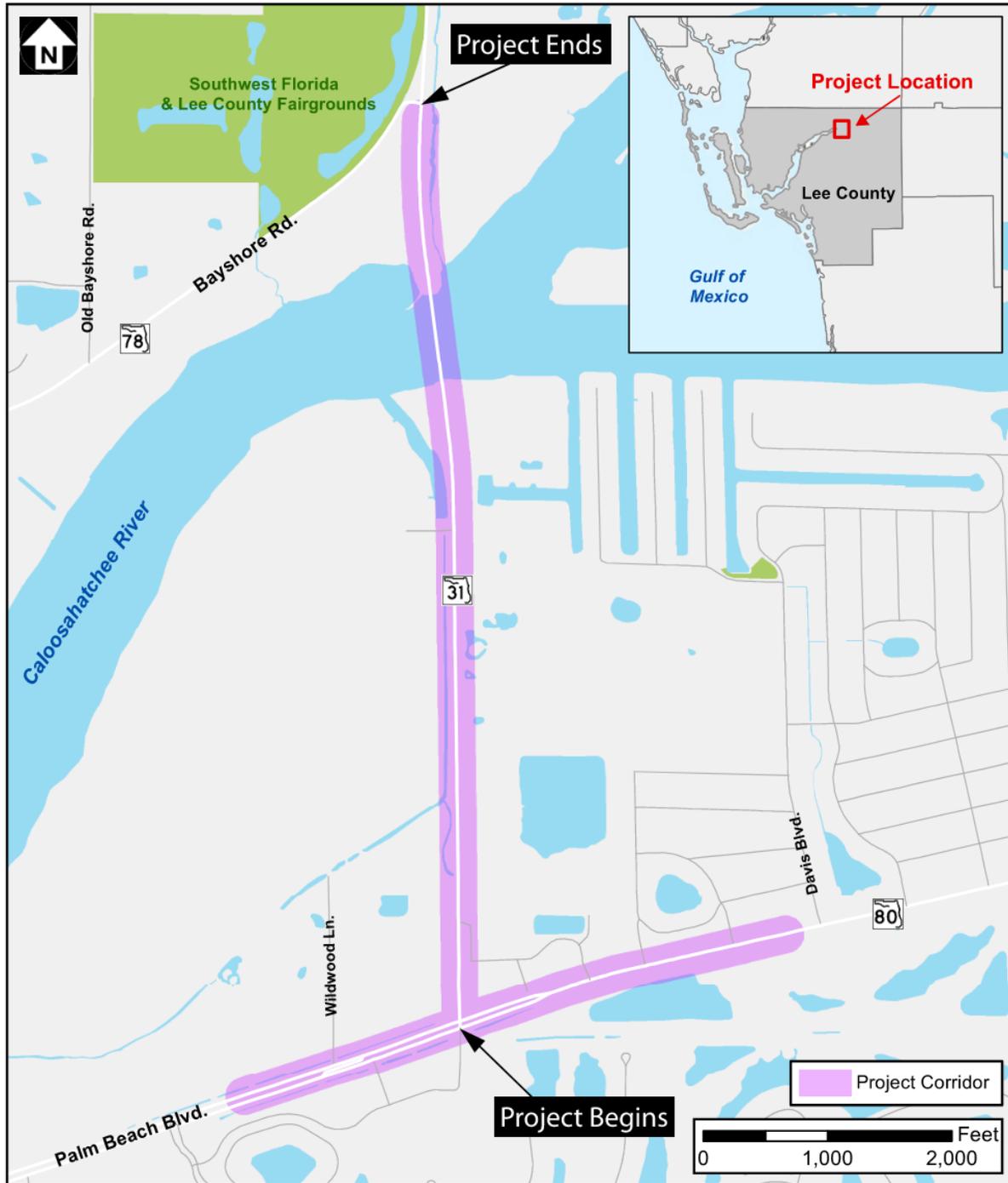
Existing Facility and Conditions

SR 31 in the project study area is classified by the Department as an Urban Minor Arterial. SR 31 is considered an Emerging Strategic Intermodal System (SIS) Corridor. The existing typical section is a two-lane, undivided rural roadway with two 12-foot travel lanes and 5-foot paved outside shoulders centered within a 100-foot right-of-way. The existing bridge is a 14-span low-level bascule structure with 10-foot lanes, 4-foot outside shoulders, and 3.5-foot raised sidewalks on both sides with no separation from motor vehicles. The existing vertical clearance over the channel is 26 feet.

The posted speed limit in this section of SR 31 is 40 mph. The surrounding land uses are a mixture of rural residential, commercial, and undeveloped land. The Lee County Future Land Use map (as of January 2022) reveals that most of the study area is zoned as "Future Urban Areas-Suburban". "Sub-Outlying Suburban", "Non-Urban Areas-Rural", and "Environmentally Critical Areas-Wetlands" designations are also in the project vicinity.

Stormwater runoff is collected in open drainage swales adjacent to the roadway with ultimate outfall to the Caloosahatchee River. SR 31 has no existing stormwater management facilities. The project is located within Waterbody ID (WBID) 3240C, which is impaired for Nutrients. There are four existing cross drains within the project limits.

Figure 1-1. Project Location



1.2 Purpose & Need

The purpose of the project is to address capacity, operational, and structural deficiencies of SR 31 from SR 80 to SR 78 in northeastern Lee County. To meet future travel demand, the project will evaluate the potential widening improvements to its current two-lane configuration, including paved shoulders, sidewalks, bike lanes, and/or multi-use pathway. Repair/rehabilitation and replacement options for the Wilson Pigott Bridge will also be evaluated as part of the project, as design elements of the bridge are substandard.

The need for the project is based on the following primary and secondary criteria:

PRIMARY CRITERIA

CAPACITY/TRANSPORTATION DEMAND: Improve Operational Conditions

The existing year [2022] Annual Average Daily Traffic (AADT) volume for the SR 31 project corridor is 16,600 vehicles per day (vpd), operating at Level of Service (LOS) C. As SR 31 is a designated highway corridor of Florida's Emerging SIS and a Tier I Freight Corridor of Lee County, approximately 25% of existing traffic along the roadway is composed of trucks. The SIS network includes the state's most significant transportation facilities, as these facilities carry the highest volume of freight and commuter traffic. The projected demand along the corridor exceeds the maximum threshold of 20,000 AADT for a two-lane facility. As an Emerging SIS facility, LOS D is the minimum acceptable LOS for SR 31. Without capacity improvements, the corridor is projected to operate at LOS F.

Much of the growth contributing to the increase in traffic comes from the Babcock Ranch Development of Regional Impact (DRI) located to the north of the SR 31 project segment. Although the Babcock Ranch DRI is in Charlotte County, some development is expected to occur in Lee County, such as the Babcock Ranch Mixed-use Planned Development (MPD) and a marina to be sited northeast of the project corridor. The Babcock Ranch DRI and MPD is approved for 19,500 residential dwelling units, almost 5 million square feet of office and retail space, and 600 hotel rooms. In addition, the DRI is approved for 650,000 square feet of industrial space, which will further increase the volume of trucks moving freight along the corridor. Also, eight Planned Unit Developments exist or are proposed along the SR 31 project segment, including a mixed-use development southeast of SR 31 and SR 80. The Sweetwater Landing Marina, located along the corridor, has expanded operations.

Increased congestion along SR 31 between SR 80 and SR 78 is anticipated due to this noted growth. Conditions along the roadway are anticipated to be exacerbated if no improvements occur, as the roadway lacks the operational capacity to accommodate future travel demand. In addition, freight traffic and multimodal activity are expected to increase along the corridor due to projected growth in the area.

SUBSTANDARD BRIDGE ELEMENTS: Address Mechanical Malfunctions & Design Deficiencies

The Wilson Pigott Bridge was constructed in 1960 and has exceeded its fifty-year design life. Based on a FDOT bridge inspection report conducted in October 2021, the Wilson Pigott Bridge received a sufficiency rating of 52.0 (on a scale of 0-100). Sufficiency rating is essentially an overall rating of a bridge's fitness to remain in service. A sufficiency rating below 50.0 qualifies a bridge for replacement funds. The bridge inspection report also revealed a health index of 95.52 for the Wilson Pigott Bridge. The health index uses the condition rating of several important

bridge components to develop a number from 1 to 100. The lower the number, the more work is required to improve the bridge's overall condition. Below 85 generally means repairs are needed. A low health index may also indicate that it would be more economical to replace the bridge than to repair it. Additionally, an interview conducted with Lee County Metropolitan Planning Organization (MPO) staff in February 2018 indicated that the Wilson Pigott Bridge frequently experiences mechanical malfunctions leaving the bascule span in the up position disrupting traffic flow and circulation in the area.

Although the current bridge inspection report indicates a health index over 90 due to the most recent bridge repairs, the bridge has substandard design elements, such as:

- Narrow roadway widths [ten-foot travel lanes and four-foot shoulders]
- Narrow pedestrian facilities [three-foot six-inch sidewalks on both sides with no guardrail separating pedestrians and motor vehicles]
- Substandard bridge rails

As the Caloosahatchee River is a navigable waterway, the United States Coast Guard (USCG) regulates the horizontal and vertical clearance requirements for bridges constructed over navigable waters. The following minimum movable bridge clearance guidelines for the Caloosahatchee River at the project location are: Horizontal Clearance = 90 feet; Vertical Clearance (closed) = 21 feet. While the vertical clearance for the Wilson Pigott Bridge (closed) is 26 feet at the center and 23 feet at the fenders, the horizontal clearance is 86.6 feet. Based on this condition, the Wilson Pigott Bridge does not meet the current USCG guide for horizontal clearances.

SECONDARY CRITERIA

AREA WIDE NETWORK/SYSTEM LINKAGE: Enhance Regional Connectivity

Planned immediately north of the SR 31 project segment is the widening of SR 31 from SR 78 in Lee County to North of Cook Brown Road in Charlotte County. The proposed widening of SR 31 from SR 80 to SR 78 will provide a continuous connection from Lee County into Charlotte County and a viable north-south alternate route to I-75.

SAFETY: Improve Emergency Evacuation and Response Times

Serving as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Lee County, SR 31 [including the Wilson Pigott Bridge] plays a critical role in facilitating traffic during emergency evacuation periods as one of seven crossings over the Caloosahatchee River within Lee County. The project is in Lee County's Evacuation Zone "A", and all the neighborhoods in proximity to the project corridor are within the 100-year floodplain. Improving the operational capacity of the roadway and maintaining the functionality of the Wilson Pigott Bridge will further enhance emergency evacuation efficiency leading to improved evacuation and response times.

1.3 Commitments

FDOT is including the following commitments as part of the project:

Protected Species

To ensure the project will not adversely affect protected species or their habitats, the Department and/or contractor will commit to perform or adhere to the following measures.

- The NMFS *Protected Species Construction Conditions*, NOAA Fisheries Southeast Regional Office will be utilized during construction.
- The most recent version of the USFWS *Standard Protection Measures for the Eastern Indigo Snake* will be utilized during construction.
- The USFWS and FWC *Standard Manatee Conditions for In-Water Work* will be utilized during construction.
- FDOT will require contractors to remove garbage daily from the construction site or use bear proof containers for securing food and other debris from the project work area to prevent these items from becoming an attractant for the Florida black bear. Any interaction with nuisance bears will be reported to the FWC Wildlife Alert hotline.
- FDOT will provide mitigation for impacts to wood stork Suitable Foraging Habitat within the Service Area of a Service-approved wetland mitigation bank or wood stork conservation bank.
- Prior to demolition of Wilson Pigott Bridge, bat exclusion must be completed to comply with FAC rule 88A-4.001 General Prohibitions; and rule 68A-9.010 Taking Nuisance Wildlife. Per regulations, exclusion is not permitted during bat maternity season of April 15 through August 15. Exclusion devices must be left up for a minimum of four nights and the low temperature must be forecasted to remain above 50 degrees Fahrenheit during that time period.
- Should the listing status of the tricolored bat be elevated by USFWS to Threatened or Endangered and the Preferred Alternative is located within the consultation area during design and permitting phase of the proposed project, FDOT commits to re-initiating consultation with the USFWS to determine the appropriate survey methodology and to address USFWS regulations regarding the protection of the tricolored bat.
- The NFMS *Vessel Strike Avoidance Measures*, NOAA Fisheries Southeast Regional Office will be utilized during construction.
- A survey for giant leather fern will be performed during the design phase and coordination with FDACS will occur if impacts to the species are anticipated.

1.4 Alternatives Analysis Summary

An alternatives analysis process consists of developing, evaluating, and eliminating project alternatives based on the purpose and need for the project. This process also considers the engineering and environmental factors, along with public and stakeholder input. The No-Build and Preferred Alternative are presented in this document.

NO-BUILD ALTERNATIVE

Under the provisions of NEPA, the effects of not implementing the proposed action must also be considered in the decision-making process. The No-Build (or No-Action) Alternative also serves as the baseline for comparing the impacts of the Build Alternative in the Design Year (2045). This alternative assumes that the transportation system for Lee County will evolve as currently planned in the Lee County MPO 2045 Long Range Transportation Plan (LRTP) but without major improvements to the existing SR 31 corridor between SR 80 and SR 78.

Under the No-Build Alternative, the Department will continue maintenance and repairs of the existing roadway and Wilson Pigott Bridge. This option will not alter the existing typical section of SR 31 or the SR 31/SR 80 intersection and will not include a bridge replacement. Advantages of the No-Build include no impacts to the natural environment and no new costs for design and construction. However, the No-Build option has other costs associated with it; maintenance becomes increasingly costly and disruptive, and each repair requires programming funds for design and construction.

The No-Build Alternative is inconsistent with the Lee County MPO 2045 LRTP. Additionally, the No-Build Alternative does not meet the project purpose and need, including the need to: meet future travel demand, address poor level of service and congestion at the SR 31/SR 80 intersection, address bridge age and malfunctions, improve pedestrian safety along SR 31, improve emergency evacuation, and enhance regional connectivity.

1.5 Description of Preferred Alternative

The Preferred Alternative consists of the following:

- Widening the existing two-lane undivided roadway to a six-lane divided roadway from SR 80 to SR 78
- Replacing the Wilson Pigott Bridge over the Caloosahatchee River
- Improvements to the SR 31/SR 80 intersection

As shown in **Figure 1-2**, the proposed SR 31 roadway typical section from SR 80 to SR 78 will include three, 11-foot travel lanes in each direction separated by a 22-foot raised median with Type E and F curb along the inside and outside lanes, respectively. A 12-foot wide shared-use path is proposed on each side of SR 31 (northbound and southbound) with a 9-foot utility strip between the back of curb and path. This typical section will require approximately 40 acres of new right-of-way.

The Preferred Alternative is a combination of widening existing SR 31 from SR 80 for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge to minimize impacts to the existing Florida Gas Transmission (FGT) line. This portion of the alignment will be located east of the existing two-lane roadway and the 50-foot FGT easement. The project will tie into the current SR 31 North Design-Build project at the northern terminus.

The proposed design speed for the project is 45 miles per hour. The Preferred Alternative raises the profile above the current 100-year floodplain. The profile will be raised approximately three feet above existing SR 31 due to the updated 100-year floodplain elevation (from seven feet to ten feet) in the project corridor.

A new high-level fixed bridge will be constructed to replace the existing Wilson Pigott Bridge. The proposed bridge will meet USCG vertical clearance requirements of 55 feet for a high-level fixed bridge. As shown in **Figure 1-3**, the bridge will have three, 11-foot travel lanes in each direction, and 8-foot shoulders and 12-foot shared-use path on each side. Pedestrians and bicyclists will be protected via a raised barrier and railing. The minimum vertical clearance over the channel for this bridge is 55 feet, which is 29 feet higher than the existing bridge, and will not disrupt traffic from drawbridge openings.

Figure 1-2. Proposed SR 31 Roadway Typical Section

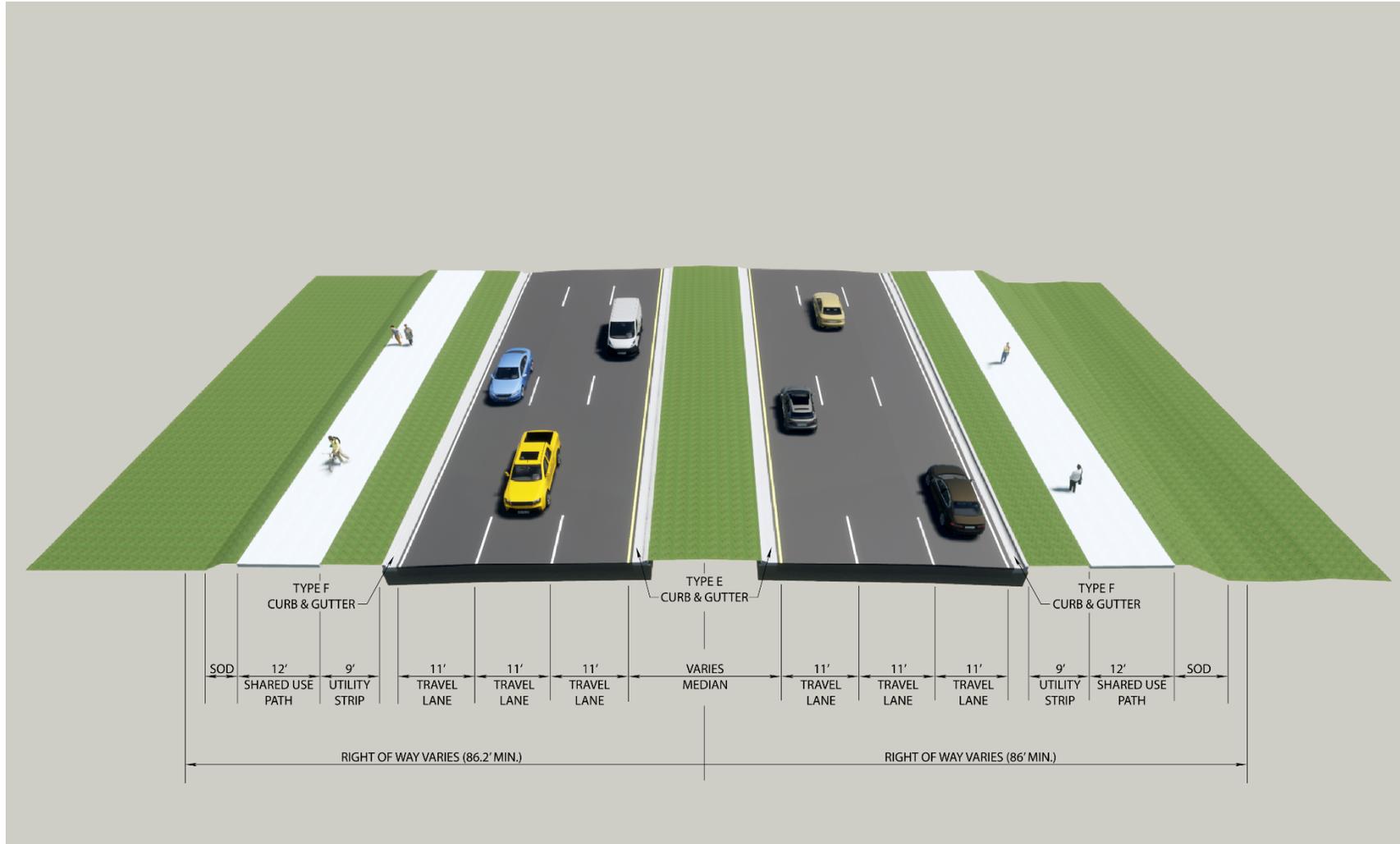
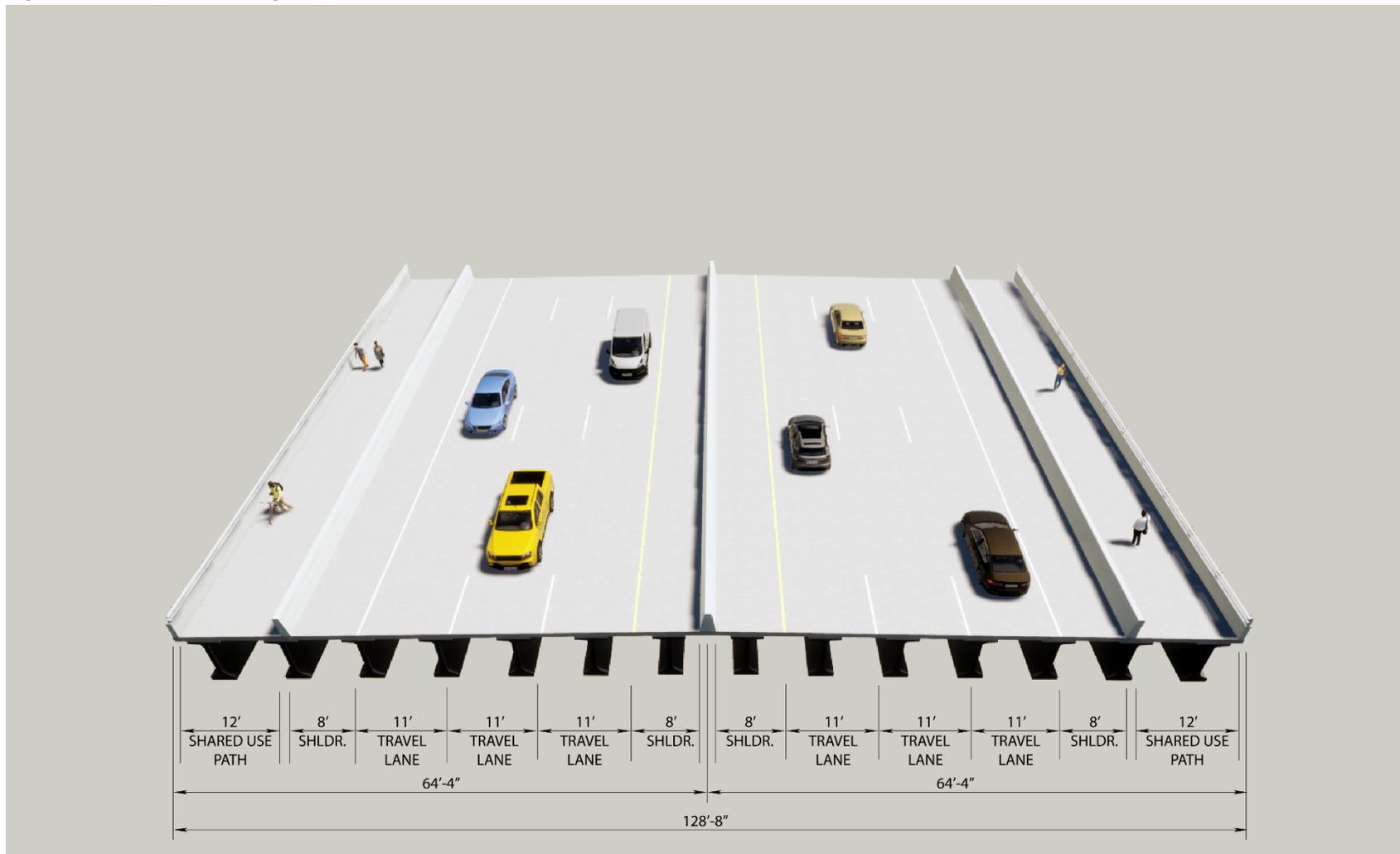


Figure 1-3. Proposed Bridge Typical Section



SECTION 1 – PROJECT SUMMARY

The Preferred Alternative also includes reconfiguring the existing intersection of SR 31/SR 80 to a grade-separated intersection. The grade-separation will introduce two new flyover bridges for SR 31 and SR 80 movements and will also include a new signal at a crossover intersection on SR 31. **Figure 1-4** depicts how travelers will use the flyovers. Southbound SR 31 travelers such as those coming from Lee Civic Center or Babcock Ranch, who want to go eastbound on SR 80, will use the flyover bridge and cross over at a new signal on SR 31. Similarly, eastbound SR 80 travelers, including those coming from Fort Myers who want to go northbound on SR 31, will use the flyover bridge and cross over at a new signal on SR 31.

Figure 1-5 depicts the typical section for the SR 31 widening associated with the proposed flyovers.

Figure 1-6 and **Figure 1-7** depict the northbound and southbound typical sections for the flyover.

Figure 1-8 and **Figure 1-9** depict the proposed typical sections along SR 80 west and east of the intersection. **Figure 1-8** depicts the eastbound SR 80 to northbound SR 31 flyover ramp typical section, and **Figure 1-9** depicts the southbound SR 31 to eastbound SR 80 flyover ramp typical section.

Stormwater runoff from the project will be collected and conveyed in closed drainage systems to one proposed offsite pond for water quality treatment and attenuation per state and federal requirements. The pond will discharge at or near the same outfall ditch that carries the roadway runoff in the existing condition. An additional 13.5 acres of right-of-way will be required for the proposed pond and associated access easements.

Figure 1-4. SR 31/SR 80 Proposed Flyover Traffic Movements

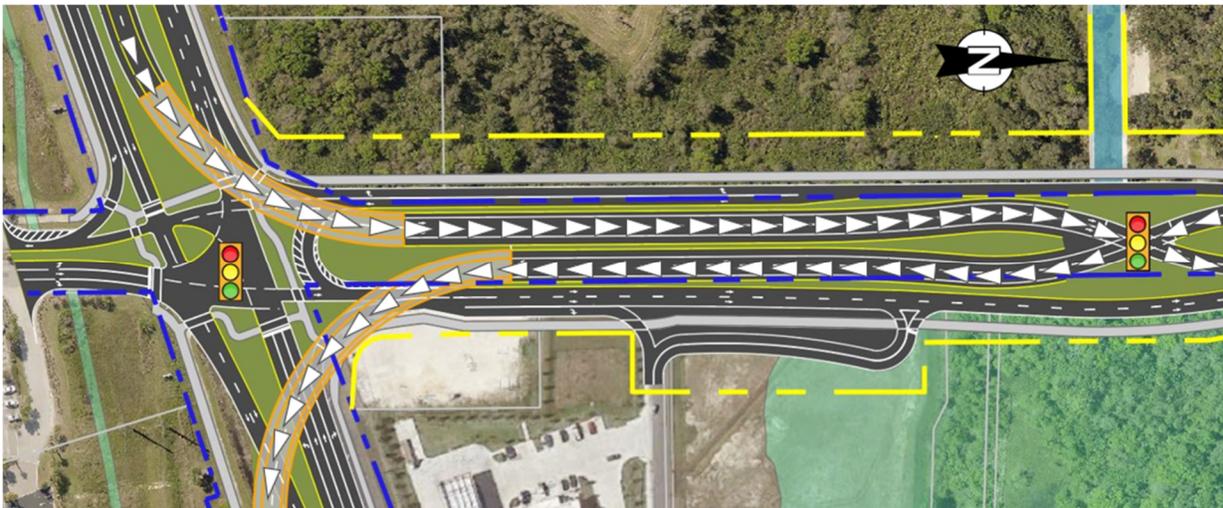


Figure 1-5. Proposed SR 31 Typical Section (at Flyovers)

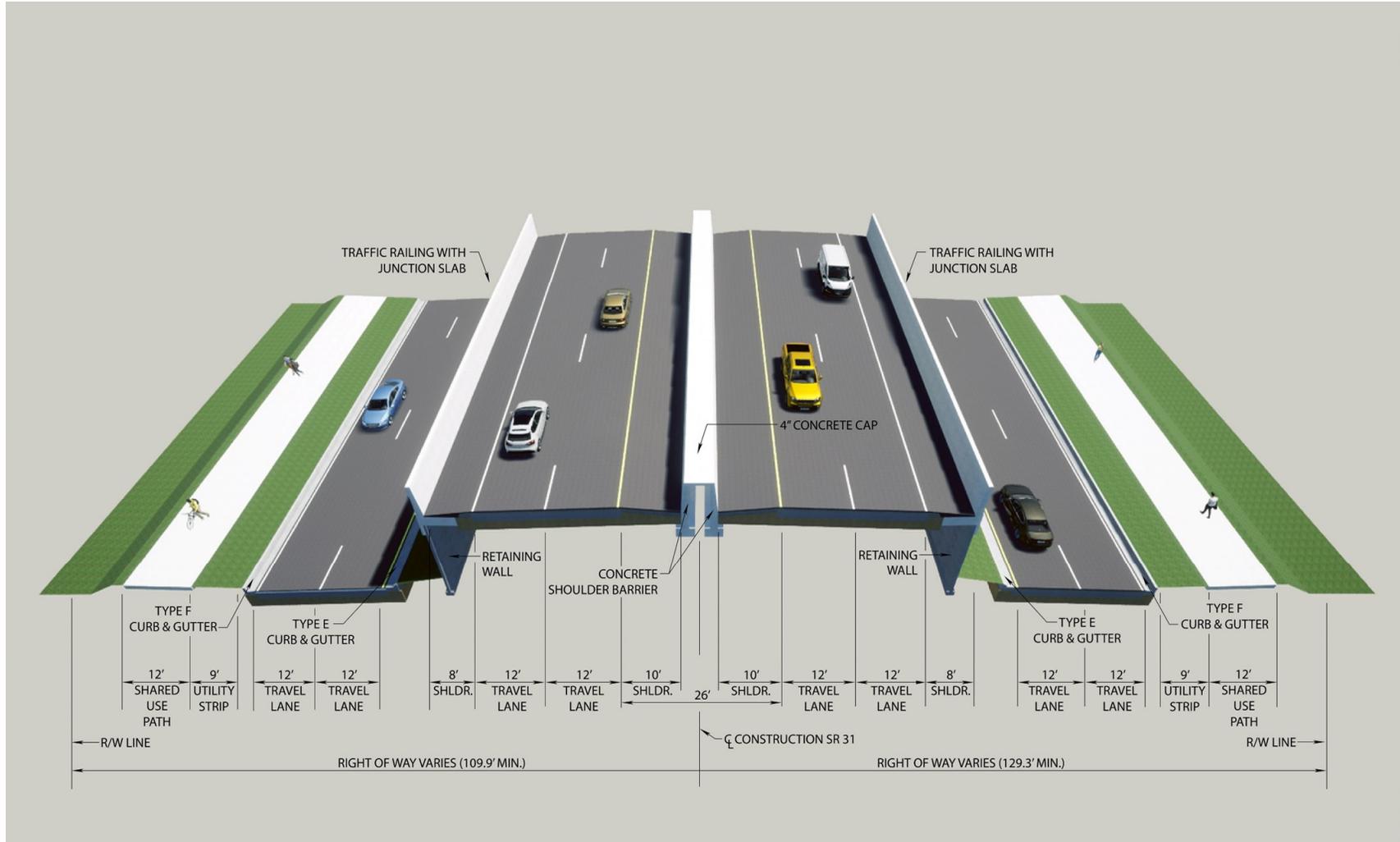


Figure 1-6. Proposed NB Flyover Typical Section

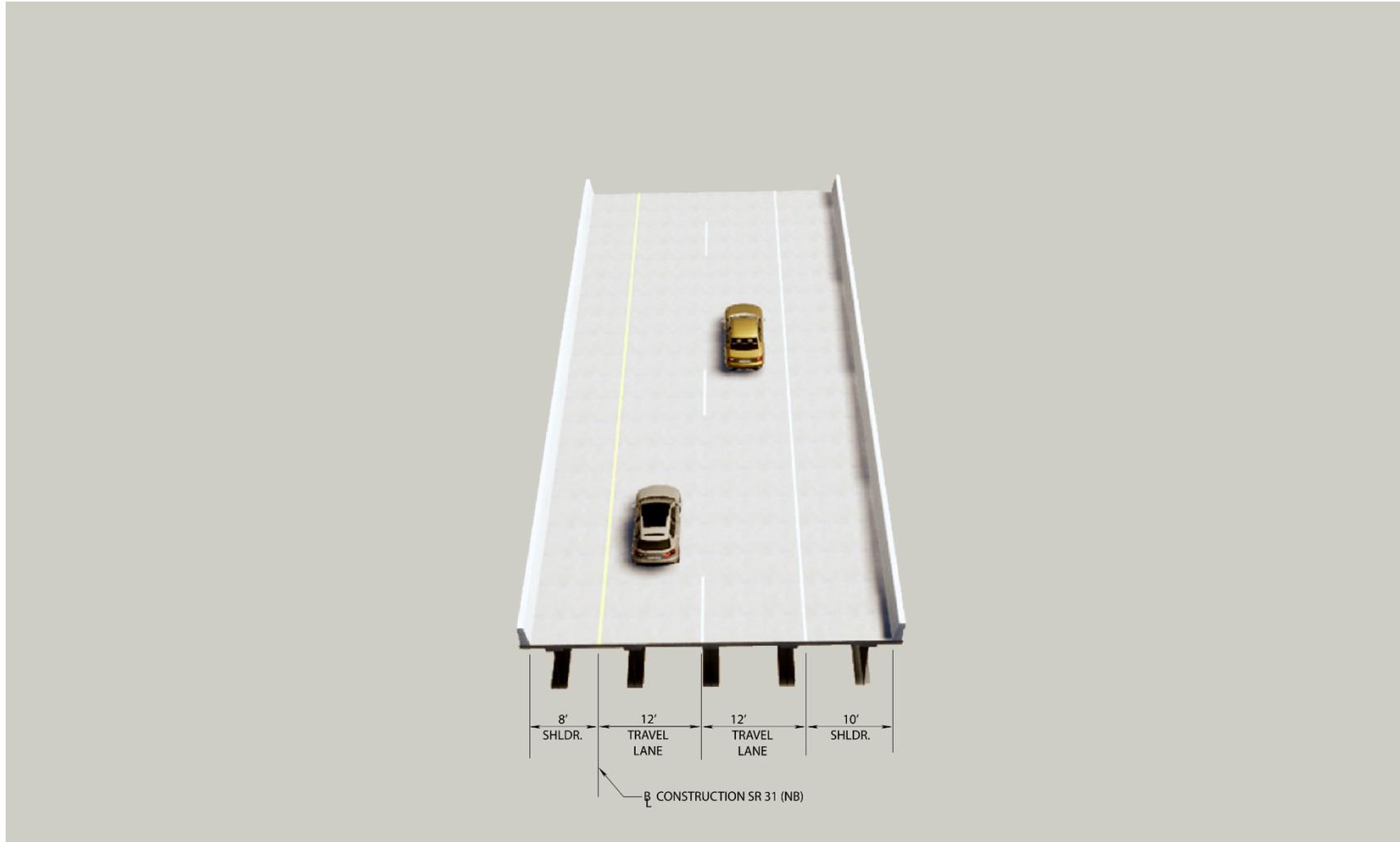


Figure 1-7. Proposed SB Flyover Typical Section

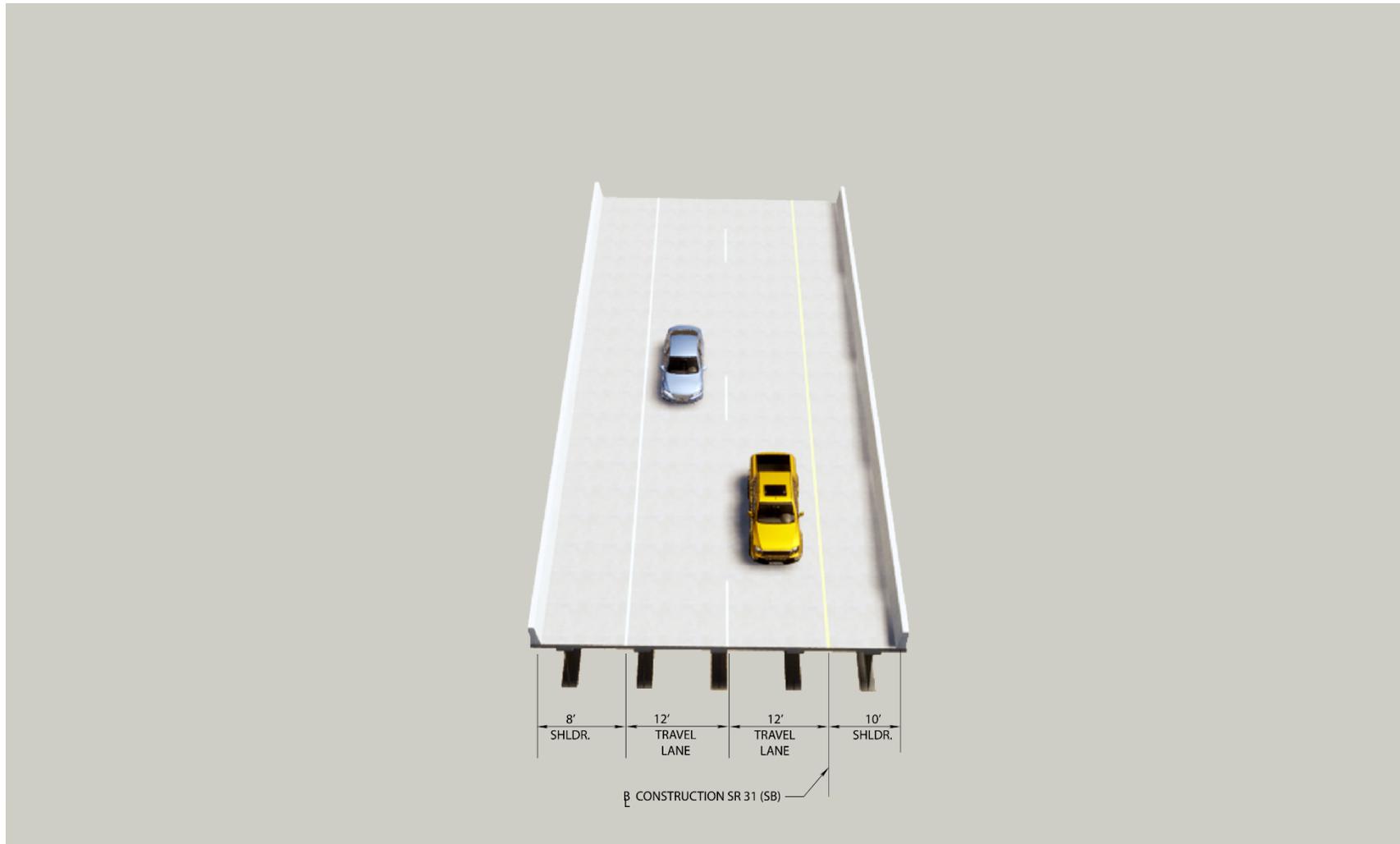


Figure 1-8. Proposed SR 80 Roadway Typical Section (West of SR 31)

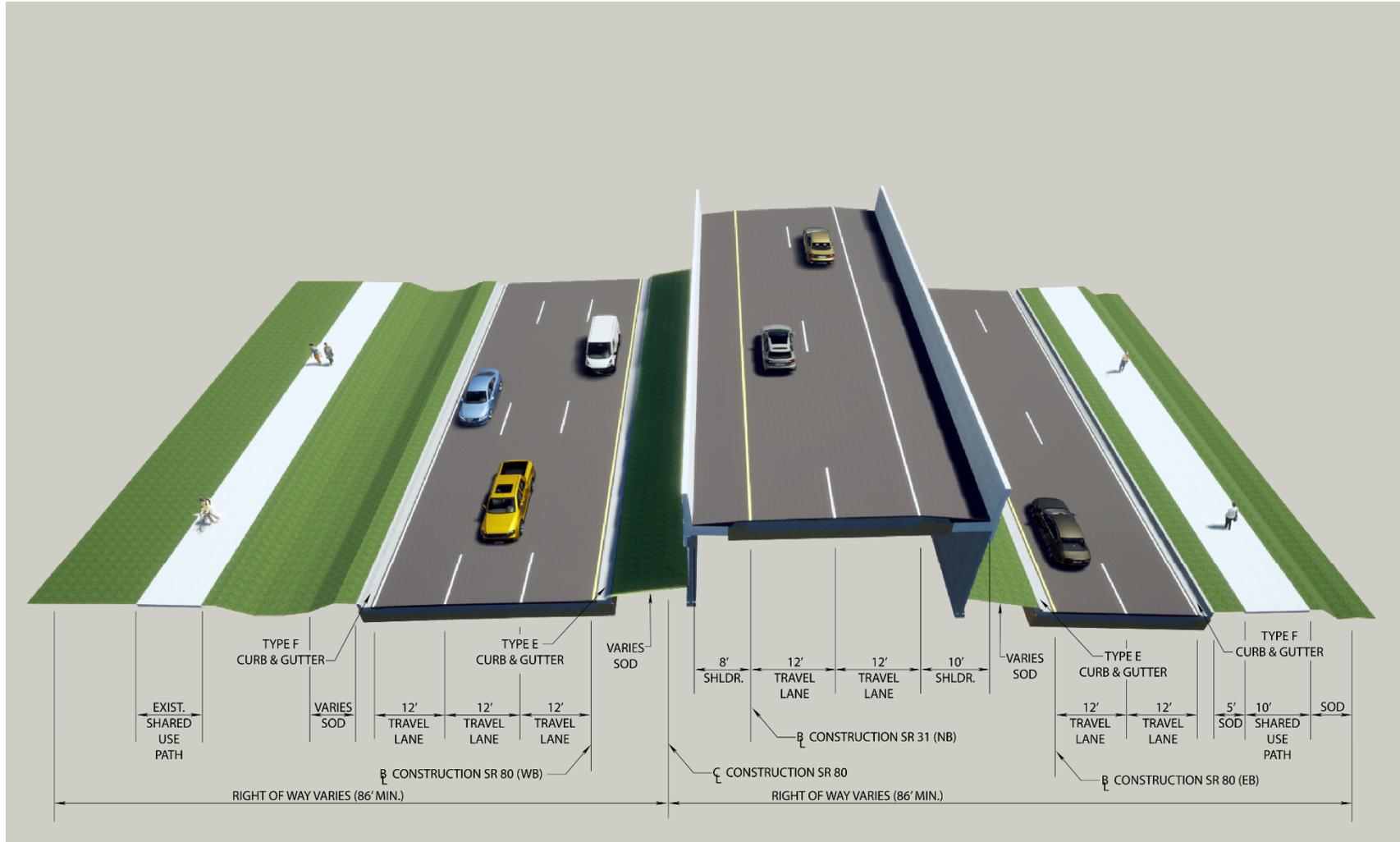
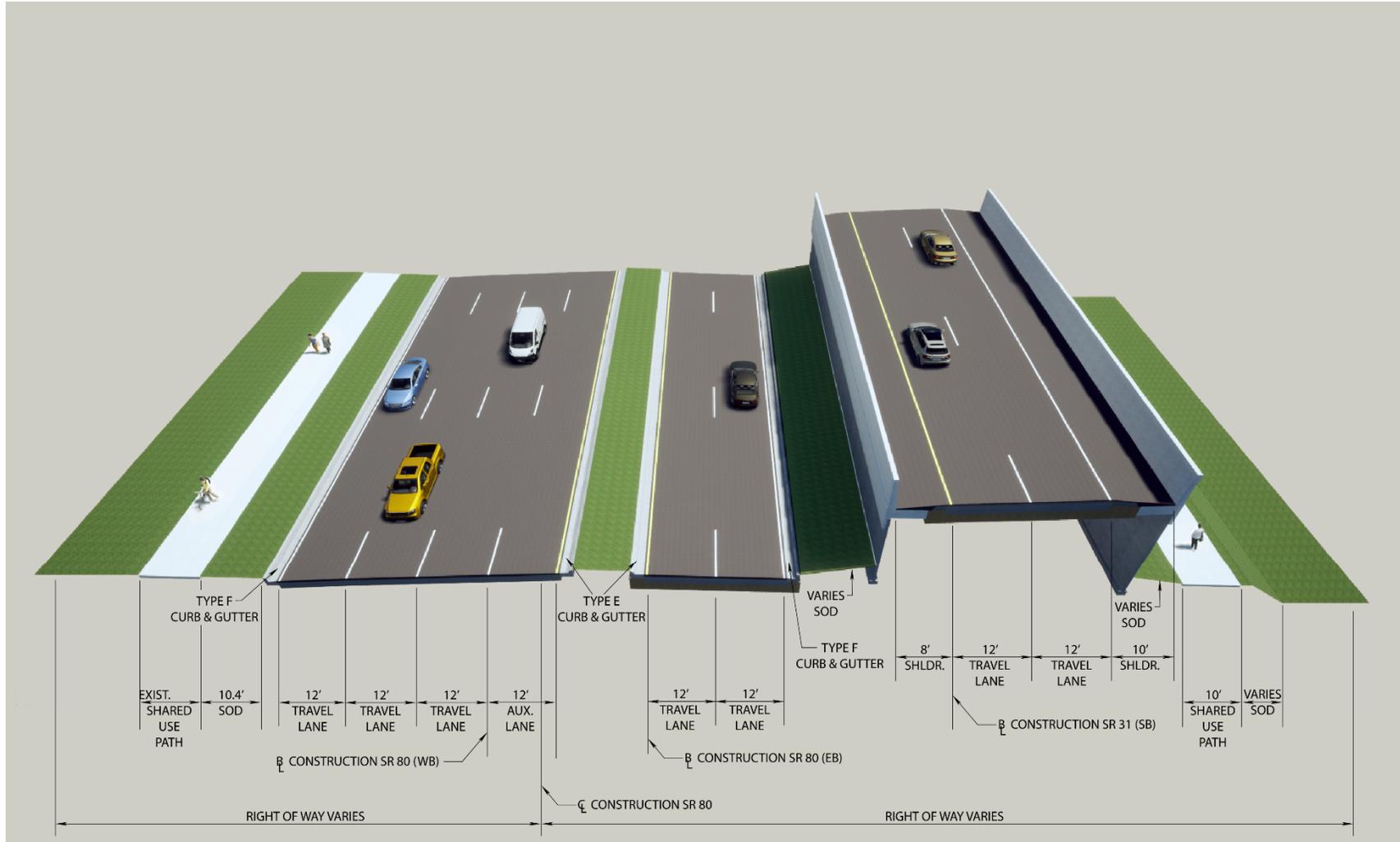


Figure 1-9. Proposed SR 80 Roadway Typical Section (East of SR 31)



1.6 List of Technical Documents

The following technical reports document engineering and environmental studies and analyses conducted as part of the PD&E Study. This list includes documents completed as part of the original SR 31 PD&E Study.

Public Involvement

- *Public Involvement Plan (PIP) (February 2019)*
- *Public Hearing Transcript (DATE of FINAL)*

Environmental

- *Type 2 Categorical Exclusion (DATE of FINAL)*
- *Natural Resources Evaluation Report (NRE) (DATE of FINAL)*
- *Contamination Screening Evaluation Report (CSER) (September 2023)*
- *Cultural Resource Assessment Survey (CRAS) (September 2023)*
- *CRAS of SR 31 from SR 80 to CR 78 (North River Road) (July 2012)*
- *Technical Memorandum: CRAS Update for the Project Development and Environment Study of SR 31 from SR 78 to CR 78 (2020)*
- *Cultural Resource Assessment of the Caloosa Landing Project Area (2005)*
- *Noise Study Report (NSR) (September 2023)*
- *Section 4(f) Determination of Applicability (DATE of FINAL)*
- *Section 4(f) de minimis (DATE of FINAL)*

Engineering

- *Project Traffic Analysis Report (PTAR) (April 2020)*
- *PTAR Addendum (May 2023)*
- *Location Hydraulic Report (LHR) (June 2022)*
- *Bridge Hydraulic Report (BHR) (March 2023)*
- *SR 31 over the Caloosahatchee River Bridge Development Report (BDR) (March 2023)*
- *Intersection Control Evaluation (ICE) Technical Analysis Memorandum Stage 1: SR 31 and Marina Entrance/Babcock Ranch Road LLC Driveway (DATE OF FINAL)*
- *ICE Technical Analysis Memorandum Stage 1 – Traffic and Safety Analysis at SR 80 and SR 31 (March 2020)*
- *ICE Technical Analysis Memorandum Stage 2– Traffic and Safety Analysis at SR 80 and SR 31 (August 2022)*
- *Access Management Memo (DATE of FINAL)*
- *Final Pond Siting Report (PSR) (May 2023)*
- *Final PSR Addendum (DATE OF FINAL)*
- *SR 31/SR 80 Flyover 1 BDR (DATE of FINAL)*
- *SR 31/SR 80 Flyover 2 BDR (DATE of FINAL)*
- *Utility Assessment Package (DATE of FINAL)*
- *Alignment Evaluation Memo (December 2020)*
- *Water Quality Impact Evaluation (WQIE) (April 2023)*

2 EXISTING CONDITIONS

The existing conditions summarized below for SR 31 within the project limits were identified from GIS data, available as-built construction plans, FDOT Roadway Characteristics Inventory (RCI), straight-line diagrams (SLD), right-of-way maps, field reviews, survey information, and as documented in supporting technical studies/reports.

2.1 Previous Planning Studies

The project corridor was originally part of a larger SR 31 PD&E Study from SR 80 to north of CR 78 (North River Road). Subsequently, the project was divided and the portion north of SR 78 was advanced as part of the original study.

This project includes the remaining portion of SR 31 just south of SR 78, as the improvements to the SR 31/SR 78 intersection are integrated into the SR 78 PD&E Study. As such, this project will tie into the proposed design for that study.

Studies conducted as part of the earlier SR 31 PD&E study go as far back as 2012. However, research and documentation were updated to ensure the most current evaluation of potential project impacts within the current study area.

2.2 Roadway and Bridge Typical Sections

The existing SR 31 typical section is a two-lane, undivided rural roadway with two 12-foot travel lanes and five-foot paved outside shoulders centered within a 100-foot right-of-way. The existing bridge is a 14-span low-level bascule structure carrying 10-foot lanes, 4-foot outside shoulders, and 3.5-foot raised sidewalks on both sides with no separation from motor vehicles. The existing vertical clearance over the channel is 26 feet.

Existing roadway and bridge typical sections are shown in **Figure 2-1** and **Figure 2-2**, respectively.

Figure 2-1. Existing Roadway Typical Section

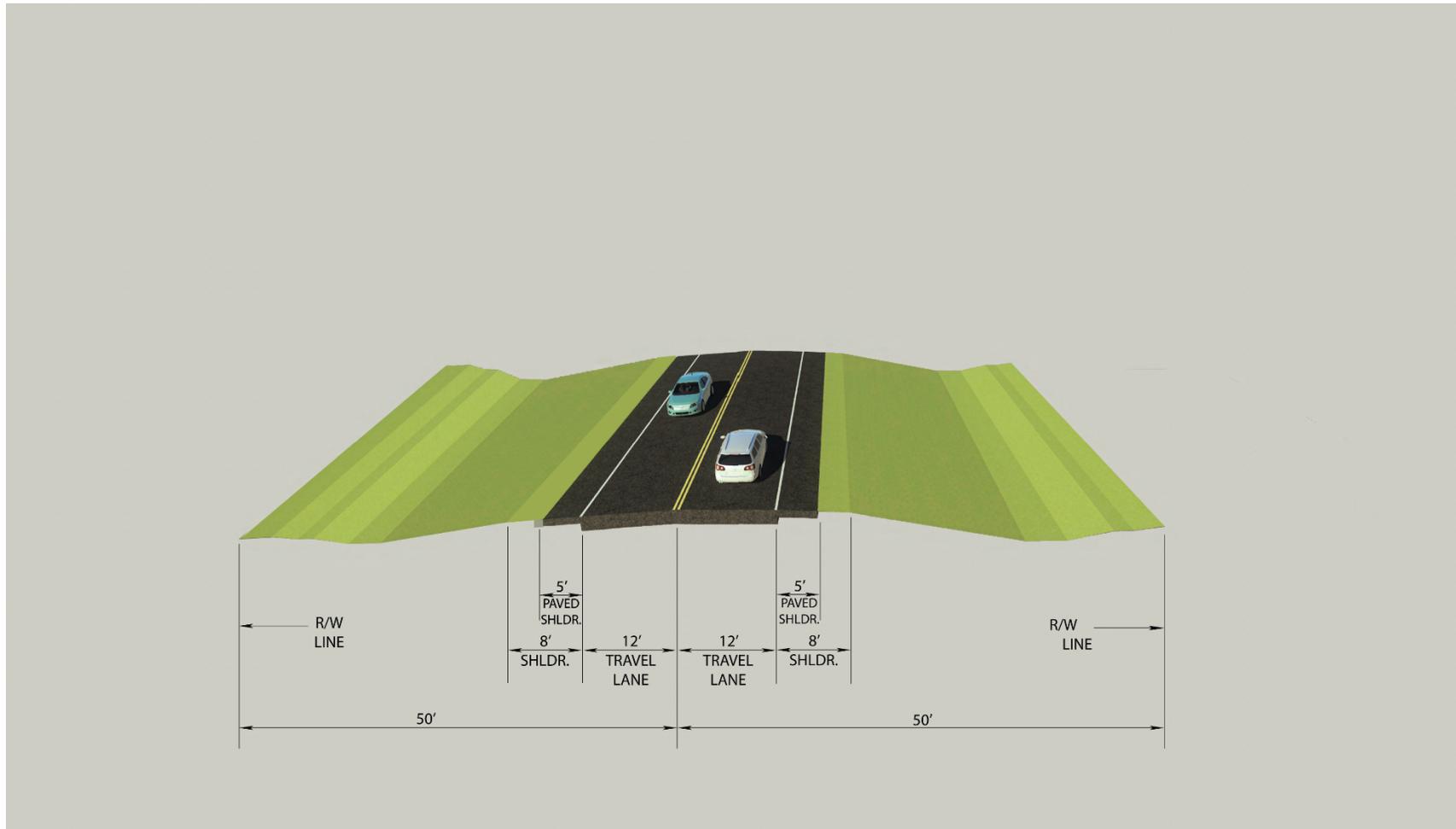
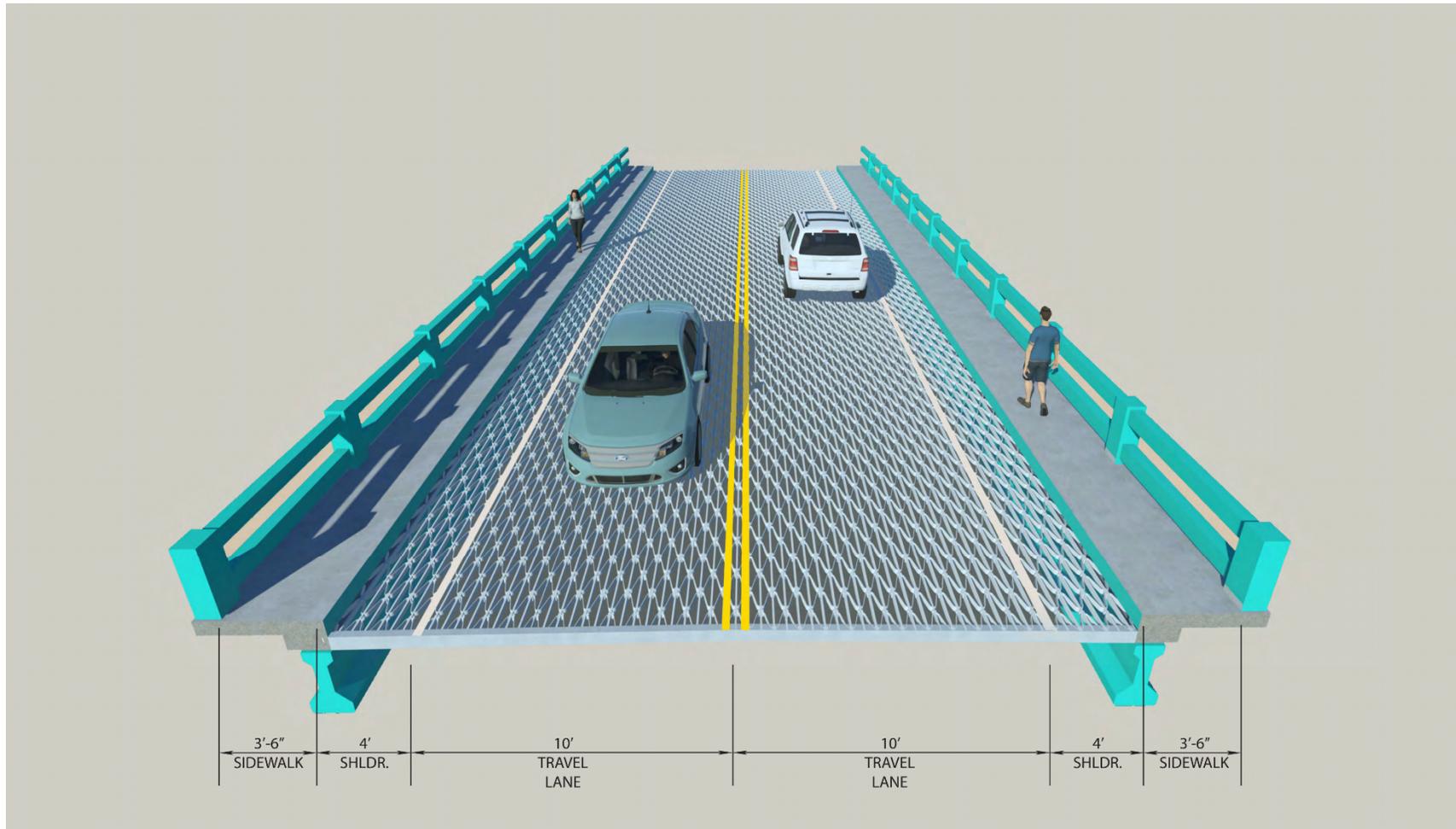


Figure 2-2. Existing Bridge Typical Section



2.3 Roadway Functional & Context Classification

SR 31 is an Emerging SIS corridor from SR 80 to SR 70 in Desoto County and has a functional classification of an Urban Minor Arterial within the project limits. Its context classification is Rural (C2) throughout the study area. SR 80 is a SIS corridor from I-75 in Lee County to US 27 in Hendry County and has a functional classification of an Urban Principal Arterial – Other. Its context classification is Suburban Commercial (C3C) throughout the study area. **Table 2-1** includes the roadway classification for SR 31 and SR 80.

In addition, both SR 31 and SR 80 are designated hurricane evacuation routes.

Table 2-1. Functional Classification

Characteristic	SR 31	SR 80
Limits	SR 80 (Palm Beach Blvd) to South of SR 78 (Bayshore Rd)	At SR 31
Functional Classification	Urban Minor Arterial	Urban Principal Arterial – Other
SIS Facility	Emerging SIS Corridor	SIS Corridor

2.4 Access Management Classification

Existing access management is non-restrictive due to the corridor being undivided. There are a total of nine driveways (ranging from residential dirt driveways to asphalt and/or concrete commercial driveways) and access to Marina Drive along the corridor. There are three access points into the Sweetwater Marina and the associated properties. The southernmost and northernmost driveways allow access to both NB SR 31 and SB SR 31 and have dedicated left and right turn lanes of varying lengths. The middle entrance is right-in/right-out only with a dedicated right-turn lane from SB SR 31.

SR 31 is designated as Access Class 4 due to its non-restrictive median type and connection spacing range per Florida Design Manual (FDM) Table 201.3.2.

AECOM IS UPDATING THE 2019 MEMO; WILL INCORPORATE UPDATES WHEN AVAILABLE.

2.5 Right-of-Way

The right-of-way width throughout the corridor varies based on milepost. The milepost ranges and corresponding right-of-way width are summarized below:

Table 2-2. Existing Corridor Right-of-Way

Milepost	Right-of-Way Width
SR 31	
0.00 – 1.407	100'
1.147 – 1.407	100'
SR 80	
7.802 – 8.346	200' – 250'
8.346 – 8.666	135' – 145'

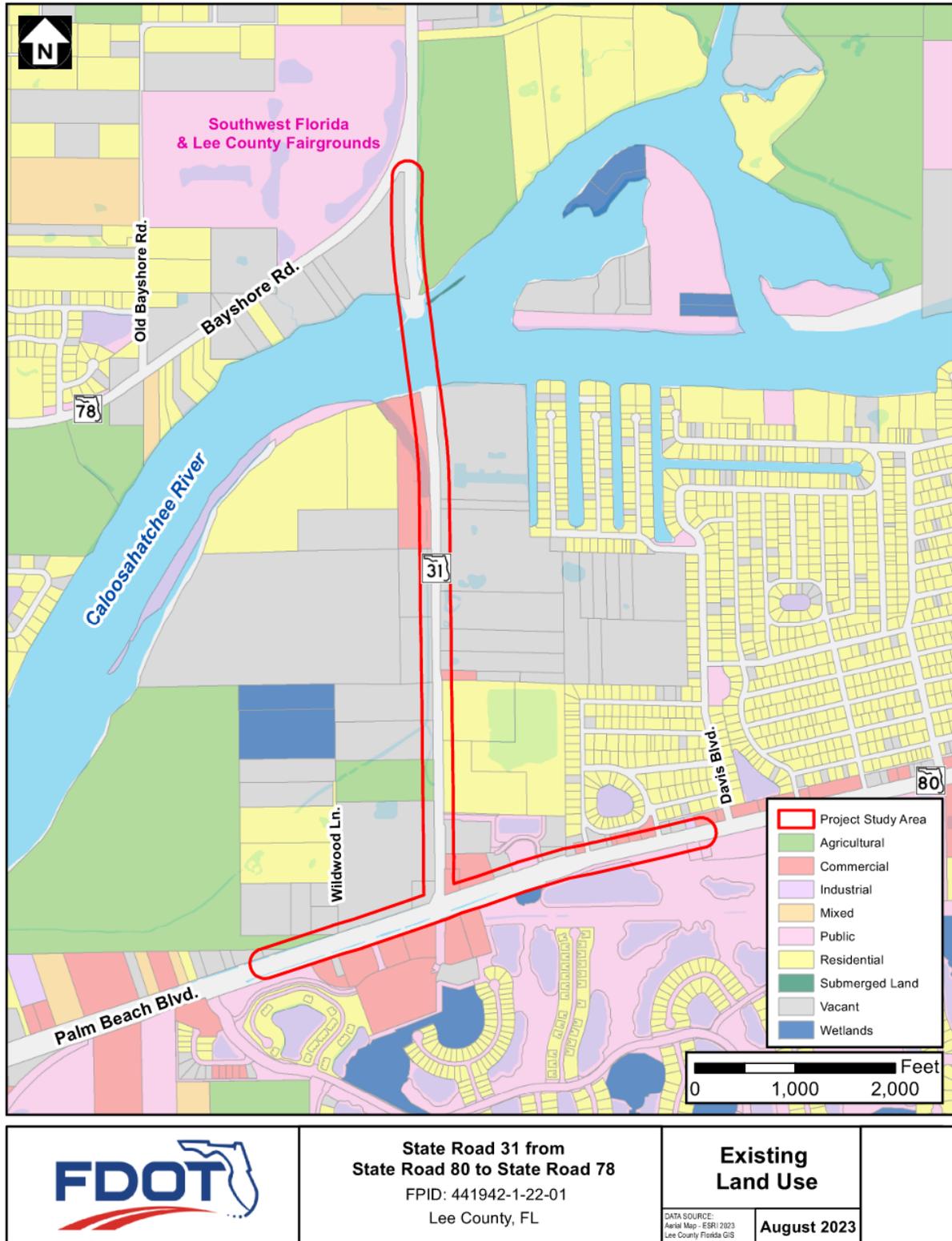
2.6 Adjacent Land Use

The area surrounding the existing corridor has generally transitioned to suburban character, with mostly undeveloped land to the east and west of SR 31. Land uses along SR 31 are predominately vacant or zoned for agricultural use, with the exception of a few commercial

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properties. Commercial development and residential land uses (Fort Myers Shores and Verandah) are primarily located in the vicinity of the SR 31/SR 80 intersection, with SR 80 providing direct access to these subdivisions and other adjacent uses. **Figure 2-3** depicts the existing land use along the corridor.

Figure 2-3. Existing Land Use



2.7 Vertical and Horizontal Alignment

SR 31 is a vital connector in Southwest Florida. The highway predominantly follows a north-south direction in terms of its horizontal alignment, with minimal curvature. The existing horizontal curve data is shown in **Table 2-3** below.

The vertical alignment of SR 31 is influenced by the surrounding terrain and the presence of bridges. The highway has a gradual slope from south to north, with an elevation of about 10-feet above sea level at both SR 80 and SR 78. The bridge over the Caloosahatchee River has a 23-foot minimum vertical clearance at the face of fenders when lowered and a 26-foot vertical clearance at the channel center above the water level.

Table 2-3. Existing Horizontal Curve Data

PC	PT	Degree of Curvature	Radius (ft.)	Curve Length (ft.)
SR 31				
STA 241+56.79	STA 248+41.61	1°00'	5729.58	684.82
STA 261+79.47	STA 269+63.44	1°00'	5729.58	783.96
SR 80				
STA 426+61.55	STA 432+18.22	1°00'	5729.58	556.67

2.8 Multi-Modal Facilities

2.8.1 Pedestrian Facilities

Sidewalk is present within the project study area, including in a limited area of SR 31 near the improved Racetrac entrance north of the SR 80 intersection on the eastern side. This 435-foot section of sidewalk does not provide connectivity to SR 80 shared-use path or sidewalk. A new 10-foot shared-use path is present on the northern side of SR 80.

2.8.2 Bicycle Facilities

There are no continuous bike lanes on SR 31 or SR 80 within the project study area. Cyclists currently have use of the shoulder on SR 31 and markings are provided both north and south of the Wilson Pigott Bridge. There is a bicycle keyhole lane provided north of the SR 78 intersection that was added during construction of turn lanes.

2.8.3 Transit Facilities

There are no bus services along SR 31 within the study area. However, Route 100 (Rosa Parks/Riverdale) of Lee County Transit (LeeTran) runs along SR 80 within the study area. Bus stops are present along SR 80 on either side of the SR 31 intersection.

2.9 Pavement Condition

The existing pavement along SR 31 through the project limits is in good condition. It has a cracking rating ranging from 6.5 – 10, ride rating ranging from 7.2 – 8.6, and rutting rating ranging from 8 – 9.

Table 2-4. Existing Pavement Conditions

Roadway ID	Begin Mile Post	End Mile Post	AADT	% Trucks	Pavement Age	Cracking 2020	Ride 2020	Rutting 2020	Lane Miles
12090000	0.000	1.118	11,500	18.6	19	6.5	7.2	8.0	2.236
12090000	1.118	4.684	7,959	26.9	2	10.0	8.6	9.0	7.132

Source: FDOT District 1 Pavement Condition Survey (2020)

2.10 Traffic Volumes and Operational Conditions

The *Project Traffic Analysis Report (PTAR)* (April 2020) and the *PTAR Addendum* (May 2023) documents information on existing roadway conditions and traffic analysis findings for future conditions. The PTAR containing the detailed traffic analysis is incorporated by reference.

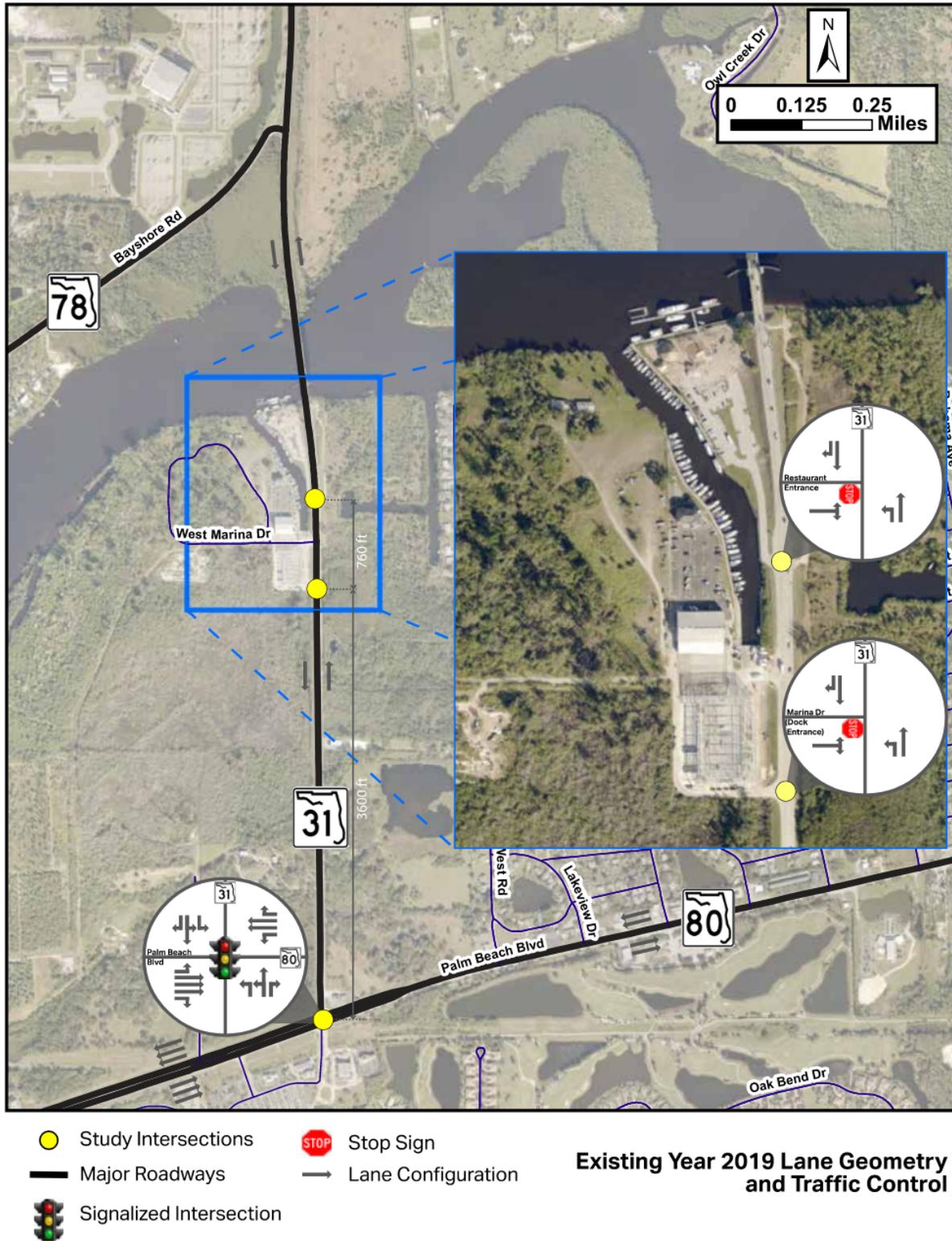
2.10.1 Existing Roadway and Intersection Characteristics

The following intersections were evaluated as part of the PD&E study:

- SR 31 at SR 80 – Signalized
- SR 31 at Marina Drive (Boat ramps driveway) – Unsignalized
- SR 31 at Restaurant Driveway – Unsignalized

Figure 2-4 depicts the Existing Year (2019) roadway and intersection geometry along with intersection spacing and traffic control for the SR 31 corridor.

Figure 2-4. Existing Year (2019) Lane Geometry and Traffic Control



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2.10.2 Existing Year (2019) Daily Traffic Volumes

The 2019 AADT volumes within the study corridor range between 7,200 vehicles per day (vpd) and 13,000 vpd along SR 31 and between 36,000 vpd and 39,000 vpd along SR 80. The Existing Year (2019) AADT volumes are depicted in **Table 2-5** and **Figure 2-5**.

Table 2-5. Existing Year (2019) AADT

Roadway	AADT
SR 31	
North of SR 80	13,000
South of SR 80	7,200
SR 80	
West of SR 31	36,000
East of SR 31	39,000

Note: 2018 FDOT Peak Season Factor Category Report utilized.
2018 Axle Factor Category Report utilized.

AADT = average of counts on March 26 and 28, 2019. (27th discarded due to crash/SR 31 closure during PM peak hours).

2.10.3 Design Characteristics

The existing peak hour traffic characteristics are summarized in **Table 2-6**.

Vehicle composition for the classification count was broken into two primary vehicle types:

- Passenger vehicles – Motorcycles, cars, and single unit trucks
- Heavy vehicles – Buses, single-unit trucks, and articulated trucks

Table 2-6. Existing Year (2019) Traffic Conditions

Roadway	PM Peak Hour Volume		NB/EB		SB/WB		Measured K		Measured D		Measured T ₂₄	
	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3	Day 1	Day 3
SR 31												
North of SR 80	1,227	1,249	632	628	595	621	8.60%	8.38%	51.51%	50.28%	10.70%	10.43%
South of SR 80	672	768	424	487	248	281	8.76%	9.67%	63.10%	63.41%	2.23%	2.79%
SR 80												
West of SR 31	3,119	3,166	2,013	1,999	1,106	1,167	8.08%	8.08%	64.54%	63.14%	7.20%	7.23%
East of SR 31	3,556	3,587	2,301	2,309	1,255	1,278	8.48%	8.43%	64.71%	64.37%	6.61%	6.52%

Figure 2-5. Existing Year (2019) Annual Average Daily Traffic (AADT)



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2.10.4 Existing Year (2019) Peak Hour Roadway Segment Operational Analysis

Traffic operations for roadways are measured in terms of LOS by comparing the peak hour traffic demand with the available roadway capacity. Existing roadway segment operating conditions (2019) were evaluated using the generalized service volume capacities obtained from the FDOT 2013 Quality/Level of Service Handbook. The methodology used to determine the LOS is presented in the PTAR.

The analysis indicated that SR 31 operates at LOS C conditions in the Existing Year (2019). **Table 2-7** summarizes the existing (2019) roadway segment operational analysis results. The SR 31 corridor from SR 80 to SR 78 currently operates at an acceptable level of service during both AM and PM peak hours.

Table 2-7. Existing Roadway LOS Summary

Roadway/ Segment	LOS Std	Posted Speed Limit	Peak Hour Directional Service Volume	AM Peak				PM Peak			
				Total	NB	SB	Peak Dir LOS	Total	NB	SB	Peak Dir LOS
SR 31											
SR 80 to SR 78	D	40	880	864	438	426	C	1,158	578	580	C

Intersection operating conditions were evaluated using Synchro Studio 10 software. As shown in **Table 2-8**, all intersections are currently operating at acceptable LOS. However, some of the movements experience high delays. Currently, all movements are operating within acceptable LOS at the unsignalized driveway intersections along SR 31.

Table 2-8. Existing Year (2019) Intersection Analysis Summary

Intersection	Control Type	Lane Group/Approach	Movement	AM Peak			PM Peak		
				V/C Ratio	Average Delay	LOS	V/C Ratio	Average Delay	LOS
SR 31 at SR 80	Signalized	Eastbound	Left	0.66	41.5	D	0.53	15.3	B
			Through	0.18	11.5	B	0.58	24.2	C
			Right	0.03	0.1	A	0.07	0.2	A
			Approach	-	16.3	B	-	22.3	C
		Westbound	Left	0.11	8.0	A	0.60	25.9	C
			Through	0.80	28.8	C	0.44	24.3	C
			Right	0.28	3.9	A	0.29	3.0	A
			Approach	-	24.6	C	-	19.6	C
		Northbound	Left	0.49	85.6	F	0.69	92.0	F
			Through	0.49	85.5	F	0.80	104.0	F
			Right	0.22	2.3	A	0.77	34.3	C
			Approach	-	58.6	E	-	64.8	E
		Southbound	Left	0.71	90.4	F	0.92	106.0	F
			Through	0.71	90.0	F	0.91	103.2	F
			Right	0.70	25.5	C	0.47	11.4	B
			Approach	-	57.6	E	-	77.7	E
Overall Intersection					28.5	C	-	33.8	C
SR 31 at Marina Drive	Unsignalized	Eastbound	Left	0.02	13.7	B	0.06	21.3	C
			Right	-	-	-	-	-	-
		Northbound	Left	0.01	8.4	A	0.01	9.1	A
			Through	-	-	-	-	-	-
		Southbound	Through	-	-	-	-	-	-
			Right	-	-	-	-	-	-
SR 31 at Restaurant Driveway	Unsignalized	Eastbound	Left	0.11	13.4	B	0.36	22.3	C
			Right	-	-	-	-	-	-
		Northbound	Left	0.04	8.5	A	0.04	8.9	A
			Through	-	-	-	-	-	-
		Southbound	Through	-	-	-	-	-	-
			Right	-	-	-	-	-	-

2.11 Railroad Crossings

There are no railroad facilities located within the project limits.

2.12 Crash Data and Safety Analysis

Crash data for the SR 31 segment between SR 80 and SR 78 was obtained for the most recent five-year period (2017-2021) from FDOT District One (2018-2021) and State Safety Office GIS (SSOGis) (2017). A total of 33 crashes were reported during the five-year analysis period. Out of the 33 crashes reported, one (3%) was a fatal crash, 11 (33%) of the crashes resulted in injuries, and the remaining 21 (64%) were property damage only crashes. Along the project corridor, one pedestrian crash (3%) and one bicycle crash (3%) were reported. The pedestrian crash was a fatal crash, which occurred during the daylight, clear weather, dry roadway surface condition and the event happened on the shoulder along SR 31. The bicycle crash was an injury crash.

Rear-end crashes accounted for 34% (11) of the total crashes. The majority of crashes (64%) occurred under daylight conditions. Four crashes were reported due to bridge gate operations. Two of the crashes involved hitting the barrier arm, and two vehicles failed to stop after the bridge gate warning, causing rear-end collisions.

A total of seven crashes were reported at the West Marina Drive intersection. The crash types were rear-end crashes (3), head-on crashes (2), angle crashes (1), and other (1). The ICE memorandum (August 2022) contains crash data for the SR 31 at SR 80 intersection.

2.13 Drainage

The project is located within the Tidal Caloosahatchee sub-basin of the Caloosahatchee River Watershed, as defined by the South Florida Water Management District (SFWMD). The tidal portion of the Caloosahatchee River extends 33.2 miles upstream from the Gulf of Mexico to the Franklin Lock. The Caloosahatchee River traverses the project limits and serves as the primary outfall for the project area. This segment of SR 31 is located within WBID 3240C - Caloosahatchee Estuary (Tidal Segment 3 – per the current 303(d) list) and is listed as impaired for Nutrients and Dissolved Oxygen. A Total Maximum Daily Load (TMDL) has been adopted for this WBID and a water quality nutrient loading analysis has been performed for Environmental Resources Permit (ERP) purposes.

There are four existing cross drains and one existing bridge (movable) within the project limits, as summarized in **Table 2-9** and shown in **Figure 2-6**. The cross drains provide conveyance of offsite and onsite runoff through the roadway corridor with eventual discharge into the Caloosahatchee River.

Roadway runoff from the project area flows towards the natural wetlands and undeveloped properties adjacent to it. This runoff eventually discharges into the Caloosahatchee River without undergoing any formal water quality treatment or attenuation. The roadway project corridor is divided into two roadway basins: Basin 1, located south of the river between SR 80 and the profile high point over the Caloosahatchee River, and Basin 2, located north of the river between the profile high point over the Caloosahatchee River and SR 78. Although the project corridor consists of two roadway drainage basins, only Basin 1 was evaluated for pond siting. The recommended alternative for stormwater management in Basin 2, named Pond 2, has been determined under the adjacent SR 31 North project (FPID 428917-1-22-01 & 442027-2-54-01).

Following the Final Pond Siting Report (PSR), flyovers were introduced along SR 80 impacting the existing permitted linear treatment systems. The existing ditches along SR 80 were initially designed to accommodate water quality treatment and attenuation. The proposed flyovers and improvements to SR 80 will impact most of these facilities (ditches). An addendum to the PSR was completed to address additional stormwater requirements by the impacted system along SR 80.

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Table 2-9. Summary of Existing Cross Drains

Structure Number	FDOT Milepost	Description
CD-01	0.221	Double 36" RCP
CD-02	0.682	Double 32" RCP
#120064	0.970 – 1.118	777.9' Bridge over Caloosahatchee River (Wilson Pigott Bridge)
CD-03	1.425	Single 24" RCP
CD-04	8.401 (SR 80)	Double 36" RCP

Figure 2-6. Cross Darin Locations



2.13.1 Floodways/Floodplains

The Federal Emergency Management Agency (FEMA) has developed a Flood Insurance Rate Map (FIRM) for the study area. The relevant FIRM panel numbers are 12071C0282F and 12071C0284F for Lee County, dated June 28, 2019. The majority of the project is designated Zone AE with the 100-yr flood stage at elevation 10 NAVD 88 while the shorelines adjacent to the Caloosahatchee River are Zone AE elevation 11 NAVD 88.

Per the coordination meeting with SFWMD in September 2019, floodplain compensation (FPC) sites will not be required for the project because the floodplain is in the Tidal Caloosahatchee River Basin and the Franklin Lock further east is considered the tidal limits. Existing SFWMD permits were researched within the project vicinity and no floodplain compensation has been required for adjacent development.

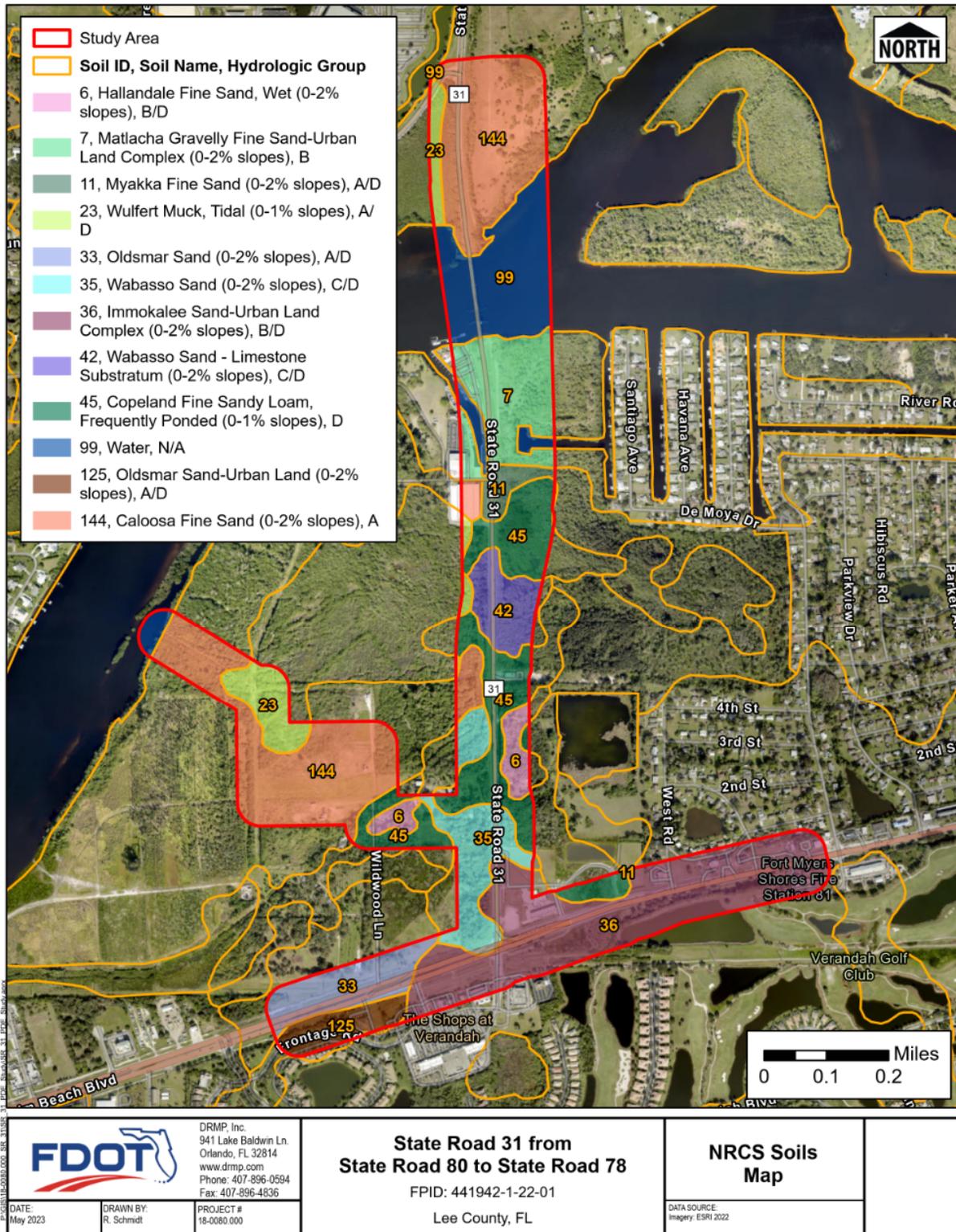
The area of the Caloosahatchee River that is located within the limits of the project is downstream of the Franklin Lock (S-79), which is located to the east of the project. The Franklin Lock separates the freshwater portion of the Caloosahatchee Canal on the east, from the 33.2-mile long, saline tidal estuarine portion of the Caloosahatchee River on the west.

2.14 Soils and Geotechnical Data

The Soil Survey of Lee County, FL (Natural Resources Conservation Service [NRCS], 2021) was reviewed to determine the soil types and characteristics within the study area. According to the soil survey, there are 12 different soil types located within the study area. The Soil Survey results are included in the *Natural Resources Report (NRE)* (DATE OF FINAL), prepared under separate cover.

The majority of soils encountered within the study area are classified as Hydrologic Soil Group (HSG) B or D soils. HSG B consists of moderately deep or deep, moderate to well drained soils that have a moderately fine to coarse texture. HSG D consists of soils with permanently high water tables and often indicative of wetlands or depressions. These types of soils are poorly to very poorly drained soils with high groundwater tables. **Figure 2-7** depicts the location of the soils mapped within the study area.

Figure 2-7. NRCS Soils Map



2.15 Utilities

Thirteen Utility Agencies/Owners (UAO) have been identified within the project area through utility coordination efforts and a Sunshine 811 Design Ticket. **Table 2-10** identifies the UAO's contacted, and a description of their facilities located within the project study area. Utility contact information is included in the *Utility Assessment Package*. Base maps were sent to utility providers with a request to provide information on existing and planned utilities. At the time of utility efforts, none of the UAOs indicated future planned facilities or upgrades to existing facilities within the project limits. **To be updated.**

Table 2-10. Existing Utilities in the Study Area

Utility Company	Description
AT&T Transmission	<ul style="list-style-type: none"> • 4" High density polyethylene (HDPE) duct along the north side of SR 80, beginning from the west limits of the project to the east side of SR 31. Then proceeds north along the east side of SR 31 to a handhole located south of the Caloosahatchee River. • 6" steel pipe along the east side of SR 31 from a handhole located south of the Caloosahatchee River. Then proceeds north along the east side of SR 31 becoming a subaqueous crossing under the Caloosahatchee River. Then the subaqueous crossing continues north along the east side of SR 31 to a handhole located on the north side of the Caloosahatchee River. • 4" HDPE duct along east side of SR 31 from a handhole located on north side of the Caloosahatchee River and continuing to the south side of SR 78. Then crosses SR 31 from east side to west side. Then proceeds north along west side of SR 31 to north project limit.
Comcast	Underground and aerial facilities within the project limits.
CenturyLink – Local	<ul style="list-style-type: none"> • Underground fiber optic cable (count unknown) in multi-duct manhole system along the median of SR 80, from west of project limits and proceeds east to east of project limits. • Buried 100 pair copper cable beginning from manhole located in the median of SR 80, being east of SR 21. Then proceeds north to the north side of SR 80. Then proceeds west to east side of SR 31. Then proceeds north along east side of SR 31 to West Marina Drive.
CenturyLink - National	Underground facilities providing telephone, data and internet services within project limits.
City of Fort Myers	No response provided.
Crown Castle	No response provided.
Florida Gas Transmission	<ul style="list-style-type: none"> • 26" O.D. x 0.446" W.T., Grade X – 70 Natural gas transmission pipeline runs east along the south side of W Marina Drive and then crosses to the east side of SR 31. • Gas pipeline runs north along east side of SR 31 and goes subaqueous to cross the Caloosahatchee River to continue north on east side of SR 31 until exiting project limits.
Florida Government Utility Authority	No facilities within the project limits.
Florida Power & Light – Distribution	<ul style="list-style-type: none"> • Overhead electric distribution line goes west and east crossing SR 31 on the north side of SR 80 and continues in both directions until exiting the project limits. • Overhead electric distribution line starting on north side of SR 80 runs north along the east side of SR 31 until crossing SR 31 350' south of W Marina Drive and continues west exiting project limits. • Overhead electric distribution line 350' south of W Marina Boulevard continues north along the east side of SR 31 and then crosses to the northeast side of the driveway 800' south of the Caloosahatchee River. This line continues north along the east side of the Boat House parking lot and ends just before the river. • Overhead electric distribution line 800' south of the Caloosahatchee River continues north along the east side of SR 31 until just south of the Caloosahatchee River.
Lee County – Signal Department	No response provided.
Lee County Electric Cooperative	<ul style="list-style-type: none"> • Secondary overhead electric line starting 300-ft south of SR 78 running north along west side of SR 31 and crosses SR 78 to continue north along SR 31 until exiting project limits. • Primary overhead electric lines running east along the south side of SR 78 crosses SR 78 at the SR 31 intersection. • Primary overhead electric lines on the north side of SR 78 crosses SR 31 and continues north along the west side of SR 31 until exiting the project limits.

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Lee County – Utilities Department	Underground facilities within the project limits
TECO Peoples Gas	<ul style="list-style-type: none"> • 8" St High Pressure Gas Main starting at SR 80 running north along the east side of SR 31 goes subaqueous crossing the Caloosahatchee River and continues to run north along SR 31 until crossing to the west side of SR 31 just north of SR 78. • The line continues north along the west side of SR 31 and exits project limits as well as continuing west along SR 78 existing the project limits.

2.16 Lighting

There is no consistent lighting within the project limits. The only lighting within the project is located sporadically, mainly at the beginning and end of the bascule bridge as well as before the intersection of SR 80 and SR 31.

The light poles at the beginning and end of the bascule bridge are Drop Glass HPS GE Cobrahead and are owned by FDOT District One. The lighting located adjacent to SR 80 on SR 31 are all collocated LED Acuity Brands ATB Luminaires located on Florida Power and Light poles.

2.17 Signs

There are no overhead signs within the project limits on either SR 31 or SR 80. As shown in the **Table 2-11**, there are two multi-post signs on SR 31, along with a small number of single post signs. There are two multi-post signs on SR 80, along with numerous single post signs throughout its project limits.

Table 2-11. Existing Signs

SR 31 MP Signage	SR 80 MP Signage
Arcadia 38	Labelle 21 Clewiston 53
Labelle Fort Myers	Davis Boulevard Second Signal

2.18 Aesthetics Features

The visual landscape for most of the project corridor consists of rural views with vacant fields and wooded area. There are short sections of suburban transition area with commercial and retail nodes at major intersections. The view of the Caloosahatchee River can be considered a unique visual resource in the project corridor. Notable stakeholders that may be sensitive to aesthetic effects of the project include the Sweetwater Landing Marina and recreational users (i.e., boaters).

2.19 Bridges and Structures

The Wilson Pigott Bridge (Structure No. 120064) over the Caloosahatchee River was constructed in 1960 approximately one mile north of SR 80. The existing structure spans 777'-9" and consists of: one 140'-0" movable span flanked on both ends by adjacent 38'-10½" steel beam spans, three 40-foot concrete beam approach spans to the south, and eight concrete beam approach spans to the north: six 60-foot spans and two 40-foot spans. The superstructure is supported on concrete pile bents and piers founded on steel piles.

The existing typical section for the structure is comprised of two 10'-0" lanes carrying bi-directional traffic, and 3'-6" sidewalks along the edges of the deck. The movable span provides a clear navigational width of 90-feet, measured between the inside face of fenders. When

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closed, the bascule span provides approximately 23-feet of clearance at the face of its fenders, and 26-feet of clearance at the center of the span above mean high water (M.H.W.) for passage of lower height vessels. Several major repairs have been completed, including an emergency repair in 2006.

Major bridge repairs were completed in 1986, 1994, and 2008. Emergency repairs were performed in 2006 and a major strengthening project was completed in 2020.

Based on the bridge inspection report conducted by FDOT in October 2021, the existing structure received a sufficiency rating of 52. Although the health index is 95.52, resulting from the most recent bridge repairs, the bridge has sub-standard elements with design deficiencies, including:

- Narrow roadway widths
- Narrow pedestrian facilities
- Substandard bridge rails

The Wilson Pigott Bridge has reached a critical threshold in which deterioration is expected to accelerate. Based on the age of the bridge with respect to its intended design life and structural condition, the bridge was programmed by FDOT for replacement.

More information is included in the *Bridge Development Report (March 2023) – Wilson Pigott Bridge (#120064)*.

3 FUTURE CONDITIONS

3.1 Roadway Segments

3.1.1 Future Context Classification

The future roadway context classification for SR 31 is Suburban Commercial (C3C) from SR 80 to SR 78. The future roadway context classification for SR 80 will remain Suburban Commercial (C3C). Additional information on the context classification of SR 31 is included in **Appendix F**.

3.1.2 Future Daily Traffic Volumes

The *Project Traffic Analysis Report (PTAR)* (April 2020) and the *PTAR Addendum* (May 2023) document the development of the Existing Year (2019), Opening Year (2025), and Design Year (2045) AADT volumes for the SR 31 study corridor. **Table 3-1** summarizes the future year AADTs for the road segments in the study area.

Table 3-1. Future Year AADT Volumes

Roadway	Year 2019	Year 2025 ¹	Year 2045 ¹
SR 31			
North of SR 80	13,000	31,500	63,000
South of SR 80	7,200	8,600	12,500
SR 80			
West of SR 31	36,000	37,500	53,500
East of SR 31	39,000	37,900	49,300

Note: 1) Opening Year (2025) and Design Year (2045) volumes are based on six-lanes.

3.1.3 Future Year No-Build Alternative Levels of Service

The No-Build Alternative assumes that the existing geometric configurations will remain within the project limits for the study roadways. FDOT has classified the study segment along SR 31 between SR 80 and SR 78 as an Urban Minor Arterial with a LOS target of "D." To assess the arterial LOS of this segment, the generalized peak hour directional service volumes from the 2013 FDOT Quality/Level of Service Handbook were used. As shown in **Table 3-2**, the SR 31 corridor from SR 80 to SR 78 is anticipated to operate below acceptable level of service during both AM and PM peak hours for the No-Build Alternative.

Table 3-2. No-Build Design Year (2045) Roadway LOS Summary

Roadway/ Segment	LOS Std	Posted Speed Limit	Peak Hour Directional Service Volume	AM Peak				PM Peak			
				Total	NB	SB	Peak Dir LOS	Total	NB	SB	Peak Dir LOS
No-Build Alternative											
SR 80 to SR 78	D	40	880	5,087	2,350	2,737	F	5,162	2799	2363	F

3.2 Intersections

3.2.1 Future Year Intersection Analysis

Intersection analysis was not conducted for the No-Build Alternative as the segment analysis reported LOS F conditions.

3.3 Future Land Use

The overall SR 31 corridor is transitioning, from more rural uses to suburban areas, including Babcock Ranch. Retail and commercial market activity has followed the area's growth, and the corridor provides access to services and activity centers within and outside the project corridor, such as nearby commercial and shopping areas, the Sweetwater Landing Marina, the Lee Civic Center, and the Southwest Florida Lee County Fairgrounds. Growing activity centers have become notable traffic generators for commuters living in the area.

Much of the growth contributing to the increase in traffic comes from the Babcock Ranch Development of Regional Impact (DRI) located to the north of the SR 31 project segment. Although the Babcock Ranch DRI is in Charlotte County, some development is expected to occur in Lee County, such as the Babcock Ranch Mixed-use Planned Development (MPD) and a marina to be sited northeast of the project corridor. The Babcock Ranch DRI and MPD is approved for 19,500 residential dwelling units, almost 5 million square feet of office and retail space, and 600 hotel rooms. In addition, the DRI is approved for 650,000 square feet of industrial space, which will further increase the volume of trucks moving freight along the corridor. Also, eight Planned Unit Developments exist or are proposed along the SR 31 project segment, including a mixed-use development southeast of SR 31 and SR 80. The Sweetwater Landing Marina, located along the corridor, has expanded operations.

Development trends in the surrounding area include conversion of adjacent vacant or underutilized properties, with several projects in the early stages of planning or under construction. The most notable growth pressure within the project limits is generally east of SR 31 and at the intersection with SR 80.

4 PROJECT DESIGN CONTROLS & CRITERIA

The design criteria for the proposed project adheres to the FDM, January 2023, where applicable. The proposed design speed along the project corridor is 45 mph and 30 mph on the flyover ramps. The design year for the proposed improvements is 2045. The design criteria used for this PD&E study are listed in **Table 4-1**.

Table 4-1. Design Criteria

Design Criteria		
Design Element	Design Standard	Sources
Design Vehicle	WB-62FL	2023 FDM, Section 201.62
Design Speed		
SR 31	45 mph	2023 FDM, Table 201.5.1
SR 80	45 mph	2023 FDM, Table 201.5.1
Flyover Ramps	30 mph	2023 FDM, Table 201.5.2
Shared-Use Path	18 mph	2023 FDM, Section 224.9
Median Widths		
SR 31	22-ft	2023 FDM, Table 210.3.1
SR 80	22-ft	2023 FDM, Table 210.3.1
Border Width		
SR 31	14-ft	2023 FDM, Table 210.7.1
SR 80	14-ft	2023 FDM, Table 210.7.1
Maximum Degree of Curve		
SR 31 & SR 80	8 Deg 15-ft, e max 0.05	2023 FDM, Table 210.9.2
Flyover Ramps	24 Deg 45-ft, (30 mph) e max 0.10	2023 FDM, Table 210.9.1
Shared-Use Path	25 Deg	2023 FDM, Table 224.10.1
Horizontal Curve Length (Min)		
SR 31 & SR 80	675-ft (Desired), (400-ft min)	2023 FDM, Table 210.8.1
Flyover Ramps	450 (Desired), 400 (min) @ 30 mph	2023 FDM, Table 211.7.1
Min. Stopping Sight Distance		
SR 31 & SR 80	360-ft (<2%) 385-ft (4% Downgrade) 339-ft (4% Upgrade)	2023 FDM, Table 210.11.1
Flyover Ramps	200-ft (30 mph)	2023 FDM, Table 211.10.2
Shared-Use Path	156-ft	2023 FDM, Table 224.10.2
Decision Sight Distance		
SR 31 & SR 80	800 lf (Avoid. Maneuver B)	2018 AASHTO, Table 3-3, pg. 3-7
Flyover Ramps	490 lf (Avoid. Maneuver B)	2018 AASHTO, Table 3-3, pg. 3-7
Maximum Profile Grades		
SR 31 & SR 80	4%	2023 FDM, Table 210.10.1
Flyover Ramps	7% (25 to 30 mph)	2023 FDM, Table 211.9.1
Shared-Use Path	5% (w/o landings)	2023 FDM, Section 224.6
Maximum Change in Grade without a VC		
SR 31 & SR 80	0.70%	2023 FDM, Table 210.10.2
Crest Vertical Curves (L MIN)		
SR 31 & SR 80	K=98, L=135-ft	2023 FDM, Table 210.10.3 and 20.10.4
Flyover Ramps	30 mph, K=31, L=3V=90-ft	2023 FDM, Table 211.9.2 and 211.9.3
Sag Vertical Curves (L MIN)		
SR 31 & SR 80	K=79, L=135-ft	2023 FDM, Table 210.10.3 and 20.10.4
Flyover Ramps	30 mph, K=37, L=3V=90-ft	2023 FDM, Table 211.9.2 and 211.9.3
Vertical Clearance		
Road over Roadway	16.50-ft	2023 FDM, Table 260.6.1
Road over Roadway (Construction affecting Existing Bridge)	16.00-ft	2023 FDM, Table 260.6.1
Road over Waterway	6 FT above Mean High Water (MHW)	2023 FDM, Table 260.8
Overhead Signs	17.50-ft	2023 FDM, Table 210.10.3
Traffic Signals	17.50-ft	2023 FDM, Table 210.10.3
Dynamic Message Sign (DMS)	19.50-ft	2023 FDM, Table 210.10.3

SECTION 4 – PROJECT DESIGN CONTROLS & CRITERIA

Lane Widths & Roll-Over		
SR 31 & SR 80	11-ft	2023 FDM, Table 210.2.1
Two-Lane Ramps	24-ft min	2023 FDM, Table 211.2.1
Maximum Lane "Roll-Over"	4% Tangent Sections	2023 FDM, Figure 210.2.1 / 2023 FDM, Figure 211.2.1
Maximum Δ in Cross Slope at Cross Over Line (%)	6% Ramp Gores <35mph	2023 FDM, Table 211.2.2
Roadway Cross-Slopes in same direction	2 lanes 2%; Additional Lane 3%	2023 FDM, Figures 210.2.1, 211.2.1, & Section 260.4
Lane Width – Shared-Use Path	10-ft (12-ft standard)	FDM 2023, Section 224.4
Shoulder Width – Bridges		
Flyover Ramps	6-ft Inside, 10-ft Outside	2023 FDM, Figure 260.1.1
Max. Deflections w/o Curve		
SR 31 & SR 80	45 minutes	2023 FDM, Section 210.8.1
Flyover Ramps	2.00 degrees	2023 FDM, Section 211.7.1

5 ALTERNATIVES ANALYSIS

The alternative analysis process is essential for evaluating the effectiveness of project alternatives in meeting the project purpose and need, and for assessing potential impacts on the social, cultural, natural, and physical environment. Also, input from the public, local representatives, and state and federal resource/regulatory agencies is integral to the evaluation process. The process culminates in selecting a Preferred Alternative, which will advance through additional stages for project implementation.

The following section summarizes the alternatives evaluation for the project. The process included evaluating multiple options for typical section and alignment options, bridge options, and intersection options. Alternatives were compared and evaluated on factors such as future traffic operations conditions, potential environmental impacts, constructability, access requirements, utility impacts, and cost. Certain alignment and intersection options were excluded from further consideration as feasible build alternatives for detailed study based on specific factors or a combination of these factors.

The future AADT along the corridor is projected to range from 56,800 to 63,000 vpd in the 2045 Design Year. As noted in **Section 2.3**, the SR 31 context classification is Rural (C2) throughout the project limits. Overall, SR 31 is transitioning to Suburban Commercial (C3C) in the project study area.

Table 5-1 and **Table 5-2** include generalized service volume thresholds and associated levels of service. The projected demand on SR 31 (63,000 vpd) exceeds the maximum threshold AADTs associated with a LOS D for a two-lane and four-lane facility for both the C2 and C3C roadways. Based on the transitioning context classification and projected conditions, the six-lane facility will provide better overall traffic conditions in the design year. Furthermore, the planned grade-separation of SR 80 signalized intersection at the south end of the project will enhance mobility and safety along the SR 31 study corridor.

Table 5-1. C2 (Rural) Motor Vehicle Highway Generalized Service Volume

Facility	B	C	D	E
2-Lane Facility	4,600	8,200	14,000	28,500
4-Lane Facility	32,000	45,800	55,700	63,900
6-Lane Facility	48,000	68,300	83,700	95,900

Source: FDOT 2023 Multimodal Quality/LOS Handbook, January 2023.

Table 5-2. C3C (Suburban Commercial) Motor Vehicle Highway Generalized Service Volume

Facility	B	C	D	E
2-Lane Facility	*	15,300	21,700	*
4-Lane Facility	*	30,700	36,600	*
6-Lane Facility	*	47,700	54,100	*
8-Lane Facility	*	64,000	64,200	*

Source: FDOT 2023 Multimodal Quality/LOS Handbook, January 2023.

5.1 No-Build (No-Action) Alternative

Under the provisions of NEPA, the effects of not implementing the proposed action must also be considered in the decision-making process. The No-Build (or No-Action) Alternative also serves as the baseline for comparing the impacts of the build alternatives in the Design Year (2045). This alternative assumes that the transportation system for Lee County would evolve as currently planned in the Lee County MPO 2045 L RTP but without major improvements to the existing SR 31 corridor between SR 80 and SR 78.

Under the No-Build Alternative, the Department would continue maintenance and repairs of the existing roadway and Wilson Pigott Bridge. This option would not alter the existing typical section of SR 31 or the SR 31/SR 80 intersection and would not include a bridge replacement.

Advantages of the No-Build Alternative include no impacts to the natural environment and no new costs for design and construction. However, the No-Build option has other costs associated with it; maintenance becomes increasingly costly and disruptive, and each repair requires programming funds for design and construction.

The No-Build Alternative is inconsistent with the Lee County MPO 2045 L RTP and its designation as an Emerging SIS. Additionally, the No-Build Alternative does not meet the purpose and need for the study, including the need to: accommodate future travel demand, address poor level of service and congestion at the SR 31/SR 80 intersection, address bridge age and malfunctions, improve pedestrian safety along SR 31, improve emergency evacuation, and enhance regional connectivity.

5.2 Transportation Systems Management and Operations (TSM&O) Alternative

TSM&O alternatives involve improvements designed to maximize the utilization and efficiency of the existing facility through improved system and demand management. The various TSM&O options generally include traffic signal and intersection improvements, access management, and transit improvements. The additional capacity required to meet the projected traffic volumes along SR 31 in the design year cannot be provided solely through the implementation of TSM&O improvements, but TSM&O strategies of access management and intersection improvements are included as part of the Build Alternatives for the corridor.

5.3 Build Alternative(s)

This section provides detail on the alternatives considered for this project, which includes the following actions:

- Widen the existing two-lane roadway
- Replace the Wilson Pigott Bridge over the Caloosahatchee River
- Improve the SR 31/SR 80 intersection

Widening/Reconstruction and Alignment Options

A “best-fit” roadway alignment was developed based on a six-lane median divided typical section. The existing right-of-way width varies throughout the project corridor, and additional right-of-way will be needed to improve the existing roadway. Consideration was given to minimizing impacts to adjacent resources, development, and the FGT line.

Widening of the roadway on existing alignment is not feasible due to raising the grade above the 100-year flood plain. Therefore, SR 31 will be reconstructed. The horizontal alignment developed for the SR 31 reconstruction generally follows the existing SR 31 baseline between the crossover and the shift eastward prior to the bridge. The alignment was optimized to minimize impacts to the FGT easement and to minimize impacts to adjacent property owners and developments.

Three alignments (Center, West, and East) were screened for the proposed bridge replacement over the Caloosahatchee River (see **Figure 5-1**). The options were compared based on engineering factors, including horizontal alignment length, bridge length, marina access, SR 78 intersection elevation, bridge requirements, degree angle of channel to bridge, maintenance of traffic (MOT), and constructability. Other evaluation factors included business impacts, utility impacts (e.g., FGT easement encroachment), right-of-way requirements, and potential for wetland impacts.

The three alignment options evaluated during the PD&E process are summarized below.

Center Alignment – This option would replace the existing bascule bridge with two high-level fixed bridges. The new alignment would extend from the Sweetwater Landing Marina's dry storage unit to the south bank of the river. Access to the Marina would be extended south to accommodate the new bridge. A frontage road centered beneath the raised roadway would provide SR 31 access to the marina as well as Boathouse Tiki Bar and Grill. North of the river, the alignment would cross the FGT easement diagonally to connect to the SR 78 intersection (i.e., the southern terminus of the SR 31 North Design-Build project).

West Alignment – This option would place a single high-level fixed bridge 650 feet west of the existing bridge and would connect to existing SR 31 with curves both north and south of the river. South of the river, the elevated alignment would avoid all impacts to the FGT and other utilities located near the existing bridge, but would require relocation of utilities at the intersection of SR 78 and elevating the new intersection with SR 78 to meet bridge height and grade requirements. North of the river, it would cross FGT diagonally to join the southern terminus of the SR 31 North Design-Build project, requiring modifications to that project's limits.

This option would impact the Lee Civic Center's stormwater pond and would require an access road about 900 feet south of the marina. A complex MOT plan would be necessary, including a temporary intersection and access to the civic center.

East Alignment – This option would place a single high-level fixed bridge 350 feet east of the existing bridge. South of the river, it would connect to the existing SR 31 corridor south of Sweetwater Landing Marina without crossing FGT and avoiding other utilities. The marina and restaurant would access SR 31 from an at-grade intersection just south of the marina's dry storage unit. The bridge construction would not impact travel on SR 31 and can be completed in a single phase. North of the river, it would connect to the southern terminus of the SR 31 North Design-Build project without crossing FGT. A separate project (FPID 444937-1) would address the SR 78 crossing of the FGT easement perpendicularly to connect to SR 31.

Notable differences include:

- Center option would require the longest bridge length, resulting in the longest access road to the marina and would require two bridges

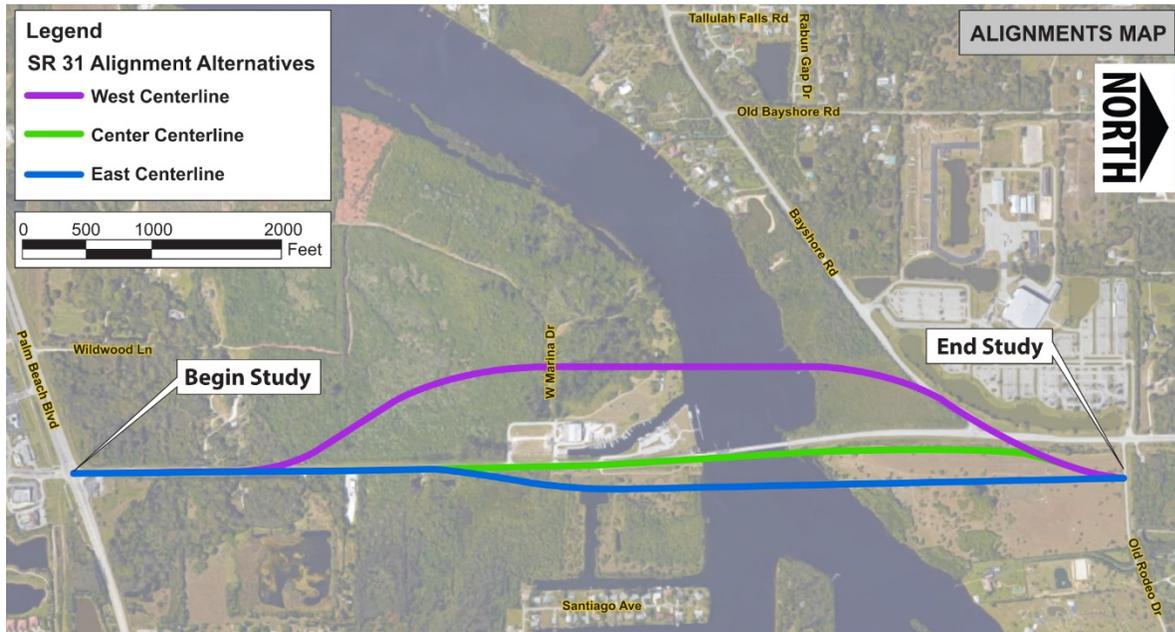
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- Center option would impact the most parcels, but the least overall right-of-way
- West option is substantially farther away from the existing bridge than the East option
- West option would have the highest acreage of wetland impacts and the Center option would have the lowest acreage of wetland impacts

The analysis resulted in removing the Center and West alternatives from further consideration.

The East Alignment was carried forward for evaluating the Build Alternatives in greater detail. The East option was more favorable in terms of weighing engineering, constructability, and potential for overall impacts. The East option has the most advantageous roadway geometrics, least amount of business and utility impacts, simplest MOT and construction effort, a preferred angle of the river channel to the bridge, and moderate wetland impacts.

Figure 5-1. SR 31 Bridge Alignment Alternatives



Bridge Alternatives (High-Level Fixed and Movable)

Two bridge alternatives were evaluated for the proposed Wilson Pigott Bridge replacement. The High-Level Fixed Bridge option would have three 11-foot lanes in each direction, and 8-foot shoulders and 12-foot shared use paths on each side. Pedestrians and bicyclists would be protected via a raised barrier and railing. This bridge would be 34 feet higher than the current bridge and would not disrupt traffic. The minimum vertical clearance over the channel for this bridge alternative is 55 feet, which is 29 feet higher than the existing bridge.

The Movable Bridge option would replace the existing bridge with the same type, pausing traffic movement over the bridge to allow boater passage. This option has the same typical section for the travel lanes and shoulders as the fixed bridge alternative but includes a 10-foot raised median outside of the movable portion of the bridge. The minimum vertical clearance over the channel for this bridge alternative is 26 feet.

SR 31/SR 80 Intersection Alternatives

Intersection analyses for the project are documented in the following Intersection Control Evaluation (ICE) technical memoranda:

- SR 31 at SR 80 ICE Stage 2 (August 2022)
- SR 31 at SR 80 ICE Stage 1 (March 2020)

Several options were evaluated for the intersection of SR 31 at SR 80:

- Signalized (existing)
- Quadrant Roadway (NW Quadrant)
- Displaced Left-Turn Lane/Median U-Turn
- Center Turning Overpass (centered over intersection)
- Center Turning Overpass (off-centered to south of intersection)
- Two independent flyovers with a crossover intersection on SR 31 north of SR 80

The ICE process concluded the following:

- The Signalized control option is the best operating at-grade alternative in the opening year but degrades substantially as the worst operating alternative in the design year.
- The Quadrant Roadway would result in the worst operating conditions in the opening year and the second worst operating conditions in the design year due to high left turn volumes.
- The Partial Displaced Left Turn/MUT was the third worst operating alternative in the opening year and design year due to high left turn volumes.
- Both Center Turning Overpass options would result in the best and second best operating conditions, respectively, but would not perform as well as the Flyover.
- The Flyover alternative results in the best operating conditions and high benefit/cost ratio. This option is the highest ranked among the grade-separated options and is projected to provide the best operations in the design year.

The quadrant roadway (NW quadrant) and displaced left-turn lane/median U-turn had similar operational issues on SR 31. The displaced left-turn crossover intersection on SR 31 and the intersection at SR 31 with the quadrant roadway experience substantial left-turn traffic volumes at this signalized intersection, resulting in significant delays projected for the design year. Therefore, these options would have delay issues in the design year.

To identify the most suitable alternative, planning-level right-of-way and construction cost estimates were generated for each intersection control type. The right-of-way and construction cost estimates were compared to the safety and delay costs to calculate overall benefit/cost (B/C) ratios. The future delay and safety costs were calculated using the ICE Tool. Using the conventional signalized intersection option as the base case for benefit-cost comparison, **Table 5-3** provides the benefit result calculated using the ICE tool.

Table 5-3. ICE Benefit/Cost Analysis Results

Benefit Category	Northwest Quadrant Roadway	Displaced Left-Turn Lane/Median U-Turn	Center Turning Overpass (centered)	Center Turning Overpass (south)	Dual Flyover
Auto Passenger Delay	\$(45,922,495)	\$(12,143,731)	\$29,857,861	\$30,375,202	\$36,729,974
Truck Delay	\$(11,225,695)	\$(2,924,143)	\$7,437,188	\$7,566,452	\$9,134,624
Safety	\$(24,531,245)	\$17,130,559	\$4,666,746	\$10,750,431	\$7,530,695
Net Present Value of Benefits	\$(81,679,434)	\$2,062,686	\$41,961,795	\$48,692,085	\$53,395,294
Net Present Value of Costs	\$9,331,228	\$7,979,048	\$20,667,409	\$21,267,409	\$18,267,409
Net Present Value of Improvement	\$(91,010,663)	\$(5,916,362)	\$21,294,386	\$27,424,676	\$35,127,885
Benefit/Cost (B/C) Ratio	Control Strategy not preferred. Benefits are less than base case and cost is greater than base case.	0.26	2.03	2.29	2.92
Delay B/C	Control Strategy not preferred. Benefits are less than base case and cost is greater than base case.	Control Strategy not preferred. Benefits are less than base case and cost is greater than base case.	1.80	1.78	2.51
Safety B/C	Control Strategy not preferred. Benefits are less than base case and cost is greater than base case.	2.15	0.23	0.51	0.41

The Flyover alternative was carried forward for evaluating the Build alternatives in greater detail because it will provide the best operating conditions in the design year. This alternative also has the highest B/C ratio.

5.4 Comparative Alternatives Evaluation

Reasonable options carried forward for the bridge type and intersection configuration were combined to form four individual Build Alternatives: 1A, 1B, 2A, 2B (see **Table 5-4**). All Build Alternatives included the six-lane typical section.

Table 5-4. Build Alternatives Considered

Alternative	High-Level Fixed Bridge	Mid-Level Movable Bridge	Traditional Signalized Intersection	Flyover Intersection
1A	*		*	
1B	*			*
2A		*	*	
2B		*		*

The comparative evaluation results of the No-Build and Build Alternatives is provided in **Table 5-5**. The matrix includes estimated project effects such as future operating conditions, environmental (natural, cultural, physical) impacts, and estimated costs. Design and construction costs are

documented in the LRE (August 2023), located in **Appendix D**. Right-of-way costs were estimated in January 2023. Construction Engineering and Inspection (CEI) costs were calculated as 12% of the construction cost. As of April 2023, the rates for mitigation credits available at Little Pine Island Mitigation Bank (LPIMB) are \$210,000 for forested freshwater and \$365,000 for forested saltwater credits. The mitigation credit prices and availability are subject to change. As seen in **Table 5-5**, the No-Build Alternative does not meet the project purpose and need but is included as a baseline comparison option.

5.5 Selection of the Preferred Alternative

The Preferred Alternative is Alternative 1B (Six-lane widening/High-Level Fixed Bridge/Flyover Intersection at SR 80). Although all Build Alternatives would meet the project purpose and need, this alternative was selected for the following reasons:

- Notable community support at the January 31, 2023 public meeting
- Locally preferred (Lee County preference)
- Lowest long-term maintenance bridge
- Minimal impacts to the surrounding area
- Best and longest viability to accommodate traffic

Figure 5-2 illustrates the preliminary lane geometry for the Preferred Alternative. The preliminary design plans for the Preferred Alternative are in **Appendix A**.

Figure 5-2. Preferred Alternative Lane Geometry

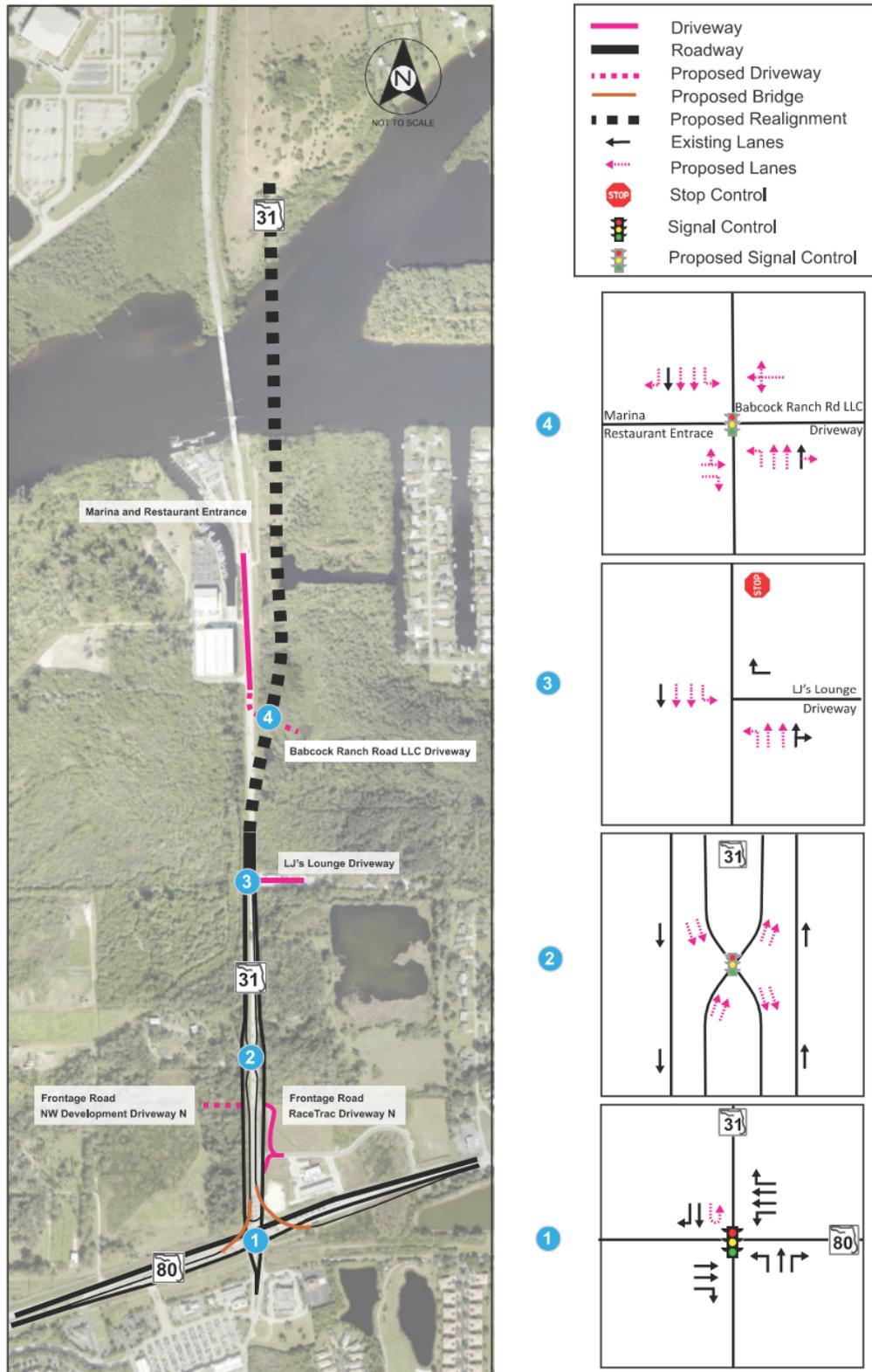


Table 5-5. Alternatives Evaluation Matrix

EVALUATION FACTORS	ALTERNATIVE	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build
	Roadway	Widen SR 31 to 6 Lanes	No Widening			
	Bridge	Replace bridge with high-level fixed	Replace bridge with high-level fixed	Replace bridge with mid-level movable (drawbridge)	Replace bridge with mid-level movable (drawbridge)	No Widening and No Replacement
	Intersection	Conventional signal at SR 80	Flyover at SR 80	Conventional signal at SR 80	Flyover at SR 80	No Improvements
ABILITY TO MEET PURPOSE AND NEED						
Accommodate future traffic demand						
Address bridge deficiencies						
Improve emergency evacuation/response						
POTENTIAL RIGHT OF WAY IMPACTS						
Relocations (#Business #Residential #Other)		0	0	0	0	0
Parcels (#Business #Residential #Other)		6 13 6	8 12 6	6 13 6	8 12 6	0
Right of Way to be acquired (acres)		33.8	31.8	33.8	31.8	0
POTENTIAL ENVIRONMENTAL IMPACTS						
Archaeological/Historic Resources Potential		Low	Low	Low	Low	N/A
Wetlands (acres)		13.3	13.1	13.3	13.1	0
Surface Waters (acres)		1.17	1.18	1.17	1.18	0
Floodplains (acres)		34.7	36.1	34.7	36.1	0
Noise Sensitive Receptors (#)		0	0	0	0	0
Public Recreation Resources (#)		0	0	0	0	0
Threatened/Endangered Species Potential		Moderate	Moderate	Moderate	Moderate	N/A
Utilities		Yes	Yes	Yes	Yes	0
Contamination Sites (#High #Medium Risk)		0 1	0 1	0 1	0 1	0 0
TRAFFIC OPERATIONS						
SR 80 Intersection 2045 Average Delay+Travel Time (sec. AM PM)		152.5 164.8	97.9 100.8	152.5 164.8	97.9 100.8	Over Capacity
Bridge Opening		No Openings	No Openings	Reduced Openings	Reduced Openings	No Change
ESTIMATED PROJECT COSTS (2022 \$)						
Right-of-Way for Roadway and Stormwater Pond		\$10,990,000	\$11,160,000	\$10,990,000	\$11,160,000	\$0
Wetland Mitigation		\$2,930,000	\$2,880,000	\$2,930,000	\$2,880,000	\$0
Final Design and Construction		\$131,000,000	\$149,140,000	\$173,390,000	\$189,700,000	\$0
Construction Engineering and Inspection		\$15,720,000	\$17,900,000	\$20,810,000	\$22,760,000	\$0
Preliminary Estimate of Total Project Cost*		\$160,640,000*	\$181,080,000*	\$208,120,000*	\$226,500,000*	*

*Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.

6 PROJECT COORDINATION & PUBLIC INVOLVEMENT

A *Public Involvement Plan* (PIP) was prepared and approved in February 2019. This program details the public involvement approach for the project. A *Comments and Coordination Report*, prepared under separate cover, fully documents the public and stakeholder involvement conducted for this project. Below is a summary of the public involvement activities.

6.1 Agency Coordination

Numerous local, state, and federal agencies were identified and initially contacted by the FDOT through the Advance Notification (AN) process at the outset of the project in accordance with the PD&E Manual, Part 1, Chapter 3, Preliminary Environmental Discussion and Advance Notification sent on June 22, 2018. As other concerned public agencies and stakeholders were identified, they were also contacted by FDOT.

State and federal agencies with a high level of involvement in the project were also contacted directly. FDOT coordinated with Lee County Department of Transportation (DOT) on November 3, 2022, and May 5, 2023 to provide presentations on the project. Attendees for the November 3rd presentation included representatives from Lee County DOT, FDOT, and consultants for both the SR 31 and SR 78 PD&E studies. Two additional presentations were made to the Lee County MPO Bike and Pedestrian Advisory Committee (BPAC) and Traffic Management and Operations Committee (TMOC) in June and July 2023. These presentations provided an overview of the project, including project limits, adjacent projects, and schedule. The public involvement process, including meeting summaries, comments/responses, and materials, are included in **Appendix E**.

6.2 Public Involvement

6.2.1 Public Workshop

The FDOT conducted an in-person Alternatives Public Meeting on Tuesday, January 31, 2023, at the Field House at Babcock Ranch. Subsequently, a virtual/online Alternatives Public Meeting was held on Tuesday, February 7, 2023 at 6 p.m. FDOT held the public meetings to present the Build Alternatives and the No-Build Alternative for the project.

A joint in-person Alternatives Public Meeting was initially planned for both this SR 31 PD&E and the SR 78 (I-75 to SR 31) PD&E studies for Tuesday, December 6, 2022, as the studies are in proximity to each other. The meeting was advertised, and notifications were sent the week of November 8, 2022, to elected and appointed officials, Environmental Technical Advisory Team (ETAT) members, and stakeholders for both studies. However, on November 22, 2022, the Lee County Civic Center, the intended venue for the meeting, informed the project team that their venue was no longer available because their facility was needed for Hurricane Ian relief efforts. FDOT distributed cancellation notices/advertisements shortly thereafter and the public meeting was able to be rescheduled for just the SR 31 PD&E Study. Due to uncertainty surrounding hurricane relief efforts at the civic center, FDOT made the decision to host the public at the Field House at Babcock Ranch.

FDOT distributed email notifications to elected and appointed officials, ETAT members, and interested parties/stakeholders. FDOT also prepared and mailed a newsletter announcing the

public meetings to property owners along the corridor, advertised the public meetings in the Florida Administrative Register and the News-Press, prepared and disseminated a press release to local media partners, and announced the in-person and online meetings on the project webpage and on the FDOT public meeting notice site.

At the in-person public meeting, 108 citizens and one elected official signed in. During the live online public meeting, 35 citizens attended. Attendees, whether in-person or online, were given the opportunity to provide feedback to FDOT regarding the four Build Alternatives and No-Build Alternative. Public comments were encouraged, and FDOT provided various outlets to share their comments at the meeting with FDOT/consultant staff, or through other methods. A continuous project video presentation as well as mapping and displays provided project information, including project purpose and need, alternatives evaluation, and schedule. Representatives and project information from the adjacent SR 31 North Design-Build (428917-1) and SR 78 (444937-1) projects were also available to allow individuals to engage with those project teams.

Attendees were provided a project handout that included an overview of the PD&E study process, project purpose, alternatives evaluation results, project schedule and a comment form. During the comments period, 37 comments were received. The comments were generally in favor of the project, the flyover, and the fixed bridge. Multiple comments were concerned with the impacts to businesses, noise, and others had questions about the duration of construction. All comments received were considered prior to advancing the Preferred Alternative to final design.

Given the interest from the public and proximity of the study limits for both the SR 31 and SR 78 PD&E studies, project representatives attended the in-person SR 78 PD&E Study Alternatives Public Meeting in May 2023 and were available to answer questions about the SR 31 study.

6.2.2 Public Hearing

A Public Hearing is scheduled for the fall of 2023. The hearing will inform the public of the results of the PD&E Study and provide the opportunity for the public to express their views regarding specific location, design, socioeconomic effects, and environmental impacts associated with the No-Build and the Preferred Alternative.

7 DESIGN FEATURES OF THE PREFERRED ALTERNATIVE

7.1 Engineering Details of the Preferred Alternative

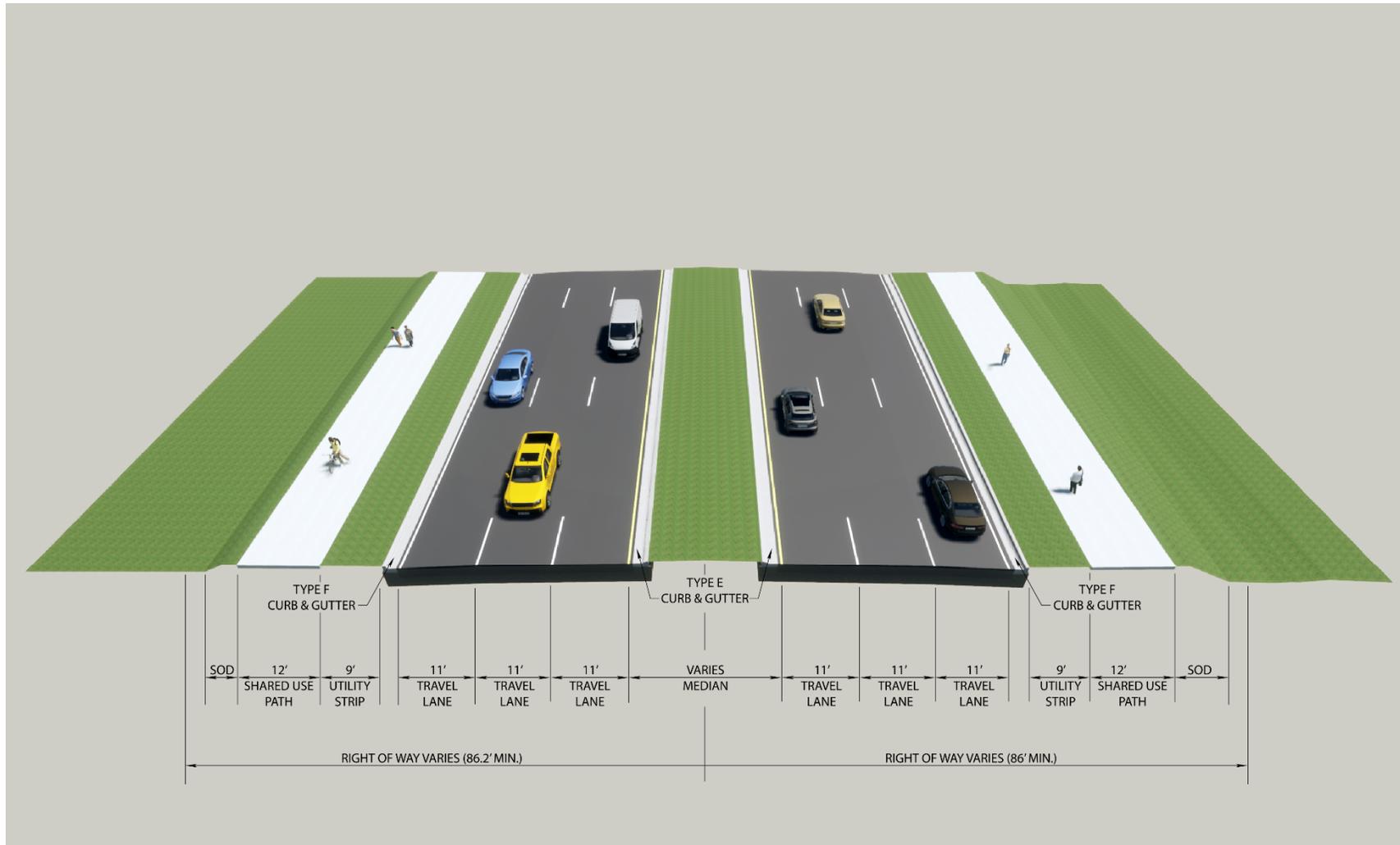
7.1.1 *Roadway Typical Sections*

The proposed roadway improvements utilize a realignment of SR 31, allowing construction to take place without closing the Wilson Pigott Bridge. The approach roadway would include three 11-foot travel lanes in each direction separated by a 22-foot raised median with Type E and F curb along the inside and outside lanes, respectively. A 12-foot wide shared-use path is proposed on each side of SR 31 with a 9-foot utility strip between the back of curb and path (see **Figure 7-1**). The typical sections for the Preferred Alternative are included in **Appendix B**.

The design and posted speed for this corridor will be 45 mph.

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Figure 7-1. Proposed SR 31 Roadway Typical Section



7.1.2 Bridges and Structures

A new high-level fixed bridge would be constructed to replace the existing Wilson Pigott Bridge. The proposed bridge will have three 11-foot lanes in each direction, and 8-foot shoulders and 12-foot shared use paths on each side. Pedestrians and bicyclists would be protected via a raised barrier and railing (see **Figure 7-3**). The minimum vertical clearance over the channel for this bridge alternative is 55 feet, which is 21 feet higher than the existing bridge. **Appendix C** includes correspondence regarding the USCG minimum vertical clearance requirement.

The grade-separated intersection of SR 31 and SR 80 would include two new flyover bridges for SR 31 and SR 80 movements: Southbound SR 31 travelers such as those coming from Lee Civic Center or Babcock Ranch, who want to go eastbound on SR 80, would use the flyover bridge. These travelers coming from the north will cross over at the proposed signal on SR 31. Similarly, eastbound SR 80 travelers, including those coming from Fort Myers who want to go northbound on SR 31, would use the flyover bridge. These travelers will cross over at the proposed signal on SR 31 (see **Figure 7-2**).

Figure 7-4 depicts the typical section for the SR 31 widening associated with the proposed flyovers.

Figure 7-5 and **Figure 7-6** depict the northbound and southbound typical sections for the flyover.

Figure 7-7 and **Figure 7-8** depict the proposed typical sections along SR 80 west and east of the intersection. **Figure 7-7** depicts the eastbound SR 80 to northbound SR 31 flyover ramp typical section, and **Figure 7-8** depicts the southbound SR 31 to eastbound SR 80 flyover ramp typical section.

Figure 7-2. SR 31/SR 80 Proposed Flyover Traffic Movements

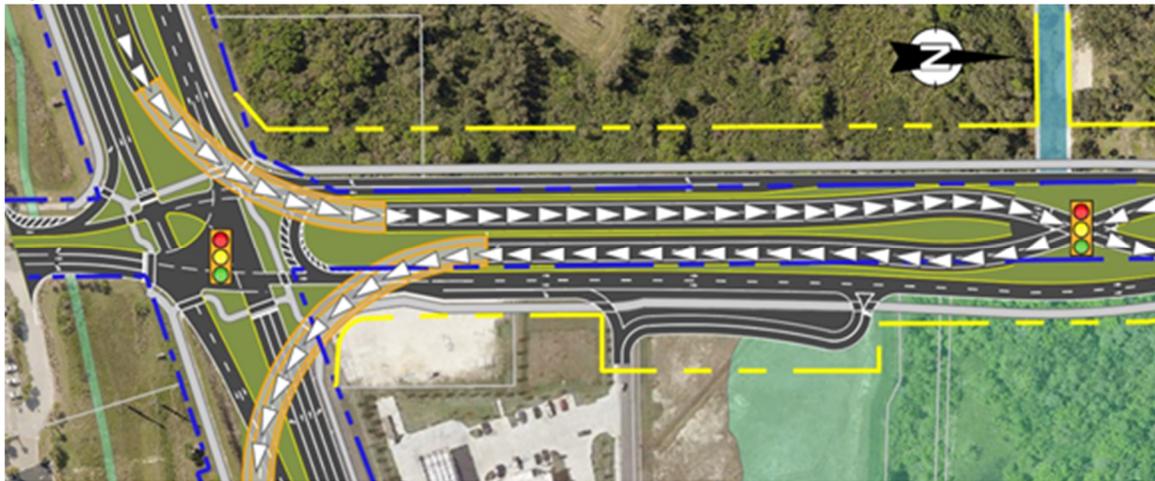


Figure 7-3. Proposed Bridge Typical Section

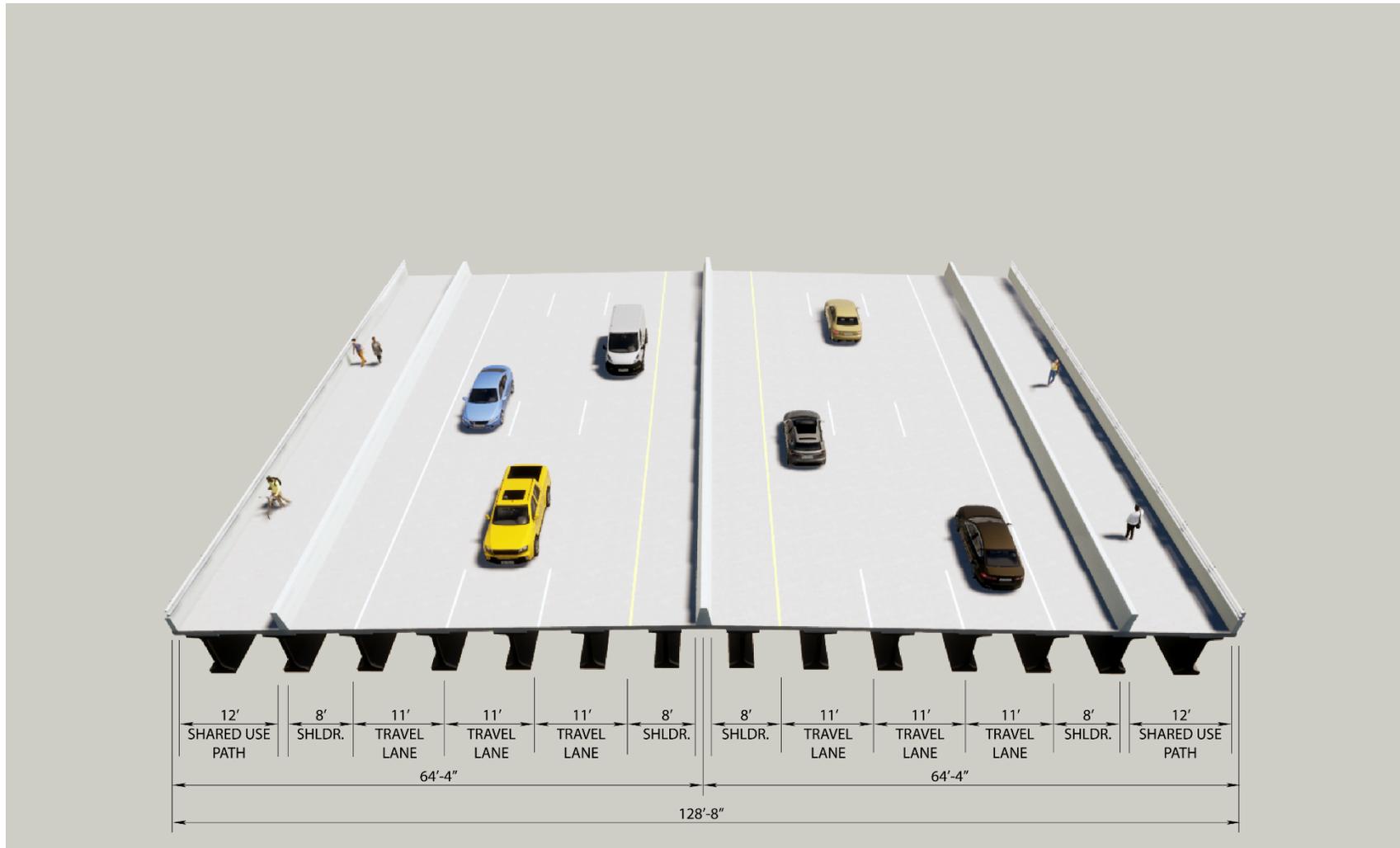


Figure 7-4. Proposed SR 31 Typical Section (at Flyovers)

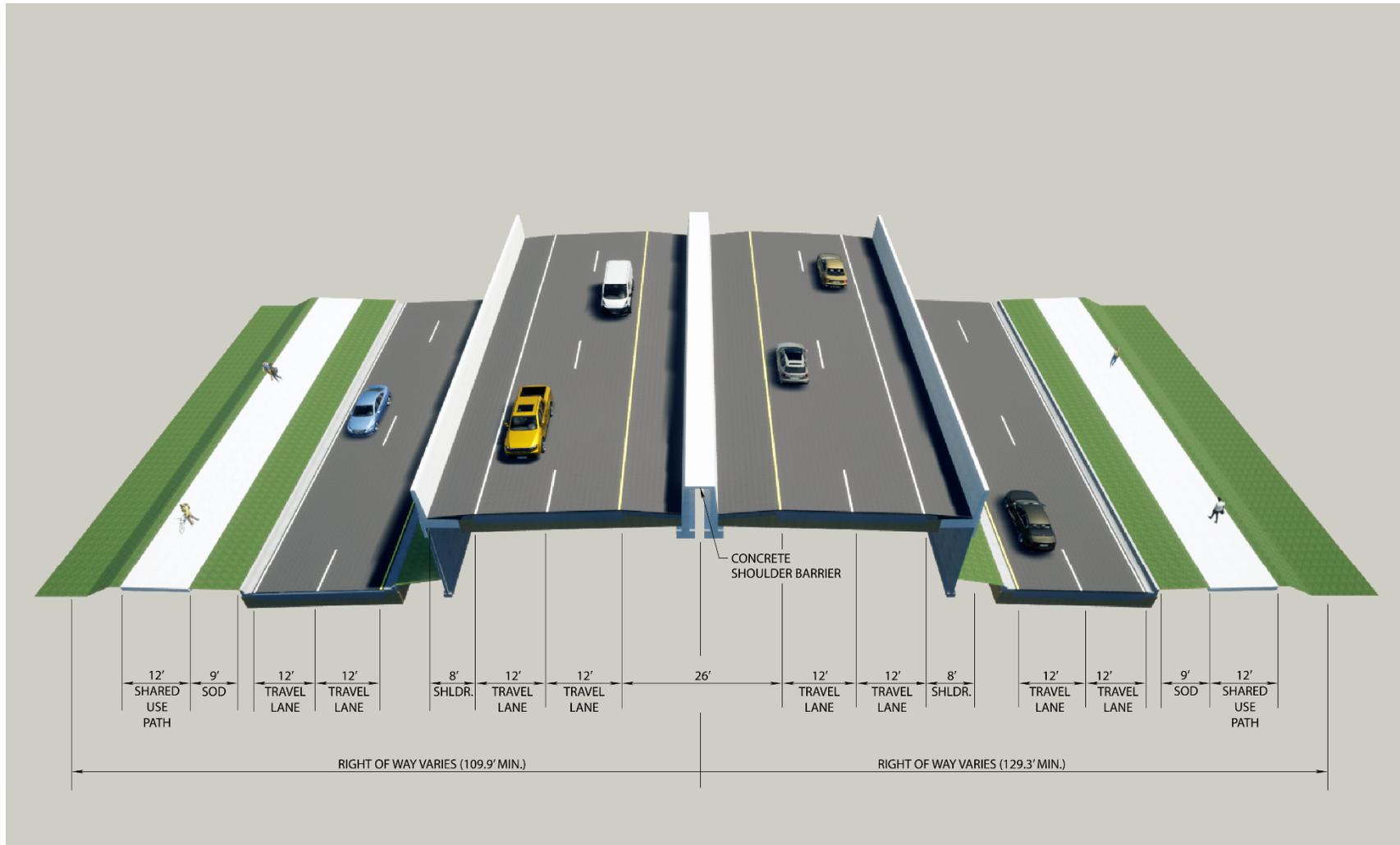


Figure 7-5. Proposed NB Flyover Typical Section

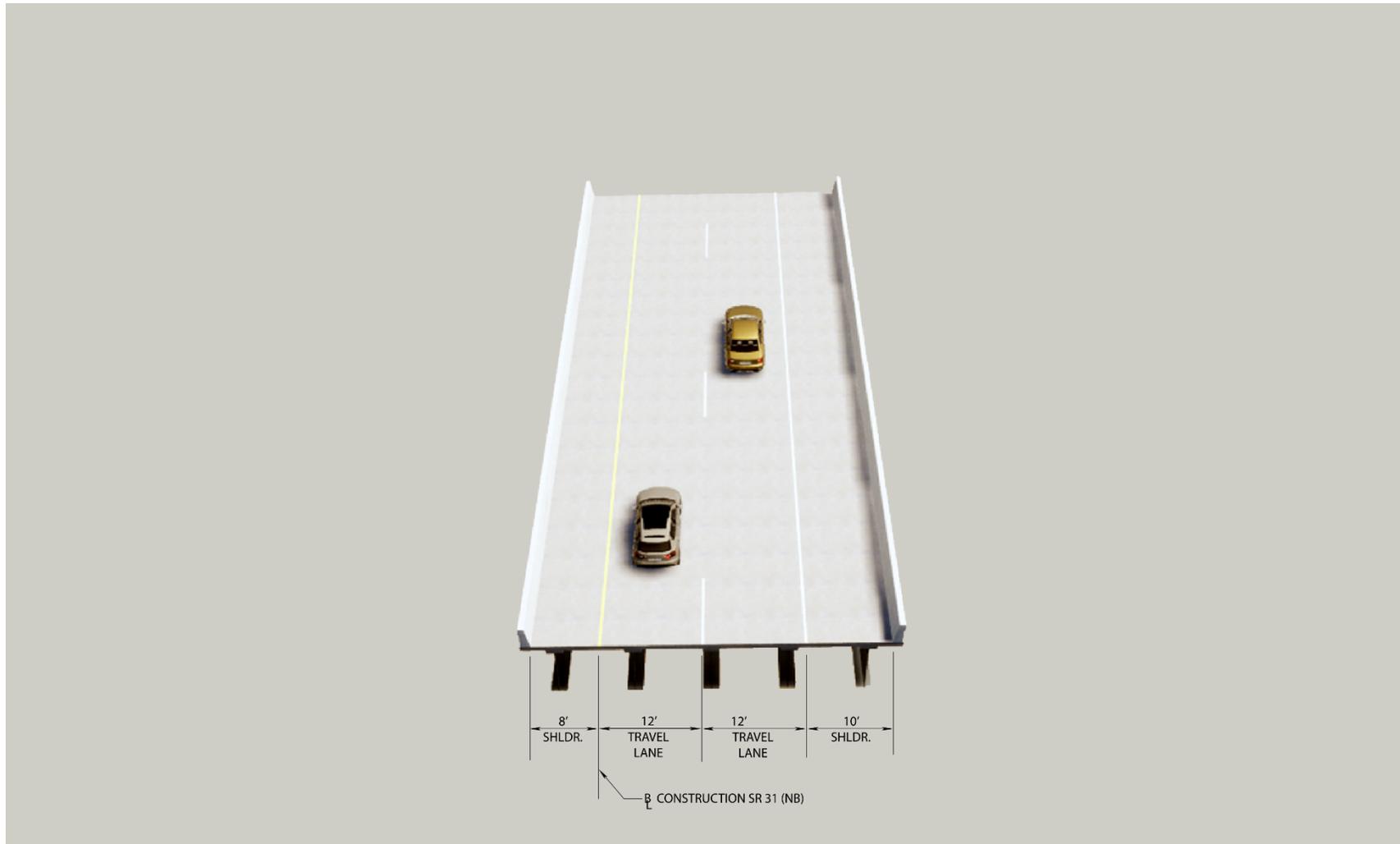
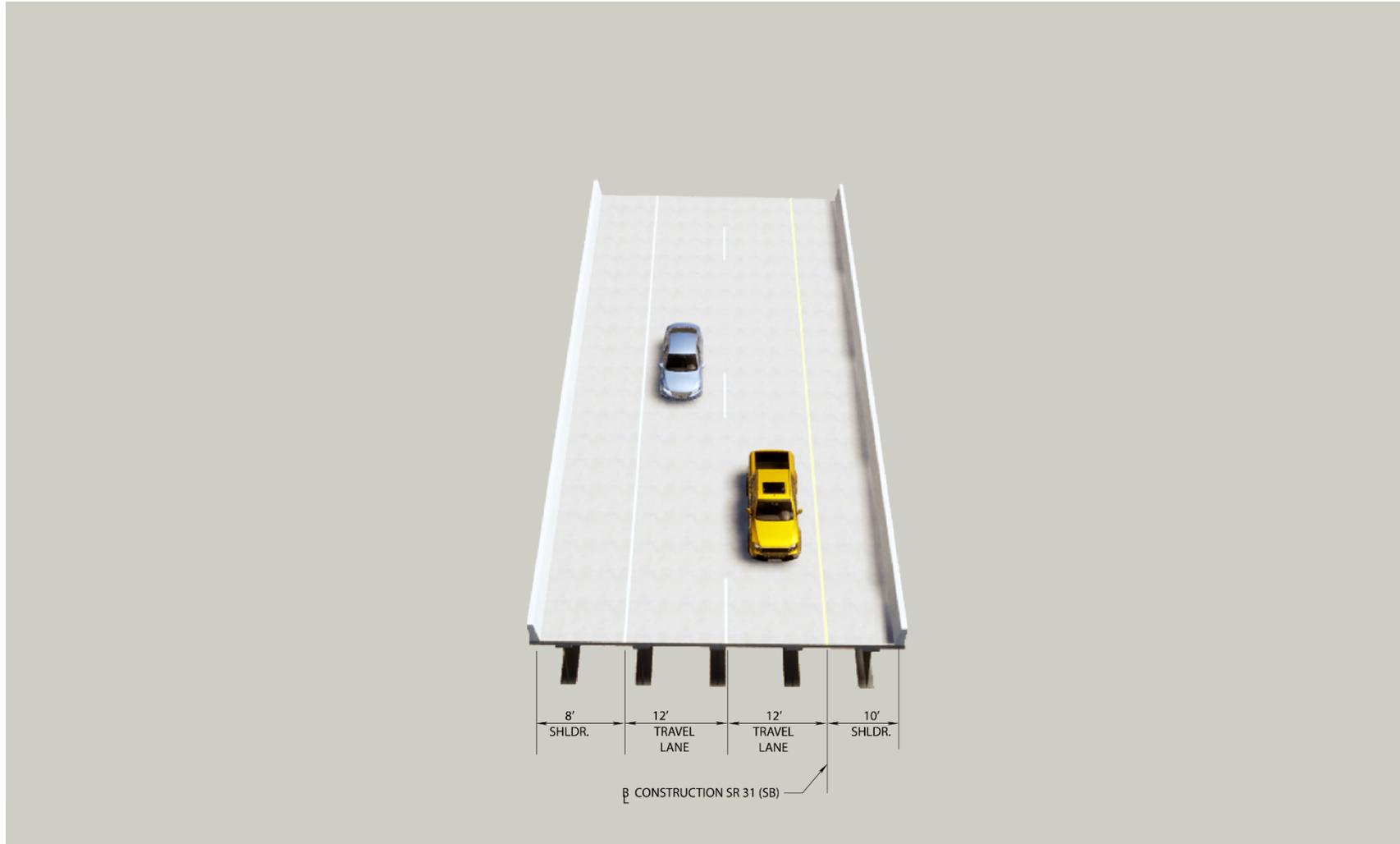


Figure 7-6. Proposed SB Flyover Typical Section



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Figure 7-7. Proposed SR 80 Roadway Typical Section (West of SR 31)

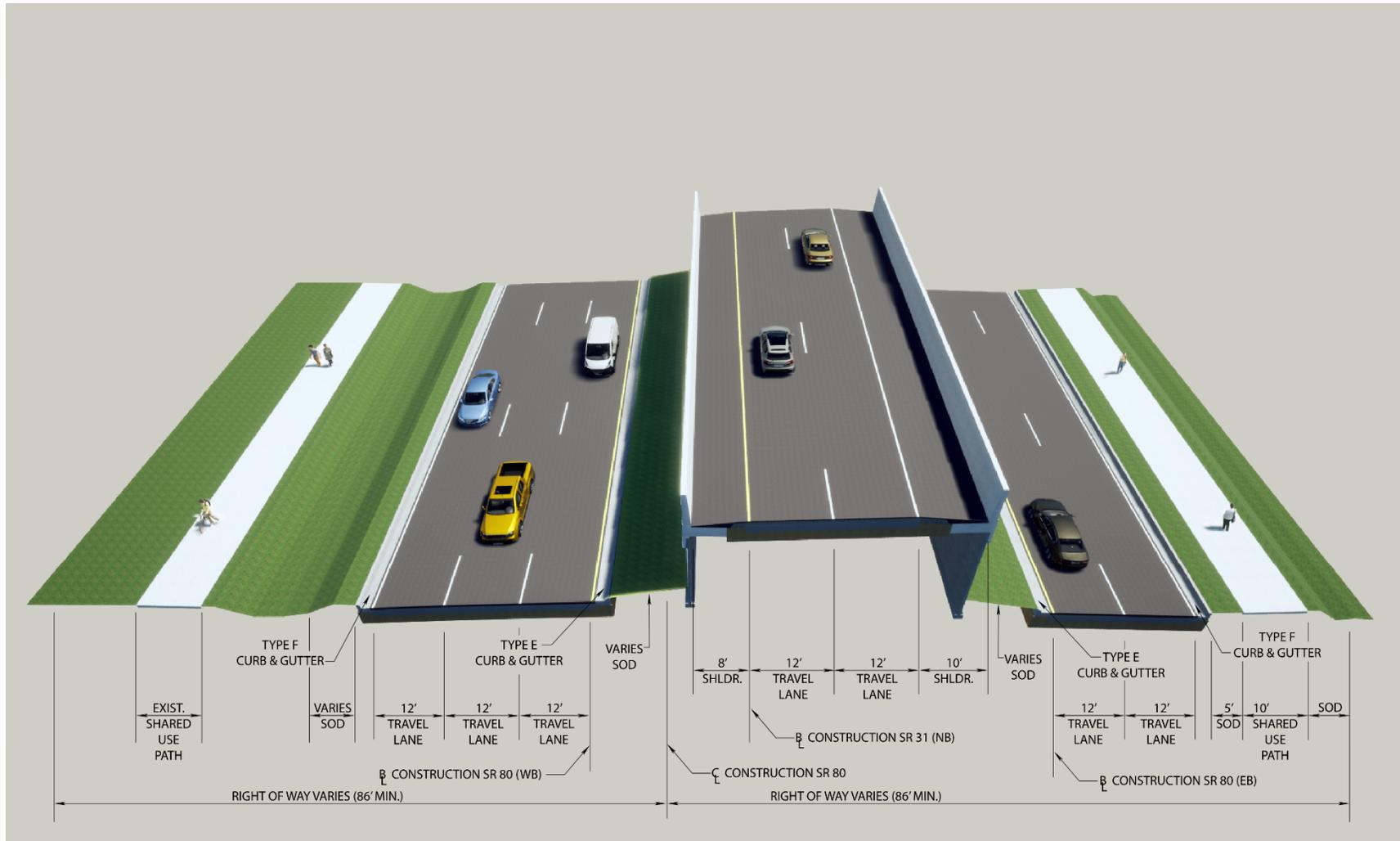
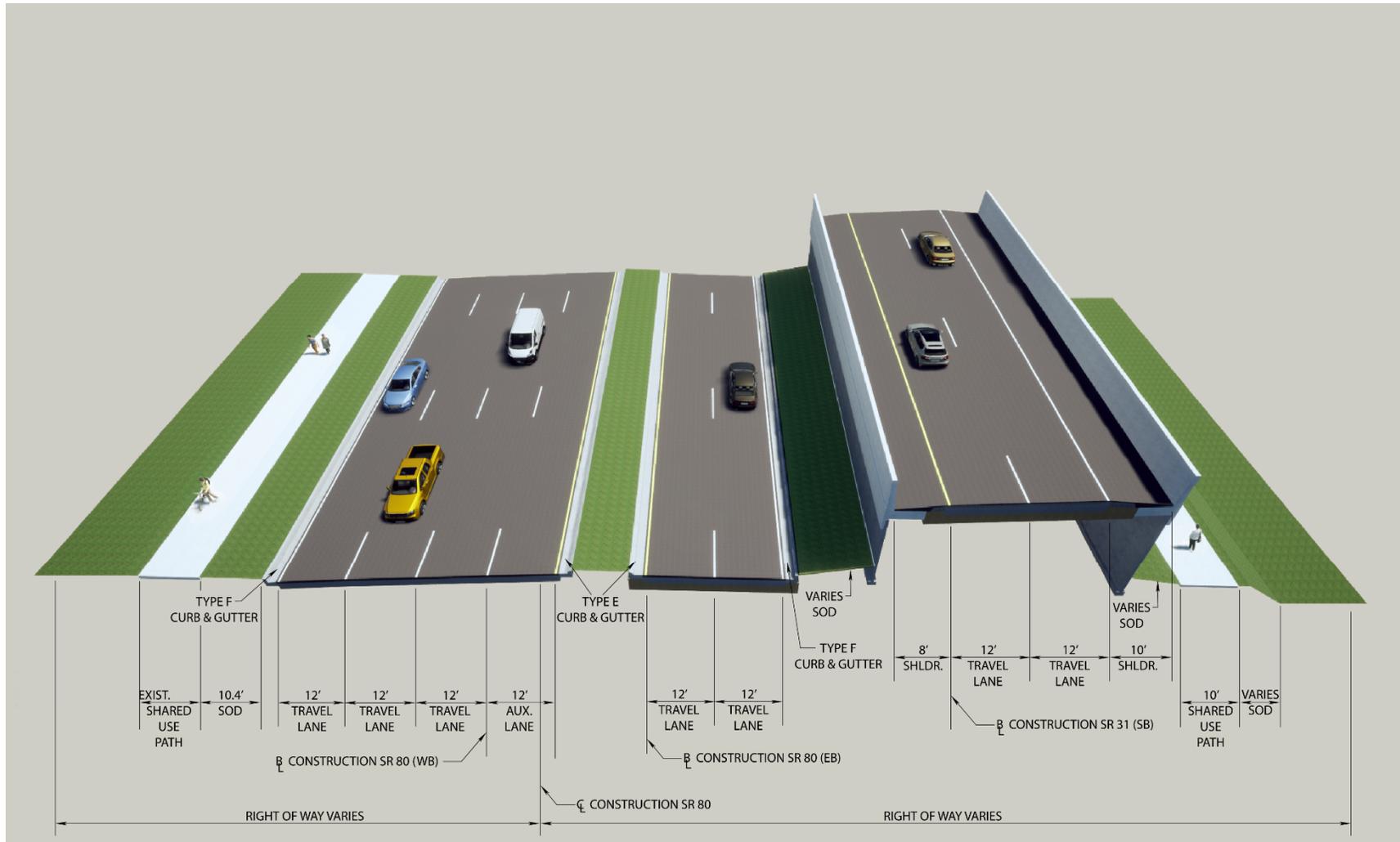


Figure 7-8. Proposed SR 80 Roadway Typical Section (East of SR 31)



7.1.3 Right-of-Way and Relocations

The proposed project, as currently designed, will not displace any residences, businesses, or other uses. The Preferred Alternative would require approximately 40 acres of additional right-of-way from 26 parcels. Should this change over the course of the project, a Right of Way and Relocation Assistance Program will be carried out in accordance with Florida Statute 421.55, Relocation of displaced persons, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646 as amended by Public Law 100-17).

7.1.4 Horizontal and Vertical Geometry

The Preferred Alternative maintains the current horizontal alignment of SR 31 from the SR 80 intersection to about 2,600 feet north. Then, the alignment shifts eastward to avoid impacts to the existing marina, the existing FGT transmission line, and to connect to the SR 31 North Design-Build project alignment. These shifts will also allow for the new 1,933-ft bridge to be constructed while maintaining traffic flow on the existing bridge. Preliminary concept plans showing the horizontal geometry for the Preferred Alternative are provided in **Appendix A**.

To improve drainage and avoid flooding, SR 31 will be elevated to meet FEMA 100-year floodplain standards. Both approaches will utilize a 4% grade to achieve sufficient vertical clearance over the Caloosahatchee River.

7.1.5 Multi-Modal Accommodations

Bicycle and pedestrian facilities will be included in the widening of SR 31 with the addition of a 12-foot shared-use path along both sides of SR 31. The 12-foot shared-use path will continue along the edges of the bridge deck, separated with a crash tested barrier. These improvements are consistent with the Lee County Greenways Master Plan that includes the Pine Island/Hendry Trail within the limits of the study.

The proposed improvements are not expected to have any significant impact on the existing SR 80 transit route discussed in **Section 2.5**.

7.1.6 Access Management

Based on the proposed access plan, the SR 31 study corridor meets the Access Class 3 guidelines for the Preferred Alternative which includes a Grade-Separated: Flyover Overpass with Crossover at the SR 31 at SR 80 intersection. The access plan includes access to all the parcels adjacent to the SR 31 study corridor with a few limitations/changes, which is listed below:

- To access the RaceTrac site, traffic along southbound SR 31 will follow a new pattern which involves making a U-turn at the proposed Texas U-turn located near the SR 80 intersection.

Access to the parcels between LJ's Lounge and the Marina Drive intersection does not meet the driveway connection standard of 440 feet. However, these driveways are designated as "maintenance access only" driveways as there are no current plans to develop these parcels.

WILL EXPAND AFTER ACCESS MANAGEMENT PLAN UPDATE AVAILABLE.

7.1.7 Intersection and Interchange Concepts

The grade-separated intersection of SR 31 and SR 80 would introduce two new flyover bridges for SR 31 and SR 80 movements. Southbound SR 31 travelers such as those coming from Lee Civic Center or Babcock Ranch, who want to go eastbound on SR 80, would use the flyover bridge.

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These travelers coming from the north will cross over at the proposed signal on SR 31. Similarly, eastbound SR 80 travelers, including those coming from Fort Myers who want to go northbound on SR 31, would use the flyover bridge. These travelers will cross over at the proposed signal on SR 31.

WILL EXPAND MARINA INTERSECTION UPON COMPLETION OF ICE MEMO.

7.1.8 Intelligent Transportation System and TSMO Strategies

There are no existing or planned ITS accommodations along this section of SR 31, but this will be reassessed during design.

7.1.9 Utilities

Identify any impacted utilities and costs associated with relocating utilities. Include contact information for impacted utilities. If utilities are located in FDOT ROW by permit, the cost for relocation is at the expense of the utility owner (Note that information here).

To be completed after update available.

7.1.10 Drainage and Stormwater Management Facilities

A Pond Siting Report (PSR) (May 2023) and PSR Addendum (DATE OF FINAL) were prepared for this project and provide a detailed discussion of the proposed stormwater management approach. **The PSR Addendum is currently under review by FDOT, therefore, a recommended alternative is not shown in Table 7-2.**

Roadway runoff sheet flows to the adjacent natural wetlands and undeveloped properties which then outfall to the Caloosahatchee River without providing formal water quality treatment or attenuation. Existing ditches along SR 80 accommodate water quality treatment and attenuation. The roadway project corridor is divided into two roadway basins: Basin 1 south of the river (between SR 80 and the profile high point over the Caloosahatchee River), and Basin 2 north of the river (between the profile high point over the Caloosahatchee River and SR 78). Although the project corridor is comprised of two roadway drainage basins only Basin 1 was evaluated for pond siting. The Basin 2 (from the proposed bridge high point to north of the Caloosahatchee River to the End Project at SR 78) stormwater management facility (SMF, named Pond 2) recommended alternative has been determined under the adjacent SR 31 Project (FPID 428917-1-22-01 & 442027-2-54-01) to the north.

For the proposed SR 31 at SR 80 improvements there are pond siting alternatives under consideration, and the proposed improvements will need to be accommodated in the preferred SMF facility. The total area to be routed through the recommended SMF alternative (dry retention and wet detention) will treat and attenuate (if necessary) a total of 45.15 acres as summarized in **Table 7-1**.

Table 7-1. Summary of Proposed Drainage Basins

Basin Number	From Station	To Station	Total Basin Area (Acres)	Outfall Location
1				
SR 31	50+00	108+54	24.40	Direct outfall to the Caloosahatchee River
SR 80	394+34	440+00	20.75	
2				
Included in the Adjacent North PD&E Project	108+59	127+45.38	N/A	Caloosahatchee River

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The proposed stormwater management system will consist of an off-site SMF designed to treat and attenuate the stormwater runoff from the improved project corridor. The analysis estimates pond right-of-way needs using a volumetric analysis approach that accounts for water quality treatment and water quantity for peak discharge attenuation where required. Potential SMF alternatives were identified along the project limits and were designed as a combination of dry retention/wet detention system to meet ERP permit requirements. For SMF discharges directly to the Caloosahatchee River (tidally influenced), peak discharge attenuation is not required, otherwise post development peak discharge attenuation is based on the 25-year/72-hour design storm event. FDOT Critical Duration analysis is not required per FDOT District One. Five SMF site alternatives were evaluated for Basin 1 with SMF 1-E being the recommended pond site alternative. Low potential for contamination/hazardous materials, no identified protected species, low potential for archaeological/historic sites, a favorable soil types (i.e., HSG A and A/D), and low construction cost all contributed to the recommendation of SMF 1-E.

A PSR Addendum is being prepared to address the proposed flyovers from SR 31 to SR 80. The flyover improvements will impact the existing linear stormwater treatment facility along SR 80, which will require an additional SMF to handle water quality treatment and pollutant loading. Therefore, three additional pond site alternatives were evaluated in the PSR Addendum, as shown in Table 7-2. The PSR Addendum is currently under review by FDOT. A recommendation will be provided once the Addendum has been approved.

One major design constraint on this project is the existing FGT gas transmission line. Care was taken to avoid crossing or impacting this line as much as possible and the location of this line (in the vicinity of the river) is a major constraint impacting the ability to locate an efficient and economically suited stormwater pond site.

Please note SMF recommendations are based on size and locations determined from preliminary data calculations, best available data, reasonable engineering judgement, and assumptions. SMF sizes and configurations may change during final design as specific site information (seasonal high ground water table, actual topographic elevation data, wetland hydrologic information, and final roadway geometry) are obtained.

Table 7-2. Stormwater Management Facility Alternatives Summary

SMF Name	SMF Right-of-Way (Acres) (Including Access & Outfall Easements)	Recommended SMF Site
1-A	11.86	
1-B	10.96	
1-C	10.75	
1-E	13.48	
1-F	15.78	
1-G	3.44	
1-H	12.34	
1-I	4.25	

7.1.11 Floodplain Analysis

An Environmental Resource Permit (ERP) coordination meeting was held with the SFWMD on September 13, 2019. It was determined that floodplain impact compensation is not required for

the project. The floodplain associated with the tidal Caloosahatchee River is considered a surge floodplain and will not be affected by fill encroachments.

Floodplain impacts due to the proposed roadway and stormwater management facilities were analyzed in the PSR. A preliminary analysis of cross drains was performed to determine whether the existing cross drains along SR 31 can be extended or would require replacement. Five cross drains and one bridge were analyzed in proposed conditions to ensure no rise in headwater elevation. It was determined that the floodplain encroachment is classified as “minimal” as stated in the Location Hydraulic Report (LHR) (June 2022).

The proposed cross drains will perform hydraulically in a manner equal to or greater than the existing condition, and backwater surface elevations are not expected to increase. As a result, there will be no significant change in flood risk, and there will not be a significant change in the potential for interruption or termination of emergency service or in emergency evacuation routes. Therefore, it has been determined that this encroachment is not significant.

Additional information is included in the LHR (June 2022).

7.1.12 Transportation Management Plan

The goals of the Transportation Management Plan include accommodating existing traffic along the corridor with minimal disruptions. Work along SR 80 and SR 31 in areas of the existing roadway will be phased construction to allow a minimum of 2 lanes of traffic along SR 31 to match existing number of lanes, and a minimum of four lanes along SR 80 and the utilization of nighttime lane closures. Construction of the segment that shifts east of existing SR 31, including the new river crossing bridge, can be completed while maintaining traffic along existing SR 31 and the existing Wilson Pigott Bridge.

7.1.13 Special Features

The preferred alternative uses MSE walls for both approaches to the flyover ramps as well as the approaches to the new river crossing bridge. These walls will minimize right-of-way impacts adjacent to the structures. A crossover intersection is also utilized north of SR 80 on SR 31 to move traffic to the opposite side of the road to eliminate left turn conflicts. This is a similar concept implemented in Diverging Diamond Interchanges (DDI) throughout the country.

7.1.14 Design Variations and Design Exceptions

No variations or exceptions are expected within the project limits.

7.1.15 Cost Estimates

Preliminary project costs for construction, preliminary engineering (PE), right-of-way, and construction engineering and inspection (CEI) were developed for the Preferred Alternative and are included in **Table 7-3**. The project's LRE has been included within **Appendix D**, which summarizes the design and construction cost for the Preferred Alternative.

Table 7-3. Preliminary Cost Estimate of Preferred Alternative

Evaluation Factors	Estimated Project Costs (2023 \$)
Right-of-Way for Roadway and Stormwater Pond	\$10,970,000
Wetland Mitigation	\$2,100,000
Final Design and Construction	\$162,900,000
Construction Engineering and Inspection	\$19,500,000
Preliminary Estimate of Total Project Cost	\$195,470,000*

*Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.

7.2 Summary of Environmental Impacts of the Preferred Alternative

The following section summarizes the anticipated environmental impacts of the Preferred Alternative.

7.2.1 Future Land Use

Development trends in the surrounding area include conversion of adjacent vacant or underutilized properties, with several projects in the early stages of planning or under construction. The most notable growth pressure within the project limits is generally east of SR 31 and at the intersection with SR 80. Development pressure in the area and associated changes in land use for parcels along the corridor are not necessarily dependent upon construction of the Preferred Alternative; development in the area is more dependent upon market conditions. The project would change the character of the existing facility, but it would not solely contribute to changes in land use. Under the preferred alternative, land use would continue to be guided by adopted zoning and land use plans.

The project will require additional right-of-way from immediately adjacent parcels, converting land from its existing use to a transportation use. The direct conversion of some land to roadway right-of-way would be compatible with the remaining lands, which would benefit from having access to a more efficient roadway. The proposed project is within an area that is mostly identified as "Future Urban Areas-Suburban" in the Lee County Future Land Use Map (June 2020).

7.2.2 Section 4(f)

Consistent with the PD&E Manual, Section 4(f) properties were analyzed within a 500-foot buffer around the project study area. Based upon review of existing field conditions within the project study area, review of the ETDM Final Programming Screen Summary Report published on May 17, 2023, and Florida Department of Environmental Protection Greenways and Trails map, there are two potential Section 4(f) resources located within the project study area.

The first resource identified is the Great Calusa Blueway, a paddling trail that passes through the coastal waters of Lee County, spanning from the Pine Island Sound to Estero Bay, up the Caloosahatchee River and through its tributaries. This 190-mile trail supports outdoor recreation, guiding canoeists and kayakers through clearly marked brown-and-white signs located along the course of the trail. The trail is accessible to the general public at no cost. The Caloosahatchee segment of the blueway can be accessed in Lee County through a series of 20 launch sites, located on both public and private properties.

The proposed improvement of SR 31 includes replacement of the existing Bridge# 120064 over the Caloosahatchee River. No physical improvement made as part of the blueway is present

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within the bounds of the project. The project will maintain vessel traffic on the Caloosahatchee in the future condition and during construction. No effects to the attributes, features, or activities that qualify the Great Calusa Blueway for protection under Section 4(f) are anticipated. No use of the blueway will occur.

The second resource identified is a single 10-foot multi-use trail that exists on the north side of SR 80. The Caloosahatchee Trail, designated as part of the Florida Shared-Use Nonmotorized Trail Network (Florida SUN Trail Network), extends 22 miles in Lee County from US 41 to the Hendry County Line. The SUN Trail Network is one part of the statewide system of trails, funded by the FDOT, that functions as part of a multi-modal transportation system. The same corridor is listed as part of the Pine Island – Hendry Trail and is included in the Lee County Greenways Master Plan. The trail consists of a combination of existing and planned trail segments along portions of SR 78, SR 31, and SR 80. Within the project limits, the Caloosahatchee Trail is listed as an unfunded need on SR 31. The FDOT recently completed a trail on the north side of SR 80 (as part of project 429823-1). The proposed improvement of SR 31 (as part of project 441942-1) includes a 12-foot shared-use trail to support the planned/existing trail system.

The Florida SUN Trail consists of multi-use trails and shared-use paths physically separated from motor vehicle traffic which, by virtue of design, location, and extent of connectivity, provide nonmotorized transportation opportunities for bicyclists and pedestrians statewide. The Florida SUN Trail Network is intended to support a range of use by the general public ranging from transportation-based use to recreational activities such as walking, biking, or jogging.

Due to its eligibility for the National Register of Historic Places, the Caloosahatchee River Canal (8LL1898) qualifies for protection under Section 4(f). As part of the project improvements, the construction of the new bridge includes new supports/concrete piers within the Caloosahatchee River Canal and rip rap will be installed immediately adjacent to the bridge ends at the shoreline. On July 24, 2023, the SHPO concurred with the Section 106 finding that there will be no adverse effects on the Caloosahatchee River Canal and the linear resource will remain eligible for inclusion in the National Register due to its importance to drainage of the Everglades. The improvements will not involve changes that would compromise the integrity of the canal, such as rerouting, cutting off or filling in, widening, severing from other waterways, change of function, or removal of ancillary structures or features that contribute to its significance.

The improvements do not require the direct use or conversion of the Caloosahatchee River Canal to permanent ROW and there is no change in ownership or impairments to the Section 4(f) linear resource. Under Section 4(f) it appears that the improvements within the Caloosahatchee River Canal would meet the requirements for a temporary occupancy exception: they are temporary, they are minor, there are no permanent adverse physical impacts and no adverse effects under Section 106; and any changes that occur during construction of the new bridge in the Caloosahatchee River Canal will be restored back to their pre-construction condition following construction.

The Section 4(f) findings from OEM are pending. No use of the blueway is anticipated. A portion of the Caloosahatchee Trail may experience temporary impacts during construction, but the affected multi-use trail is part of the local transportation system, designated as a segment of Florida SUN Trail that functions primarily for transportation. No use of the Section 106

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Caloosahatchee River Canal is anticipated. Draft documents submitted to OEM identify these no use recommendations of the blueway and Caloosahatchee River Canal, and an exemption from Section 4(f) for the multi-use trail based on criteria listed in 23 CFR 774.13(f)(1-4). (WILL UPDATE)

7.2.3 Cultural Resources

A *Cultural Resource Assessment Survey (CRAS) Report* was prepared for the project. Much of the Area of Potential Effect (APE) is within areas of existing and proposed right-of-way that have been previously surveyed for archaeological resources during the following surveys, each of which previously received concurrence from the Florida Division of Historic Resources (FDHR)/State Historic Preservation Officer (SHPO):

- *Cultural Resource Assessment Survey of State Road 31 from State Road 80 (Palm Beach Boulevard) to North of County Road 78 (North River Road) Lee County, Florida* (Southeastern Archaeological Research, Inc. [SEARCH] 2012; Florida Master Site File [FMSF] Manuscript No. 20161)
- *Technical Memorandum: Cultural Resource Assessment Survey Update for the Project Development and Environment Study of State Road 31 from State Road 78 to County Road 78, Lee County, Florida* (SEARCH 2020; FMSF Manuscript No. 27269)
- *Cultural Resource Assessment of the Caloosa Landing Project Area in Lee County, Florida* (Panamerican Consultants, Inc. 2005; FMSF Manuscript No. 12279)
- *Cultural Resource Reassessment Survey of a Segment of SR 80 in Lee County, Florida* (VBallou 1989; FMSF Manuscript No. 2165)

No archaeological sites were recorded within or adjacent to the current APE during prior survey efforts. No archaeological sites or archaeological occurrences were identified during the current survey. Subsurface testing was conducted within the APE where feasible and focused on areas of proposed right-of-way not included in previous surveys. Based on the results of the current and previous survey efforts, the archaeological APE exhibits a low potential for encountering intact archaeological deposits or significant archaeological sites.

Six historic resources were identified within the APE. Four of these were previously recorded and two were newly recorded. The Caloosahatchee River Canal (8LL2586) was determined eligible for the National Register of Historic Places (NRHP) by the SHPO in 2012 under Criterion A for its association with late-19th-Century efforts to drain the Everglades and the agricultural development of South Florida. Two resources have been determined ineligible by the SHPO. SR 31 was previously determined ineligible outside of the APE. The section within the current APE exhibits modern improvements and lacks historic associations. It is considered ineligible for the National Register. The FMSF form for SR 31 was updated since the roadway had not been previously recorded within the current APE. FMSF forms were not updated for the other previously recorded resources as they did not exhibit alterations or changes in their National Register eligibility since they were last recorded.

Of these resources, only the Caloosahatchee River Canal was recommended as National Register-eligible. SHPO concurred with the findings and recommendations included in the CRAS report in a letter signed on December 29, 2020.

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7.2.4 Wetlands

The Preferred Alternative will directly impact 22.6 acres and indirectly impact 5.16 acres of wetlands and surface waters. Based on the Uniform Mitigation Assessment Method (UMAM), the 20.48 acres of direct and indirect wetland impacts may require 1.23 estuarine mangrove credits and 7.86 freshwater forested credits from an approved wetland mitigation bank or equivalent regional mitigation area (**Table 7-4**).

Table 7-4. Anticipated Wetland and Surface Water Impacts and Functional Loss

Wetland or OSW ID	FLUCFCS Code and Name	Direct Impacts		Indirect Impacts	
		Acre(s)	Functional Loss	Acre(s)	Functional Loss
Wetland A	6120: Mangrove Swamps	1.35	1.04	0.28	0.05
Wetland B	6120: Mangrove Swamps	0.19	0.13	0.06	0.01
Wetland C	6170: Mixed Wetland Hardwoods	5.12	2.92	0.68	0.12
Wetland D	6170: Mixed Wetland Hardwoods	1.00	0.47	0.25	0.03
Wetland E	6170: Mixed Wetland Hardwoods	0.28	0.14	0.12	0.01
Wetland F	6170: Mixed Wetland Hardwoods	0.11	0.05	0.04	0
Wetland G	6170: Mixed Wetland Hardwoods	0.32	0.20	0.17	0.02
Wetland H	6170: Mixed Wetland Hardwoods	<0.01	0	0.03	0
Wetland I	6210: Cypress	0.67	0.40	0.20	0.02
Wetland J	6170: Mixed Wetland Hardwoods	0.27	0.15	0.20	0.02
Wetland K	6310: Wetland Scrub	3.58	1.54	2.02	0.20
Wetland L	6170: Mixed Wetland Hardwoods	2.35	1.41	0.90	0.09
Wetland N	6170: Mixed Wetland Hardwoods	0.07	0.04	0.21	0.03
Total Wetland Impacts and Functional Loss		15.32	8.49	5.16	0.60
Surface Water 1	5110: Natural River, Stream, Waterway	5.93	-	-	-
Surface Water 2	5120: Channelized River, Stream, Waterway	0.89	-	-	-
OSW 1	5140: Upland Cut Ditch	0.16	-	-	-
OSW 2	5140: Upland Cut Ditch	0.09	-	-	-
OSW 3	5140: Upland Cut Ditch	0.03	-	-	-
OSW 4	5140: Upland Cut Ditch	0.13	-	-	-
OSW 6	5140: Upland Cut Ditch	0.05	-	-	-
Total OSW Impacts		7.28	-	-	-
Total Wetland and OSW Impacts		22.60	-	5.16	-

7.2.5 Protected Species and Habitat

Pursuant to the Endangered Species Act (ESA), federally listed species with moderate or high potential to occur within the study area that may be affected by the Preferred Alternative are summarized in **Table 7-5**. The Department will initiate Section 7 consultation with the US Fish and Wildlife Service (USFWS) for potential impacts to federally protected species.

Table 7-5. Summary of Federally Listed Species and Anticipated Effect Determinations

Protected Species		Effect Determination
Common Name	Scientific Name	
FISH		
Smalltooth sawfish	<i>Pristis pectinata</i>	"May affect, not likely to adversely affect"
REPTILES		

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Eastern indigo snake	<i>Drymarchon couperi</i>	"May affect, not likely to adversely affect"
Green sea turtle	<i>Chelonia mydas</i>	"May affect, not likely to adversely affect"
Hawksbill sea turtle	<i>Eretmochelys imbricata</i>	"May affect, not likely to adversely affect"
Kemp's ridley sea turtle	<i>Lepidochelys kempii</i>	"May affect, not likely to adversely affect"
Leatherback sea turtle	<i>Demorhchelys coriacea</i>	"May affect, not likely to adversely affect"
Loggerhead sea turtle	<i>Caretta caretta</i>	"May affect, not likely to adversely affect"
BIRDS		
Audubon's crested caracara	<i>Polyborus plancus audubonii</i>	"May affect, not likely to adversely affect"
Wood stork	<i>Mycteria americana</i>	"May affect, not likely to adversely affect"
MAMMALS		
Florida bonneted bat	<i>Eumops floridanus</i>	"May affect, + further coordination"
West Indian manatee	<i>Trichechus manatus</i>	"May affect, not likely to adversely affect"

7.2.6 Essential Fish Habitat

The project is located within the jurisdiction of the Gulf of Mexico Fishery Management Council. Essential Fish Habitat (EFH) for several managed fisheries is located in the project area and includes mangrove swamps, estuarine water column, and mud sand, shell, and rock substrates. While the Preferred Alternative will impact 1.88 acres of EFH, compensatory mitigation will be provided through the purchase of credits from the LPIMB. In addition, design measures and best management practices during construction will be implemented to prevent runoff and sediment from entering estuarine and marine habitats. Based on the assessment and proposed mitigation, the Department has determined the project would have "more than minimal but less than substantial" potential for adverse effects to EFH. Consultation with the NMFS will be initiated through their review of the NRE.

7.2.7 Highway Traffic Noise

A highway traffic noise analysis was performed following FDOT procedures that comply with Title 23, Part 772 of the Code of Federal Regulations (23 CFR 772) – Procedures for Abatement of Highway Traffic Noise and Construction Noise, the policies/procedures documented in the FDOT's PD&E Manual, Part 2 Chapter 18, and guidance from the FDOT's Traffic Noise Modeling and Analysis Practitioners Handbook and A Method to Determine Reasonableness and Feasibility of Noise Abatement at Special Use Locations document. Predicted noise levels were determined using the Federal Highway Administration Traffic Noise Model version 2.5. Detailed information about the traffic noise analysis is included in the *Noise Study Report* (June 2023).

The analysis evaluated 33 receptors, which represented 45 residences, three outdoor dining areas, an active sports area (golf course), a medical facility (dental office), and a fire station for a total of 51 properties.

The results of the analysis indicate that the existing (2019) exterior traffic noise levels range from 44.6 to 66.1 dB(A) (A-weighted sound levels), while the interior traffic noise levels at the medical facility and the fire station are predicted to be 34.6 and 43.5 dB(A), respectively. The future year (2045) No-Build Alternative exterior traffic noise levels are predicted to range from 46.9 – 66.1 dB(A) and the interior noise levels at the medical facility and the fire station are predicted to be 35.5 and 43.5 dB(A), respectively. The Preferred Alternative is predicted to result in future exterior traffic noise levels ranging from 53.3 to 65.8 dB(A), and interior levels at the medical facility and fire station are predicted to be 36.4 and 42.6 dB(A), respectively.

Based on these results, highway traffic noise levels do not approach, meet, or exceed the Noise Abatement Criteria (NAC) in the future with the proposed project improvements at any of the evaluated receptors. The results of the analysis also indicate that when compared to existing conditions, traffic noise levels with the proposed improvements would not increase more than 9.5 dB(A) at any receptor. Consequently, the project would not substantially increase highway traffic noise (i.e., an increase of 15 dB(A) or more).

Based on the results of the PD&E study, there are no highway traffic noise impacted land uses within the project area that require abatement consideration. Should the proposed improvements change during the project's final design phase, such as a re-analysis of highway traffic being warranted, and impacts are identified in the analysis, an evaluation of noise abatement measures would be performed.

7.2.8 Contamination

A *Contamination Screening Evaluation Report (CSER)* was prepared to document risks associated with contamination, in accordance with FDOT PD&E Manual.

A Level I contamination assessment was conducted to assess the risk of encountering petroleum or hazardous substance contamination of soil, groundwater, surface water, or sediment that could adversely affect the project. The CSER activities included a review of public regulatory files and historical data sources, and a site reconnaissance of the project study area.

Based on the CSER, a total of 21 potential contamination sites were identified within the project study area. Three sites received a risk rating of 'No', 12 sites received a risk rating of 'Low', four sites received a risk rating of 'Medium', and two sites received a risk rating of 'High'. Additionally, one SMF site (Pond 1-E) was evaluated and assigned a 'Medium' risk rating for the project. Following the Final CSER, further assessments were conducted, and Pond 1-E was removed as the selected SMF.

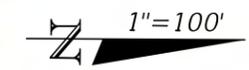
- For the sites rated 'No' or 'Low' for potential contamination, no further action is required. These locations have been determined not to have any contamination risk to the study area at this time.
- A total of six contamination sites were rated 'Medium' or 'High'. Although Sites 9 and 21 were rated 'Medium' and 'High', no testing is recommended. For Site 9 (Accident SR 31 & Palm Beach Boulevard) with a 'Medium' rating, additional file review is recommended to determine if testing is warranted in consideration of NPDES permitting. No further testing is recommended for Site 21 (Wilson Pigott Bridge, FDOT No. 120064) with a 'High' rating since an asbestos survey and screening for Metals-Based Coatings were already performed. Further evaluation and Level II testing, if deemed appropriate by the District Contamination Impact Coordinator, is recommended for the following four sites:
 - Site 6 – 7-Eleven (11891 Palm Beach Blvd) ('Medium' rating)
 - Site 7 – Former Gas Station (12002-12010 Palm Beach Blvd) ('High' rating)
 - Site 8 – RaceTrac (12050 Palm Beach Blvd) ('Medium' rating)
 - Site 11 – Former Circle K #2707335/Redbone Spirits (12255 Palm Beach Blvd) ('Medium' rating)

Additional information may become available or site-specific conditions may change from the time these reports were prepared and should be considered prior to acquiring right-of-way and/or proceeding with roadway construction.

APPENDICES

APPENDIX A – PRELIMINARY DESIGN PLANS

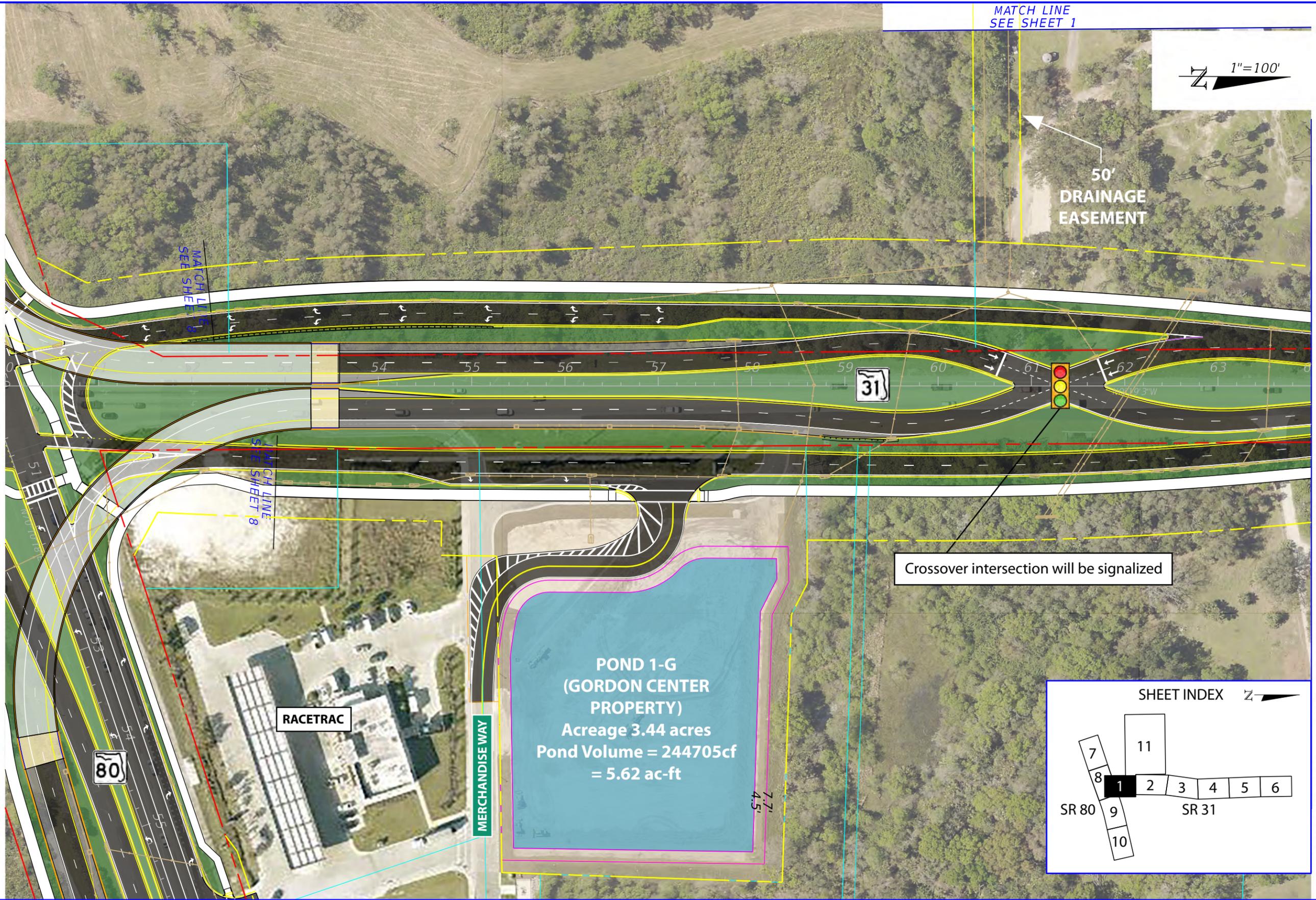
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50'
DRAINAGE
EASEMENT

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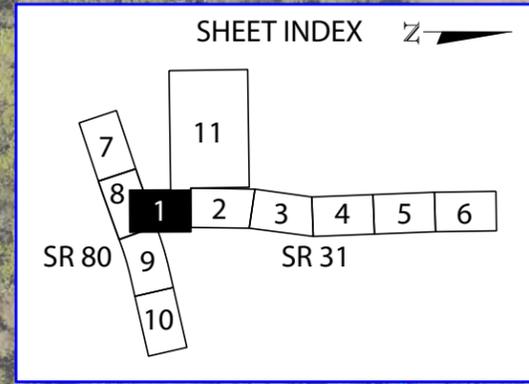


Crossover intersection will be signalized

**POND 1-G
(GORDON CENTER
PROPERTY)**
Acreage 3.44 acres
Pond Volume = 244705cf
= 5.62 ac-ft

RACETRAC

MERCHANDISE WAY



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LEGEND			
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	PROPOSED SHOULDER PAVEMENT		PROPOSED RIGHT OF WAY
	PROPOSED SOD		DRAINAGE
	PROPOSED TRAIL/SIDEWALK		WETLANDS
	PROPOSED BRIDGE		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

ENGINEER OF RECORD
BARRY TODD WHITE, P.E.
LICENSE NUMBER: 89071
DRMP
941 LAKE BALDWIN LANE
ORLANDO, FL 32814

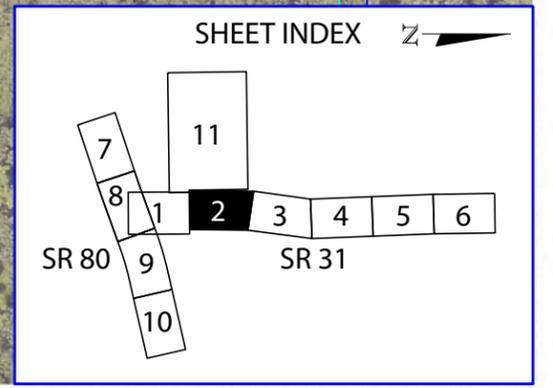
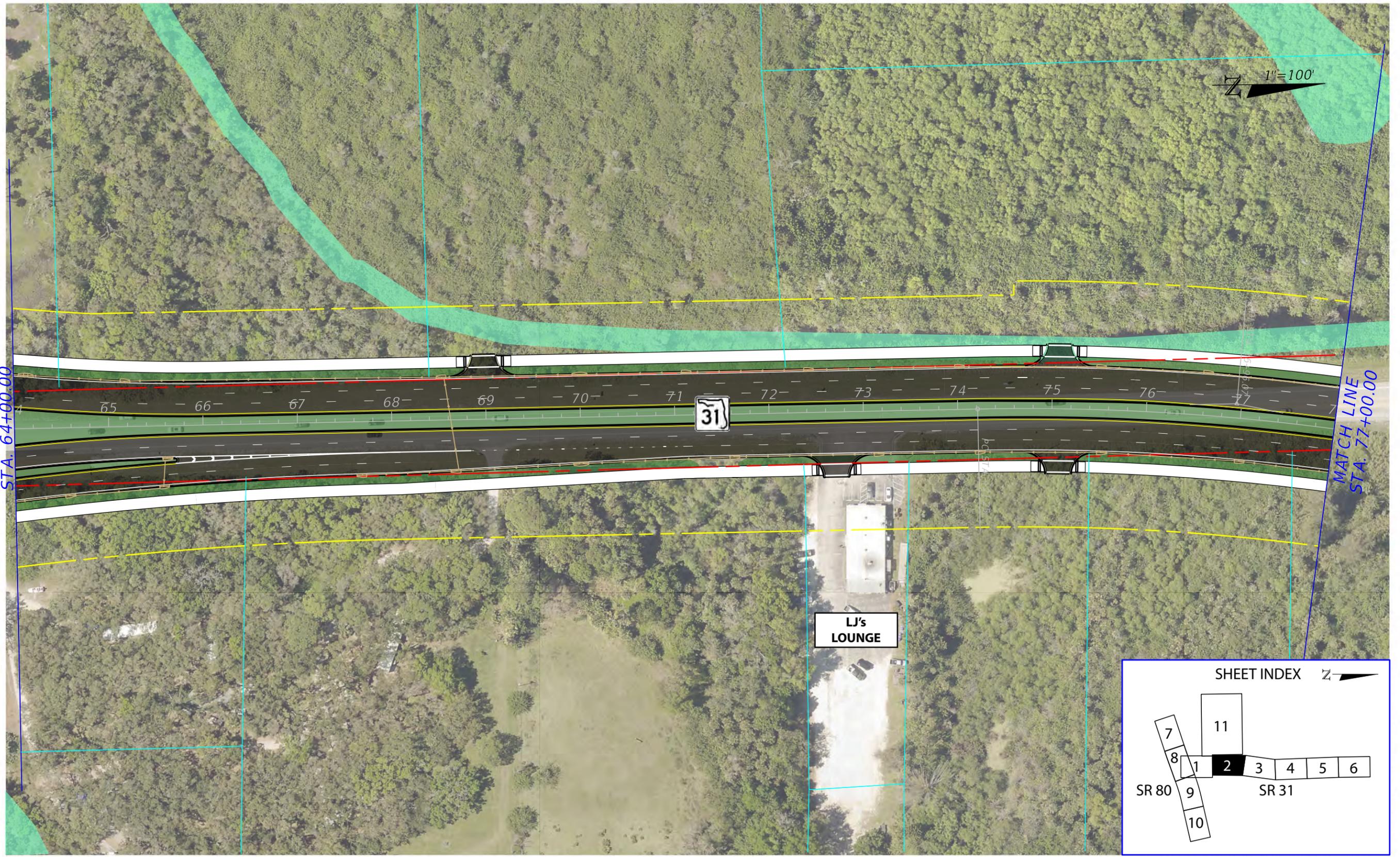
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 1)

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Plan 1

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	PROPOSED APPROACH SLAB		PROPOSED POND

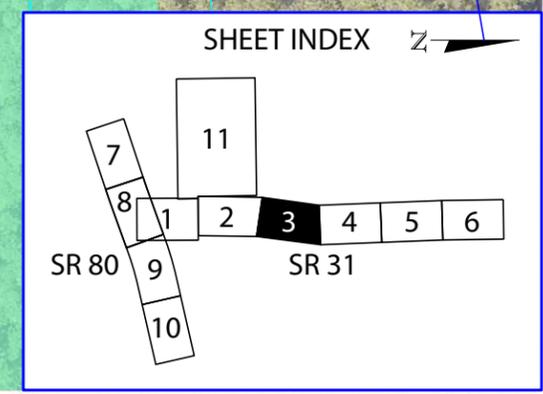
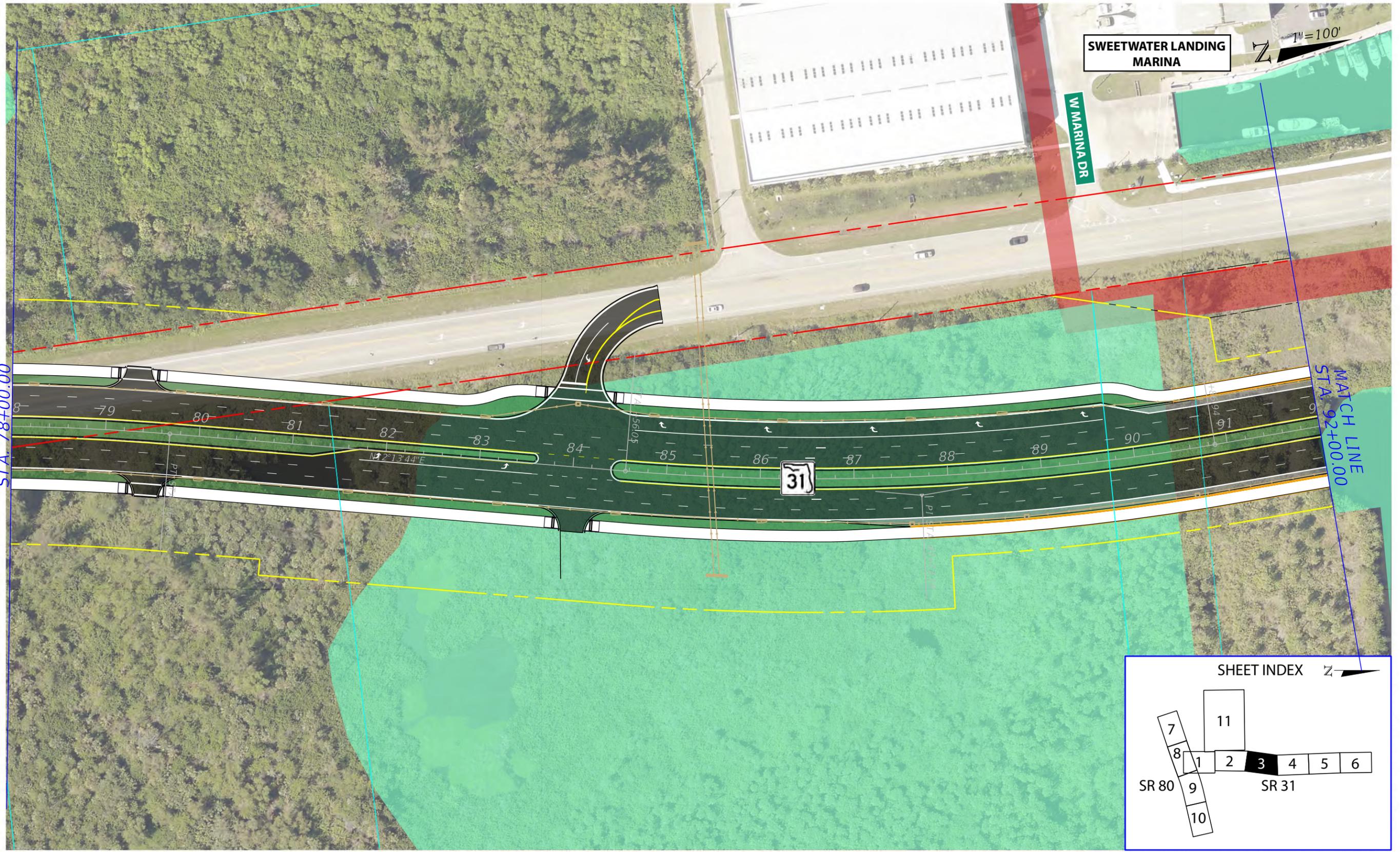
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BARRY TODD WHITE, P.E. LICENSE NUMBER: 89071 DRMP 941 LAKE BALDWIN LANE ORLANDO, FL 32814		
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 2)
Plan

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Plan

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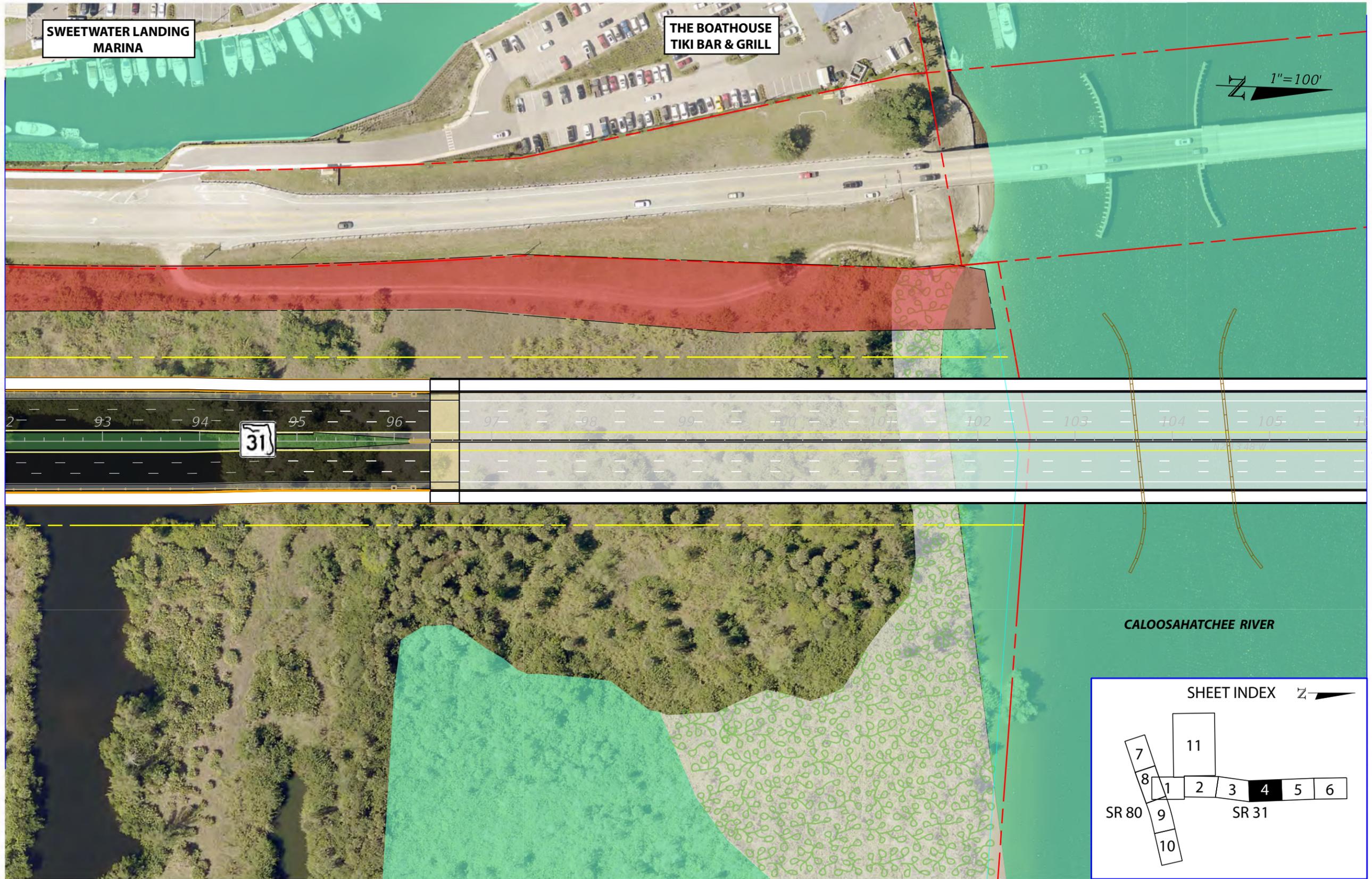


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	PROPOSED SOD		DRAINAGE
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	EXISTING TRAIL/SIDEWALK		WETLANDS
	PROPOSED BRIDGE		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

ENGINEER OF RECORD		
BARRY TODD WHITE, P.E. LICENSE NUMBER: 89071 DRMP 941 LAKE BALDWIN LANE ORLANDO, FL 32814		
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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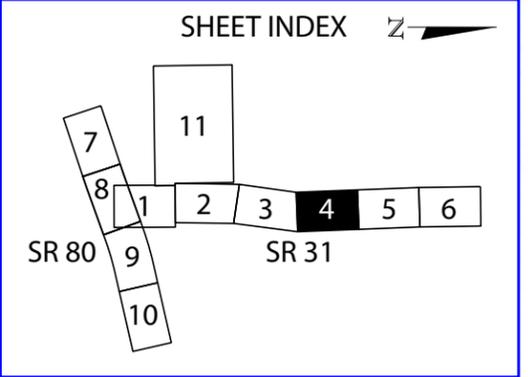
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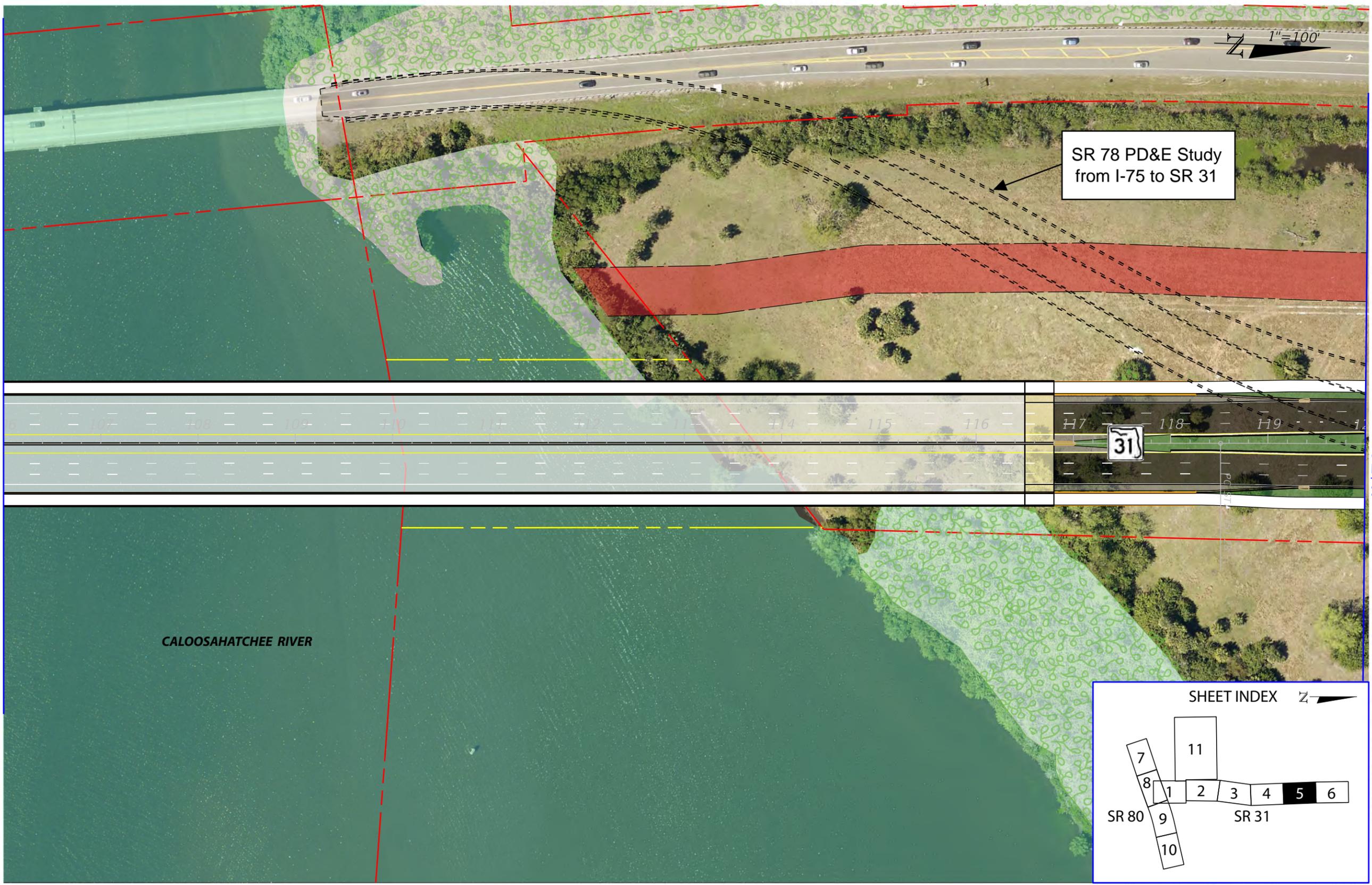
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	PROPOSED BRIDGE		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

ENGINEER OF RECORD		
BARRY TODD WHITE, P.E. LICENSE NUMBER: 89071 DRMP 941 LAKE BALDWIN LANE ORLANDO, FL 32814		
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 4)
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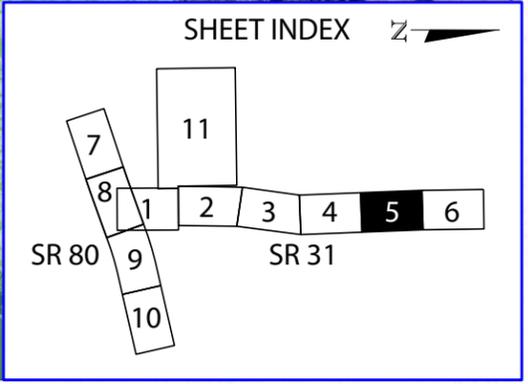


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CALOOSAHATCHEE RIVER

SR 78 PD&E Study
from I-75 to SR 31



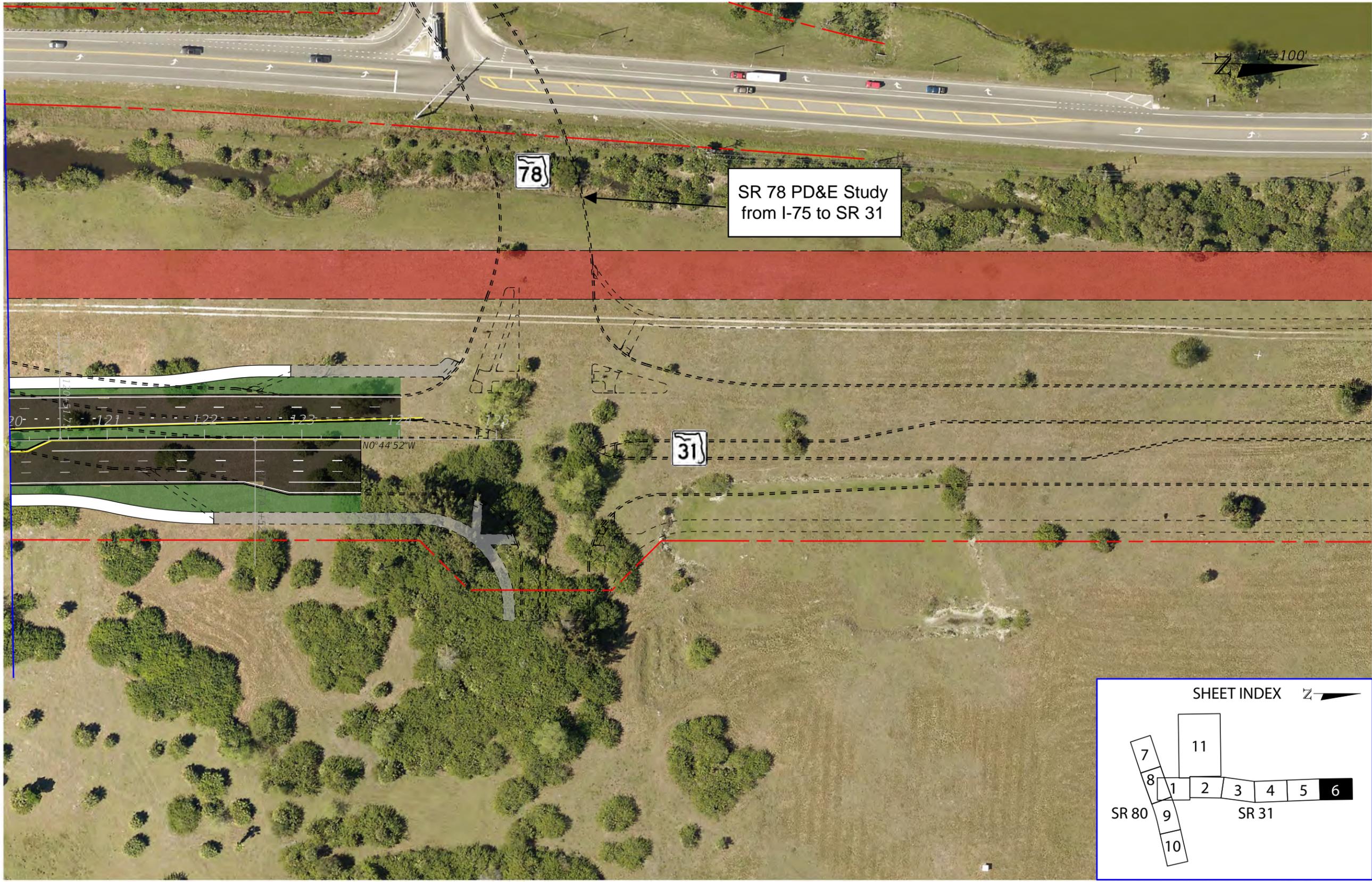
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	PROPOSED TRAIL/SIDEWALK		DRAINAGE
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	PROPOSED BRIDGE		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

ENGINEER OF RECORD		
BARRY TODD WHITE, P.E. LICENSE NUMBER: 89071 DRMP 941 LAKE BALDWIN LANE ORLANDO, FL 32814		
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 5)
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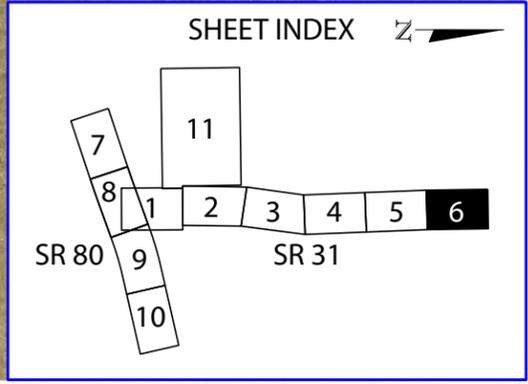
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Plan 5
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SR 78 PD&E Study
from I-75 to SR 31

1"=100'



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	PROPOSED SOD		PROPOSED RIGHT OF WAY
	PROPOSED TRAIL/SIDEWALK		DRAINAGE
	EXISTING TRAIL/SIDEWALK		WETLANDS
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	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

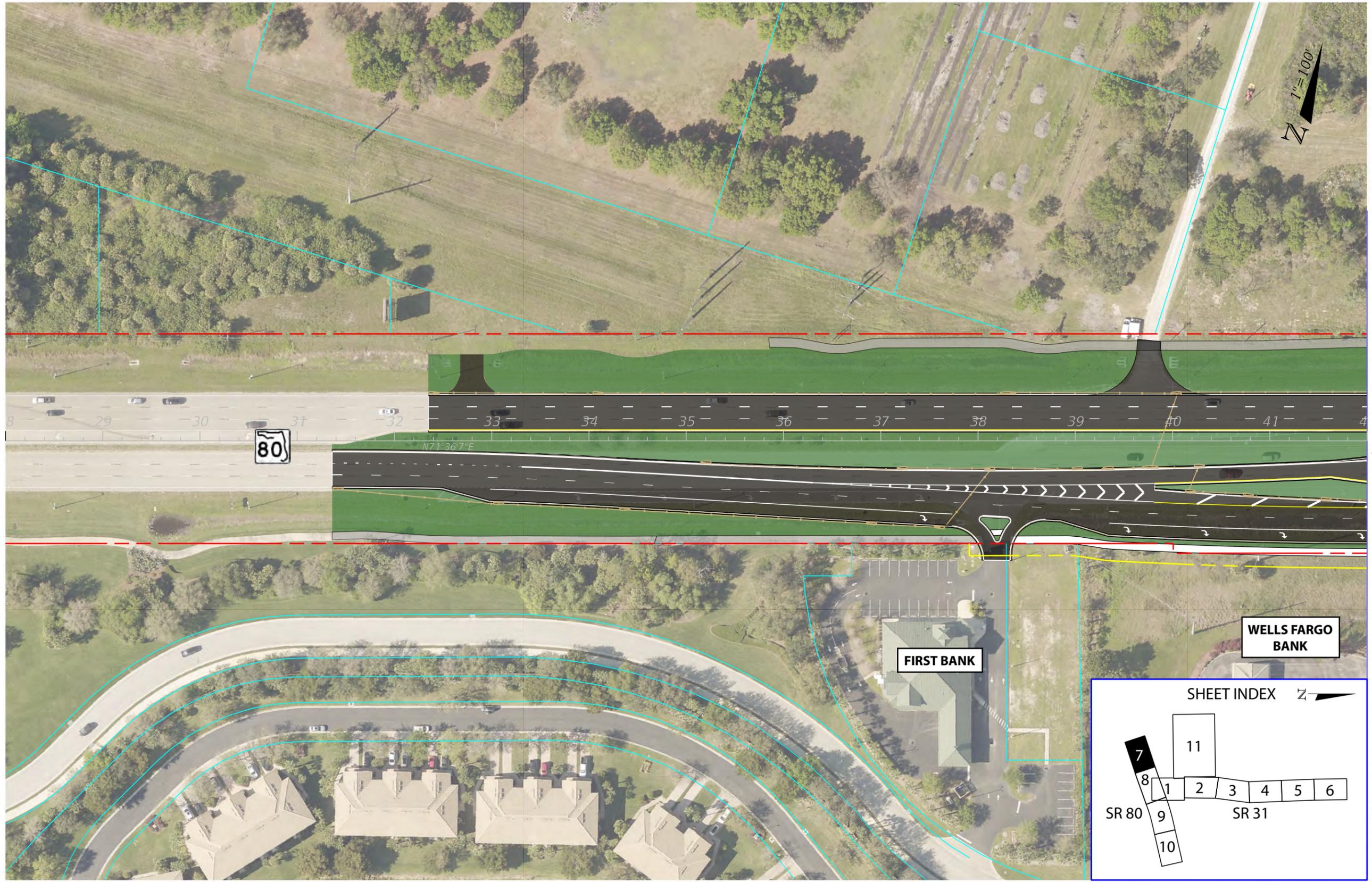
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BARRY TODD WHITE, P.E.
LICENSE NUMBER: 89071
DRMP
941 LAKE BALDWIN LANE
ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 6)

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Plan 6

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	PROPOSED BRIDGE		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

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 ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 7)

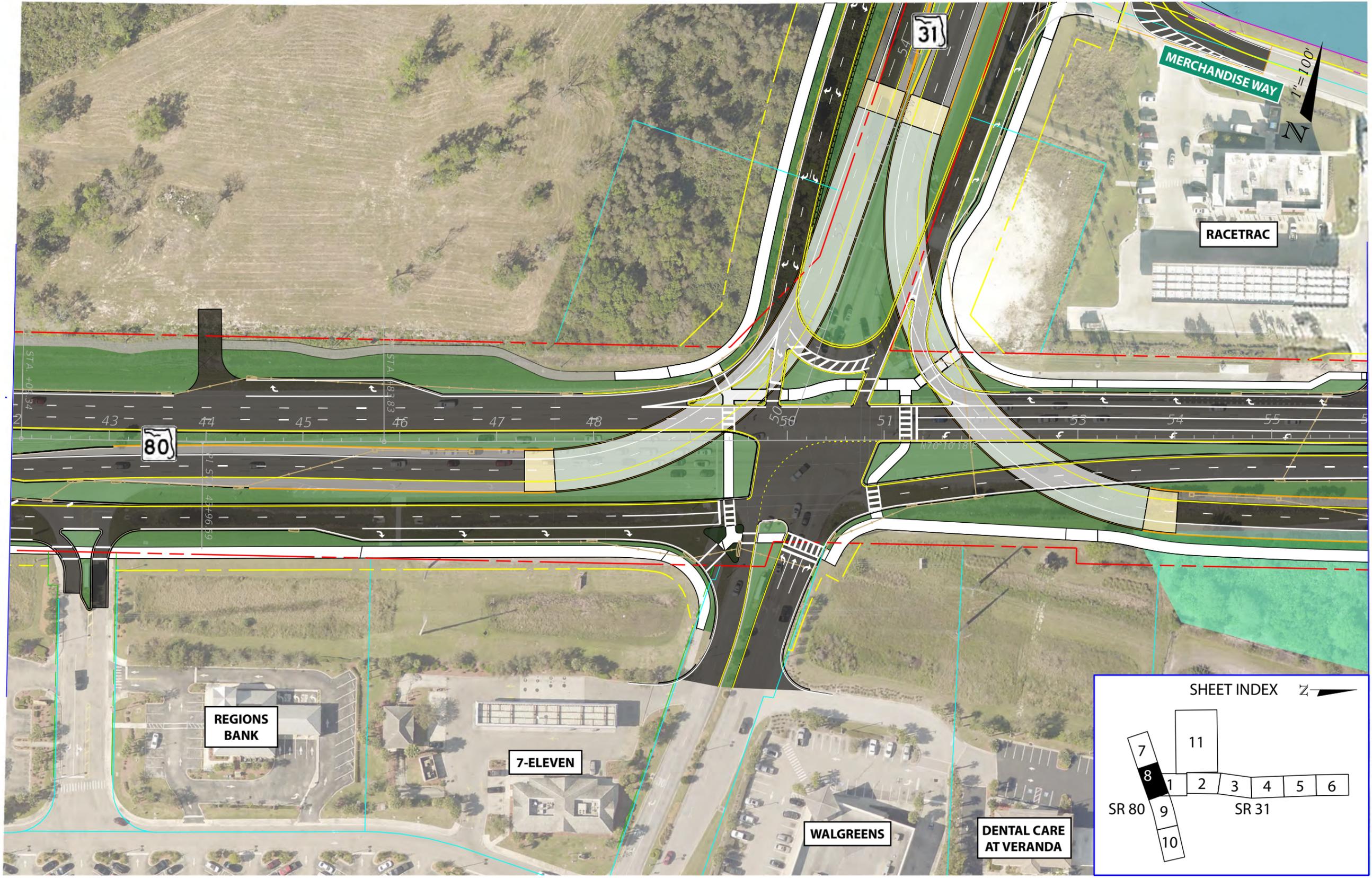
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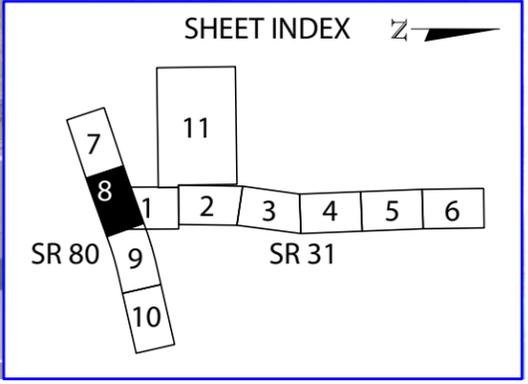
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	PROPOSED SOD		DRAINAGE
	PROPOSED TRAIL/SIDEWALK		WETLANDS
	EXISTING TRAIL/SIDEWALK		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE		MANGROVE
	PROPOSED BRIDGE RAIL		PROPOSED POND
	PROPOSED APPROACH SLAB		

ENGINEER OF RECORD		STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
BARRY TODD WHITE, P.E. LICENSE NUMBER: 89071		ROAD NO.	COUNTY	FINANCIAL PROJECT ID
DRMP 941 LAKE BALDWIN LANE ORLANDO, FL 32814		SR 31	LEE	441942-1-22-01



SR 31 (PLAN 8)

SHEET NO.
Plan 8

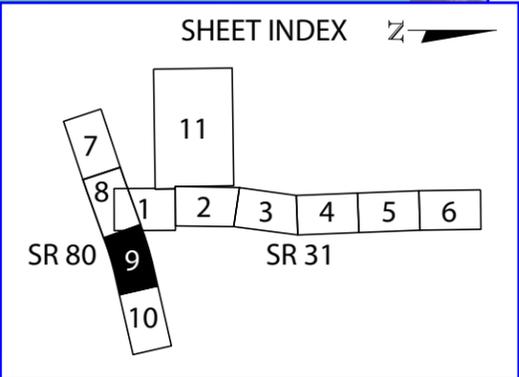
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	PROPOSED BRIDGE		FLORIDA GAS TRANSMISSION
	PROPOSED BRIDGE RAIL		MANGROVE
	PROPOSED APPROACH SLAB		PROPOSED POND

ENGINEER OF RECORD
 BARRY TODD WHITE, P.E.
 LICENSE NUMBER: 89071
 DRMP
 941 LAKE BALDWIN LANE
 ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

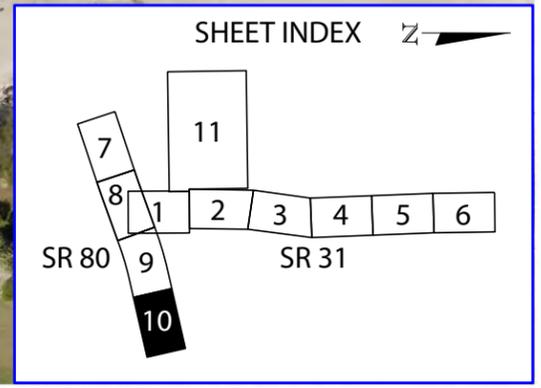
SR 31 (PLAN 9)

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	PROPOSED SOD		PROPOSED RIGHT OF WAY
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	EXISTING TRAIL/SIDEWALK		WETLANDS
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	PROPOSED APPROACH SLAB		PROPOSED POND

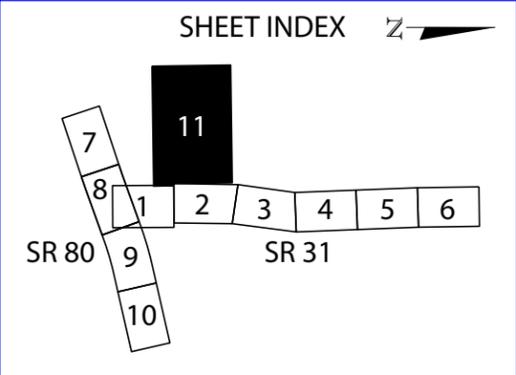
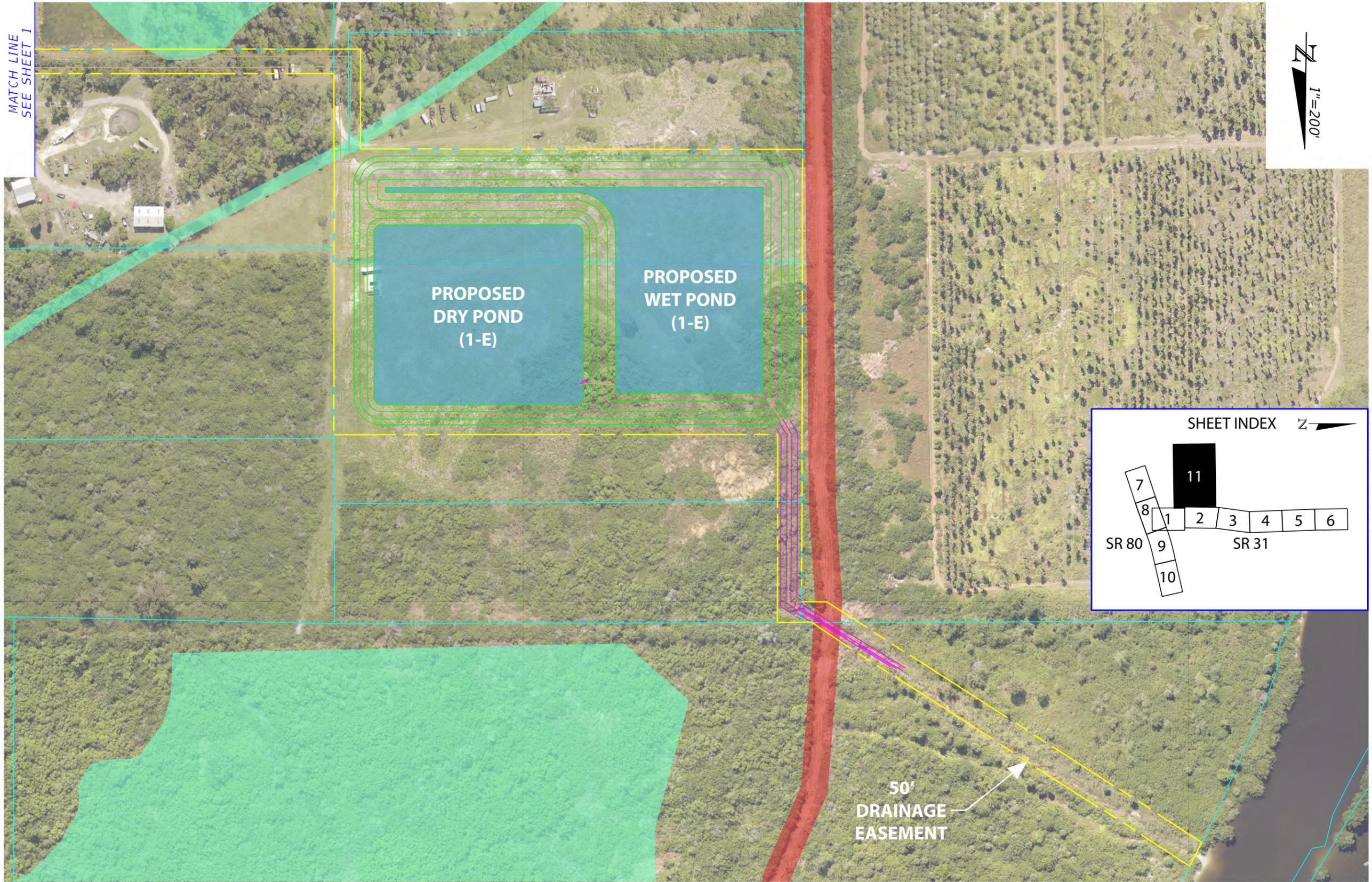
ENGINEER OF RECORD
 BARRY TODD WHITE, P.E.
 LICENSE NUMBER: 89071
 DRMP
 941 LAKE BALDWIN LANE
 ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 10)

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 Plan 10

FAC NOTE



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	PROPOSED SHOULDER PAVEMENT		PROPOSED RIGHT OF WAY
	PROPOSED BRIDGE		DRAINAGE
	PROPOSED SOD		WETLANDS
	PROPOSED TRAIL/SIDEWALK		FLORIDA GAS TRANSMISSION
			MANGROVE
			PROPOSED POND

ENGINEER OF RECORD
BARRY TODD WHITE, P.E.
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 ORLANDO, FL 32814

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION		
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 31	LEE	441942-1-22-01

SR 31 (PLAN 11)

SHEET NO.
Plan 11

FAC NOTE

APPENDIX B – TYPICAL SECTION PACKAGE

APPENDIX C – USGC PRELIMINARY NAVIGATION DETERMINATION LETTER

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Seventh District

909 S.E. 1st Avenue, Room 432
Miami, FL 33131-3028
Staff Symbol: (dpb)
Phone: 305-415-6747
Fax: 305-415-6763
Email: Omar.Beceiro@uscg.mil

16590/3036
October 13, 2022

George McLatchey
Vice President/Environment Division Manager
DRMP, Inc.
941 Lake Baldwin Lane
Orlando, FL 32814

Delivered via e-mail: gmclatchey@drmp.com

Dear Mr. McLatchey:

I write to inform you that our preliminary review of navigational needs indicates the Caloosahatchee River (Mile 126.3) supports the reasonable needs of navigation. Based upon the information presently available, we have made a preliminary determination that to provide for the reasonable needs of navigation on the Caloosahatchee River, an application for a fixed bridge to replace the existing Wilson Pigott Bridge (SR 31) will require a vertical clearance of at least 55 feet above Mean High Water.

Please note that this preliminary determination does not constitute an approval or final agency determination. The Coast Guard can only make a final determination, in accordance with regulations, after processing a complete bridge permit application from Florida Department of Transportation. For assistance with the bridge permit application, please refer to the Coast Guard's Bridge Permit Application Guide located at: <https://go.usa.gov/xRFk2>

Please contact me at (305) 415-6747 or by email at omar.beceiro@uscg.mil should you have any questions or require additional information.

Sincerely,

A handwritten signature in blue ink that reads "Omar Beceiro".

Omar Beceiro
— Bridge Management Specialist
U.S. Coast Guard

APPENDIX D – FDOT LONG RANGE ESTIMATE

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 441942-2-52-01 **Letting Date:** 01/2099
Description: SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)BRIDGE#120064
District: 01 **County:** 12 LEE **Market Area:** 10 **Units:** English
Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 1.407 MI
Project Manager: JMK-STP-JMJ

Version 24 Project Grand Total **\$70,104,448.08**
Description: PM Markups from Version 21-8/15/23

Sequence: 1 NDU - New Construction, Divided, Urban **Net Length:** 1.637 MI
8,643 LF
Description: Alternate 1B New 6 lane road
Special Conditions: New -Intersection at SR 80 with flyovers Calculations extend 4612' North of Intersection (on SR31), 1330 feet East of Intersection (on SR80), 2700 West of Intersection (on SR 80) grade separation SR 31 over SR 80, ramps east and west on SR 80

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	86.00 / 86.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	1.637
Top of Structural Course For Begin Section	8.00
Top of Structural Course For End Section	8.00
Horizontal Elevation For Begin Section	7.00
Horizontal Elevation For End Section	9.00
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	34.13 AC	\$21,097.64	\$720,062.45
120-1	REGULAR EXCAVATION	54,909.35 CY	\$25.14	\$1,380,421.06

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
120-6	EMBANKMENT	879,900.00 CY	\$16.16	\$14,219,184.00

Earthwork Component Total **\$16,319,667.51**

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	36.00 / 48.00

Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	90,582.41 SY	\$9.06	\$820,676.63
285-709	OPTIONAL BASE,BASE GROUP 09	80,671.36 SY	\$17.65	\$1,423,849.50
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	13,310.77 TN	\$133.87	\$1,781,912.78
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	6,655.39 TN	\$185.36	\$1,233,643.09

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	4.37 GM	\$1,203.41	\$5,258.90
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	6.05 GM	\$502.45	\$3,039.82
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	4.37 GM	\$1,203.41	\$5,258.90
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	4.37 GM	\$4,705.03	\$20,560.98
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	6.05 GM	\$1,444.67	\$8,740.25
711-16-201	THERMOPLASTIC, STD- OTH,YELLOW, SOLID, 6"	4.37 GM	\$5,762.79	\$25,183.39

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	0
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	1,105.00 EA	\$4.47	\$4,939.35

Roadway Component Total \$5,333,063.59

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	25.25 / 33.25
Total Outside Shoulder Perf. Turf Width L/R	15.00 / 19.00
Sidewalk Width L/R	8.00 / 12.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	8,643.36 LF	\$31.98	\$276,414.65
520-1-10	CONCRETE CURB & GUTTER, TYPE F	8,643.36 LF	\$31.98	\$276,414.65

522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	19,207.47 SY	\$54.22	\$1,041,429.02
570-1-2	PERFORMANCE TURF, SOD	32,652.69 SY	\$3.63	\$118,529.26

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	21,660.00 LF	\$1.44	\$31,190.40
104-11	FLOATING TURBIDITY BARRIER	525.00 LF	\$10.05	\$5,276.25
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	525.00 LF	\$4.98	\$2,614.50
104-15	SOIL TRACKING PREVENTION DEVICE	2.00 EA	\$2,894.90	\$5,789.80
104-18	INLET PROTECTION SYSTEM	84.00 EA	\$115.64	\$9,713.76
107-1	LITTER REMOVAL	41.66 AC	\$45.64	\$1,901.36
107-2	MOWING	41.66 AC	\$62.02	\$2,583.75
Shoulder Component Total				\$1,771,857.40

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	17.50

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	17,286.72 LF	\$23.88	\$412,806.87
570-1-1	PERFORMANCE TURF	16,806.53 SY	\$2.19	\$36,806.30
Median Component Total				\$449,613.17

DRAINAGE COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	105.00 EA	\$6,316.82	\$663,266.10
425-1-361	INLETS, CURB, TYPE P-6, <10'	15.00 EA	\$6,873.52	\$103,102.80
425-1-451	INLETS, CURB, TYPE J-5, <10'	7.00 EA	\$9,664.10	\$67,648.70
425-1-461	INLETS, CURB, TYPE J-6, <10'	5.00 EA	\$7,746.96	\$38,734.80
425-1-541	INLETS, DT BOT, TYPE D, <10'	5.00 EA	\$4,690.43	\$23,452.15
425-1-581	INLETS, DT BOT, TYPE H, <10'	3.00 EA	\$5,654.13	\$16,962.39
425-1-921	INLETS, ADJACENT BARRIER, <=10'	20.00 EA	\$7,654.06	\$153,081.20
425-2-61	MANHOLES, P-8, <10'	4.00 EA	\$4,730.14	\$18,920.56
425-2-91	MANHOLES, J-8, <10'	13.00 EA	\$6,970.45	\$90,615.85
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	1,800.00 LF	\$128.20	\$230,760.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	600.00 LF	\$151.34	\$90,804.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	2,200.00 LF	\$129.16	\$284,152.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	4,320.00 LF	\$242.33	\$1,046,865.60

430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	2,752.00 LF	\$227.53	\$626,162.56
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	3,504.00 LF	\$363.68	\$1,274,334.72
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	2,000.00 LF	\$556.47	\$1,112,940.00
430-185-124	PIPE CULV,OPT MATL, ROUND, JACK&BORE,24"	120.00 LF	\$940.68	\$112,881.60
430-185-136	PIPE CULV,OPT MATL, ROUND, JACK&BORE,36"	300.00 LF	\$862.31	\$258,693.00
430-542-200	STRAIGHT CONC ENDW 42", DOUBLE, 0 ROUND	6.00 EA	\$14,798.36	\$88,790.16
430-982-138	MITERED END SECT, OPTIONAL RD, 36" CD	1.00 EA	\$3,118.36	\$3,118.36
430-982-141	MITERED END SECT, OPTIONAL RD, 48" CD	2.00 EA	\$8,752.92	\$17,505.84
430-982-143	MITERED END SECT, OPTIONAL RD, 60" CD	2.00 EA	\$11,175.36	\$22,350.72
524-1-1	CONCRETE DITCH PAVT, NR, 3"	100.00 SY	\$64.12	\$6,412.00
570-1-1	PERFORMANCE TURF	13,400.00 SY	\$2.19	\$29,346.00
Drainage Component Total				\$6,380,901.11

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	40.00 AS	\$483.81	\$19,352.40
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	4.00 AS	\$1,824.55	\$7,298.20
700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	4.00 AS	\$7,596.96	\$30,387.84
700-2-16	MULTI- POST SIGN, F&I GM, 101-200 SF	4.00 AS	\$14,214.85	\$56,859.40

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-60	SINGLE POST SIGN, REMOVE	40.00 AS	\$38.08	\$1,523.20
700-2-60	MULTI- POST SIGN, REMOVE	6.00 AS	\$823.67	\$4,942.02

Signing Component Total \$120,363.06

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	6 Lane Mast Arm
Multiplier	1
Description	

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,000.00 LF	\$14.77	\$14,770.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	1,500.00 LF	\$33.23	\$49,845.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	\$10,739.63	\$10,739.63

635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	32.00 EA	\$969.95	\$31,038.40
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	\$4,422.09	\$4,422.09
639-2-1	ELECTRICAL SERVICE WIRE, F&I	150.00 LF	\$10.01	\$1,501.50
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00 EA	\$1,383.37	\$1,383.37
646-1-12	ALUMINUM SIGNALS POLE, PED DETECT POST	12.00 EA	\$1,744.43	\$20,933.16
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	4.00 EA	\$95,934.20	\$383,736.80
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	\$1,587.14	\$19,045.68
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	12.00 AS	\$741.76	\$8,901.12
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	12.00 EA	\$373.38	\$4,480.56
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	6.00 AS	\$1,577.35	\$9,464.10
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	12.00 EA	\$255.00	\$3,060.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	\$32,741.80	\$32,741.80
700-5-21	INTERNAL ILLUM SIGN, F&I OM, UP TO 12 SF	4.00 EA	\$4,866.65	\$19,466.60

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
641-2-80	PREST CNC POLE, REMOVE COMPLETE	4.00 EA	\$5,236.23	\$20,944.92
646-1-60	ALUMINUM SIGNALS POLE, REMOVE	6.00 EA	\$331.54	\$1,989.24
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12.00 AS	\$1,039.17	\$12,470.04
670-5-600	TRAF CNTL ASSEM, REMOVE	1.00 AS	\$501.30	\$501.30

Signalization 2

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Signal installed on Bridge

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	200.00 LF	\$14.77	\$2,954.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	100.00 LF	\$33.23	\$3,323.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	\$10,739.63	\$10,739.63
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	2.00 EA	\$969.95	\$1,939.90
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	\$4,422.09	\$4,422.09
639-2-1	ELECTRICAL SERVICE WIRE, F&I	500.00 LF	\$10.01	\$5,005.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00 EA	\$1,383.37	\$1,383.37
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	2.00 EA	\$95,934.20	\$191,868.40
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	4.00 AS	\$1,587.14	\$6,348.56
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	\$32,741.80	\$32,741.80

700-5-21	INTERNAL ILLUM SIGN, F&I OM, UP TO 12 SF	2.00 EA	\$4,866.65	\$9,733.30
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X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
635-2-14	PULL & SPLICE BOX, F&I, 17" X 30"	600.00 EA	\$976.15	\$585,690.00
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	8.00 EA	\$646.96	\$5,175.68
660-4-11	VEHICLE DETECTION SYSTEM-VIDEO, CABINET	1.00 EA	\$17,130.10	\$17,130.10
660-4-12	VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G	2.00 EA	\$6,030.29	\$12,060.58
Signalizations Component Total				\$1,541,950.72

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value			
Spacing	MIN			
Pay Items				
Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	12,000.00 LF	\$14.77	\$177,240.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	2,000.00 LF	\$33.23	\$66,460.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	110.00 EA	\$969.95	\$106,694.50
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	52,500.00 LF	\$4.48	\$235,200.00
715-61-342	LIGHT POLE CMPLT,STD,F&I, 40'MH,12'ARM L	35.00 EA	\$9,619.42	\$336,679.70
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	122.00 EA	\$770.32	\$93,979.04
Subcomponent Total				\$1,016,253.24

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-15	CONDUIT, F& I, BRIDGE MOUNT Comment: 600 LF for Signal 2	1,100.00 LF	\$55.22	\$60,742.00
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	3,000.00 LF	\$10.50	\$31,500.00
635-3-12	JUNCTION BOX, FURNISH & INSTALL, MOUNTED	12.00 EA	\$646.96	\$7,763.52
635-3-13	JUNCTION BOX, FURNISH & INSTALL, EMBED	30.00 EA	\$666.55	\$19,996.50
639-1-122	ELECTRICAL POWER SRV,F&I, UG,PUR CONT	2.00 AS	\$2,257.92	\$4,515.84
715-4-14	LIGHT POLE COMPLETE, F&I-STD, 45'	100.00 EA	\$6,620.25	\$662,025.00
715-4-70	LIGHT POLE COMPLETE, REMOVE POLE/FOUND	30.00 EA	\$726.75	\$21,802.50
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	2.00 EA	\$19,369.74	\$38,739.48
715-11-125	LUMINAIRE,F&I,UNDER DECK, WALL MOUNT	8.00 EA	\$1,621.05	\$12,968.40
715-515-135	LI/PL COMP,F&I, SGLARM BR MNT, ALUM, 35'	22.00 EA	\$8,501.00	\$187,022.00

BRIDGES COMPONENT

Bridge 4

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	365.62
Width (LF)	42.67
Type	High Level
Cost Factor	1.75
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	\$140.00
Factored Cost per SF	\$245.00
Final Cost per SF	\$250.71
Basic Bridge Cost	\$3,822,246.32
Description	SR 80 EB TO SR 31 NB BRIDGE

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
Bridge X-Items					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	95.21	CY	\$660.12	\$62,850.03
	Comment: Single Approach Slab				
415-1-9	REINF STEEL- APPROACH SLABS	19,042.12	LB	\$1.38	\$26,278.13
	Comment: Single Approach Slab				
Bridge 4 Total					\$3,911,374.48

Bridge 5

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	551.88
Width (LF)	42.67
Type	High Level
Cost Factor	1.75
Structure No.	
Removal of Existing Structures area	0.00
Default Cost per SF	\$140.00
Factored Cost per SF	\$245.00
Final Cost per SF	\$248.78
Basic Bridge Cost	\$5,769,436.30
Description	SR 31 SB TO SR 80 EB BRIDGE

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
Bridge X-Items					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-10	CONC CLASS II, APPROACH SLABS	95.21	CY	\$660.12	\$62,850.03
415-1-9	REINF STEEL- APPROACH SLABS	19,042.12	LB	\$1.38	\$26,278.13

Bridge 5 Total \$5,858,564.46

Bridges Component Total \$9,769,938.94

RETAINING WALLS COMPONENT

Retaining Wall 3

Description	Value
Length	1,229.67
Begin height	25.50
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	18,752.47	SF	\$48.03	\$900,681.13

Retaining Wall 4

Description	Value
Length	692.45
Begin height	25.50
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	10,559.86	SF	\$48.03	\$507,190.08

Retaining Wall 5

Description	Value
Length	559.78
Begin height	25.50
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	8,536.64	SF	\$48.03	\$410,014.82

Retaining Wall 6

Description	Value
Length	311.96
Begin height	25.50
End Height	5.00
Multiplier	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	4,757.39	SF	\$48.03	\$228,497.44

Retaining Walls Component Total

\$2,046,383.47

Sequence 1 Total

\$45,797,067.45

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 441942-2-52-01

Letting Date: 01/2099

Description: SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)BRIDGE#120064

District: 01 **County:** 12 LEE **Market Area:** 10 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 1.407 MI

Project Manager: JMK-STP-JMJ

Version 24 Project Grand Total

\$70,104,448.08

Description: PM Markups from Version 21-8/15/23

Project Sequences Subtotal **\$45,797,067.45**

102-1	Maintenance of Traffic	15.00 %	\$6,869,560.12
101-1	Mobilization	10.00 %	\$5,266,662.76

Project Sequences Total **\$57,933,290.33**

Project Unknowns	5.00 %	\$2,896,664.52
Design/Build	15.00 %	\$9,124,493.23

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	\$150,000.00	\$150,000.00

Project Non-Bid Subtotal **\$150,000.00**

Version 24 Project Grand Total **\$70,104,448.08**

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 441942-2-52-01

Letting Date: 01/2099

Description: SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)BRIDGE#120064

District: 01 County: 12 LEE Market Area: 10 Units: English

Contract Class: 9 Lump Sum Project: N Design/Build: Y Project Length: 1.407 MI

Project Manager: JMK-STP-JMJ

Version 25 Project Grand Total

\$92,758,027.30

Description: PM Markups from Version 22- 8/15/23

Sequence: 2 NDR - New Construction, Divided, Rural

Net Length: 0.131 MI
692 LF

Description: 692' ft north of bridge to SR 78

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	100.00 / 100.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.131
Top of Structural Course For Begin Section	8.00
Top of Structural Course For End Section	42.00
Horizontal Elevation For Begin Section	25.00
Horizontal Elevation For End Section	13.00
Front Slope L/R	6 to 1 / 6 to 1
Median Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	5.00 % / 5.00 %
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	3.18 AC	\$39,551.52	\$125,773.83
120-6	EMBANKMENT	154,419.87 CY	\$16.16	\$2,495,425.10
Earthwork Component Total				\$2,621,198.93

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Roadway Pavement Width L/R	33.00 / 33.00
Structural Spread Rate	330
Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	6,306.78 SY	\$19.06	\$120,207.23

285-709	OPTIONAL BASE,BASE GROUP 09	5,177.72 SY	\$32.65	\$169,052.56
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	837.57 TN	\$156.24	\$130,861.94
337-7-25	ASPH CONC FC,INC BIT,FC-5,PG76-22	418.79 TN	\$198.21	\$83,008.37

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.29 GM	\$1,203.41	\$348.99
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.44 GM	\$502.45	\$221.08
710-11-201	PAINTED PAVT MARK,STD,YELLOW,SOLID,6"	0.29 GM	\$1,203.41	\$348.99
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.29 GM	\$6,010.96	\$1,743.18
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.44 GM	\$1,832.19	\$806.16
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.29 GM	\$6,366.13	\$1,846.18

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	4
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-1-3	RAISED PAVMT MARK, TYPE B	88.00 EA	\$4.47	\$393.36

Roadway Component Total \$508,838.04

SHOULDER COMPONENT

User Input Data

Description	Value
Total Outside Shoulder Width L/R	0.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 0.00
Paved Outside Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips 1/2No. of Sides	0

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,535.00 LF	\$31.98	\$49,089.30
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,705.00 SY	\$62.99	\$107,397.95
570-1-2	PERFORMANCE TURF, SOD	2,045.00 SY	\$4.61	\$9,427.45

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,000.00 LF	\$2.28	\$4,560.00
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	\$2,894.90	\$2,894.90
104-18	INLET PROTECTION SYSTEM	6.00 EA	\$115.64	\$693.84
107-1	LITTER REMOVAL	3.18 AC	\$45.64	\$145.14
107-2	MOWING	3.18 AC	\$62.02	\$197.22
Shoulder Component Total				\$174,405.80

MEDIAN COMPONENT**User Input Data**

Description	Value
Total Median Width	22.00
Performance Turf Width	9.00
Total Median Shoulder Width L/R	8.00 / 8.00
Paved Median Shoulder Width L/R	0.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	110
Total Width (T) / 8" Overlap (O)	T
Rumble Strips \bar{i} \bar{c} $\bar{1}$ / $\bar{2}$ No. of Sides	0

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	1,535.00 LF	\$23.88	\$36,655.80
570-1-2	PERFORMANCE TURF, SOD	1,545.00 SY	\$4.61	\$7,122.45
Median Component Total				\$43,778.25

DRAINAGE COMPONENT**X-Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
425-1-351	INLETS, CURB, TYPE P-5, <10'	6.00 EA	\$6,316.82	\$37,900.92
425-1-921	INLETS, ADJACENT BARRIER, <=10'	6.00 EA	\$7,654.06	\$45,924.36
425-2-61	MANHOLES, P-8, <10'	2.00 EA	\$4,730.14	\$9,460.28
430-175-118	PIPE CULV, OPT MATL, ROUND, 18"S/CD	360.00 LF	\$128.20	\$46,152.00
430-175-130	PIPE CULV, OPT MATL, ROUND, 30"S/CD	904.00 LF	\$213.65	\$193,139.60
Drainage Component Total				\$332,577.16

SIGNING COMPONENT**Pay Items**

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	2.00 AS	\$483.81	\$967.62
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	21.00 AS	\$1,511.54	\$31,742.34
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	2.00 AS	\$5,073.25	\$10,146.50

700-2-15	MULTI- POST SIGN, F&I GM, 51-100 SF	6.00 AS	\$7,596.96	\$45,581.76
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Signing Component Total				\$88,438.22
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LIGHTING COMPONENT

Rural Lighting Subcomponent

Description	Value				
Multiplier (Number of Poles)	96				
Pay Items					
Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	9,200.00	LF	\$14.77	\$135,884.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	45.00	EA	\$969.95	\$43,647.75
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	39,600.00	LF	\$2.81	\$111,276.00
715-4-14	LIGHT POLE COMPLETE, F&I-STD, 45'	40.00	EA	\$6,620.25	\$264,810.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	68.00	EA	\$770.32	\$52,381.76
Subcomponent Total					\$607,999.51

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-16	CONDUIT, F& I, EMBEDDED-BARR./RAILINGS	4,000.00	LF	\$10.50	\$42,000.00
635-3-13	JUNCTION BOX, FURNISH & INSTALL, EMBED	36.00	EA	\$666.55	\$23,995.80
715-515-135	LI/PL COMP,F&I, SGLARM BR MNT, ALUM, 35'	28.00	EA	\$8,501.00	\$238,028.00
Lighting Component Total					\$912,023.31

BRIDGES COMPONENT

Bridge 3

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	1,983.00
Width (LF)	128.67
Type	Medium Level
Cost Factor	1.50
Structure No.	120064
Removal of Existing Structures area	28,863.00
Default Cost per SF	\$122.00
Factored Cost per SF	\$183.00
Final Cost per SF	\$198.56
Basic Bridge Cost	\$46,692,927.63
Description	FIXED MEDIUM LEVEL SPAN

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	28,863.00	SF	\$83.92	\$2,422,182.96
400-2-10	CONC CLASS II, APPROACH SLABS	285.93	CY	\$660.12	\$188,748.11

415-1-9	REINF STEEL- APPROACH SLABS	50,037.75 LB	\$1.38	\$69,052.10
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Bridge X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
415-1-9	REINF STEEL- APPROACH SLABS Comment: 5700-5037.75=7562.25	7,562.25 LB	\$1.38	\$10,435.91
471-3-3	POLYMERIC FENDER SYSTEM, 201-400 KIP-FT	1.00 LS	\$3,000,000.00	\$3,000,000.00
510-1	NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM Comment: This is for six (6) lights on the fender system	1.00 LS	\$81,800.00	\$81,800.00
521-8-7	CONC BARRIER, W/JUNCT SL, 36 SS Comment: Retaining Wall 1-1242 LR; Retaining Wall 2- 800 LF	2,400.00 LF	\$249.66	\$599,184.00
530-3-3	RIPRAP- RUBBLE, BANK AND SHORE Comment: End Bent 13 Only	147.00 TN	\$149.42	\$21,964.74
Bridge 3 Total				\$53,086,295.45
Bridges Component Total				\$53,086,295.45

RETAINING WALLS COMPONENT

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER Comment: Retaining wall 1 (50552.9-40575) + Retaining wall 2 (8995.58-5680)=13293.77	13,293.77 SF	\$48.03	\$638,499.77

Retaining Wall 1

Description	Value
Length	1,623.00
Begin height	25.00
End Height	25.00
Multiplier	1

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	40,575.00 SF	\$48.03	\$1,948,817.25

Retaining Wall 2

Description	Value
Length	568.00
Begin height	10.00
End Height	10.00
Multiplier	1

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
548-12	RET WALL SYSTEM, PERM, EX BARRIER	5,680.00 SF	\$48.03	\$272,810.40

Retaining Walls Component Total	\$2,860,127.42
--	----------------

Sequence 2 Total

\$60,627,682.58

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 441942-2-52-01

Letting Date: 01/2099

Description: SR 31 FROM SR 80 (PALM BEACH BLVD) TO SR 78 (BAYSHORE RD)BRIDGE#120064

District: 01 **County:** 12 LEE **Market Area:** 10 **Units:** English

Contract Class: 9 **Lump Sum Project:** N **Design/Build:** Y **Project Length:** 1.407 MI

Project Manager: JMK-STP-JMJ

Version 25 Project Grand Total

\$92,758,027.30

Description: PM Markups from Version 22- 8/15/23

Project Sequences Subtotal **\$60,627,682.58**

102-1	Maintenance of Traffic	15.00 %	\$9,094,152.39
101-1	Mobilization	10.00 %	\$6,972,183.50

Project Sequences Total **\$76,694,018.47**

Project Unknowns	5.00 %	\$3,834,700.92
Design/Build	15.00 %	\$12,079,307.91

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	\$150,000.00	\$150,000.00
Project Non-Bid Subtotal					\$150,000.00

Version 25 Project Grand Total

\$92,758,027.30

APPENDIX E – AGENCY COORDINATION

MEETING MINUTES
FDOT & Lee County DOT Coordination Meeting
441942 SR 31 and 444937 SR 78 PD&E Project Updates
November 3, 2022, 2:00 PM
Conference Room 3C, Lee County DOT

Meeting Attendees

Randy Cerchie	Lee County DOT	RCerchie@leegov.com
Robert Price	Lee County DOT	RPrice@leegov.com
Abra Horne	FDOT	Abra.Horne@dot.state.fl.us
Patrick Bateman	FDOT	Patrick.Bateman.dot.state.fl.us
Steven Andrews	FDOT	Steven.Andrews@dot.state.fl.us
Melody Matter	FDOT (Consultant)	Melody.Matter@dot.state.fl.us
Imran Ghani	Osiris 9 Consulting (SR 78 PM)	Imran.ghani@osiris9.com
Mark Prochak	DRMP (SR 31 PM)	Mprochak@drmp.com
Leo Rodriguez	DRMP (SR 31 team)	LRodriguez@drmp.com

Introduction/Safety Brief/Meeting Purpose

The meeting began by the meeting attendees introducing themselves and a safety brief was provided on distracted driving. Melody Matter noted the purpose the meeting was to provide an update on the FDOT PD&E projects for SR 78 (444937) and SR 31 (441942), receive Lee County DOT input on the projects and discuss the project next steps.

A presentation was provided during the meeting and is attached to these meeting minutes (**Attachment**). As presentations were developed independently for both projects, there are some slides that are duplicate.

SR 78 Bayshore

- The SR 78 Bayshore project extends from I-75 to west of the SR 31 intersection. The project now includes the interchange with I-75.
- The need for the project was reviewed including growth in and around the area.
- Design Year traffic was developed for 2045 and is consistent with the adjacent projects for I-75 Master Plan, SR 31 from SR 80 to SR 78, and SR 31 north of the SR 78 intersection.
- To assist in delivering a consistent message to the public, a joint public meeting is planned for SR 78 and SR 31 on December 6, 2022. *Note, subsequent to this meeting the meeting venue of Lee Civic Center fell through, and an alternative date and location is being explored.*
- The typical section proposes reduction in the speed limit from 55mph to 45mph speed limit, widening the roadway from 2 to 4-lanes, and shared use paths.
- The PD&E study is evaluating two Build widening alternatives: widening north of SR 78 and widening south of SR 78.
- The “North” widening alternative will not impact Lawhon’s grocery store building but could impact parking and potentially underground storage tanks. Robert Price stated the store has a long history in the area and deep roots within the community. Robert stated the public will most likely have great concern with impacts to this property and asked that alternatives be reviewed to minimize impacts to it.

- There was discussion on how the “South” widening would impact Caloosahatchee Creek Preserve and trigger Section 4(f) involvement. Imran stated that part of the challenge was to develop an alternative that minimizes impacts to homes, businesses, and parks/conservation areas.
- The County noted the planned and potential development within the area; Brightwater Developer and potential around the interchange.
- A diverging diamond interchange (DDI) for I-75 is in conceptual development and going through the Interchange Modification Report (IMR) process.
- There are eight intersections along the study corridor and an Intersection Control Evaluation (ICE) is being completed for each.
- The intersection of Wells and Pritchett was discussed, and it was noted that Traffic Operations is exploring an interim solution.
- Imran asked Lee County on their opinion of roundabouts. Mr. Price stated that the county has no position on the roundabout. However, roundabout cost estimates are five times as expensive as a traditional signal. Secondly, there is a lot of truck traffic on SR 78, and the roundabout should be designed to accommodate truck movements.

SR 31

- The SR 31 project limits are from SR 80 to SR 78 and includes the Wilson Pigott Bridge.
- The need for the project was reviewed including growth in and around the area.
- Design Year traffic was developed for 2045 and is consistent with the adjacent projects for SR 78 Bayshore and SR 31 north of the SR 78 intersection.
- To assist in delivering a consistent message to the public, a joint public meeting is planned for SR 78 and SR 31 on December 6, 2022. *Note, subsequent to this meeting the meeting venue of Lee Civic Center fell through, and an alternative date and location is being explored.*
- SR 31 consists of widening the existing roadway from 2-lanes to 6-lanes, improvements to the SR80/SR 31 intersection, and replacement of the bridge over the Caloosahatchee River.
- Lee County staff noted the floodplain area, and it was noted that the roadway is planned to be raised 3’.
- Options for the bridge replacement include a high level (55’ vertical clearance) fixed bridge or a new movable bridge with 27’ vertical clearance.
- The alignment of the bridge was discussed, and an eastern alignment was selected due to FGT and tie-in to the northern project.
- Coast Guard coordination will be completed and there are other 55’ bridges along the river.
- Lee County staff commended that the public is used to a lower-level existing movable bridge and constructing a higher bridge could generate concerns. In addition, the question was raised what the intent for handling the existing bridge and it was noted at this time the bridge is planned to be removed.
- Through the ICE process, options at the intersection for SR 31 and SR 80 include an at grade signalized intersection and grade separated flyover that would replace the two heaviest turning movements.
- It was explained that the at grade signalized intersection is anticipated to function for approximately 10 years and the intersection could be constructed to accommodate the footprint for the grade separated flyover.
- SR 31 is planned to be a Design Build project and the project team is developing the plan sets accordingly.

Conclusion/Next Steps

- Contact information for FDOT was provided and noted with the presentation.
- After the Public Workshop, a recommended preferred alternative will be identified and both projects will go to a Public Hearing.
- FDOT will continue coordination with Lee County DOT.



Lee County FDOT PD&E Project Update

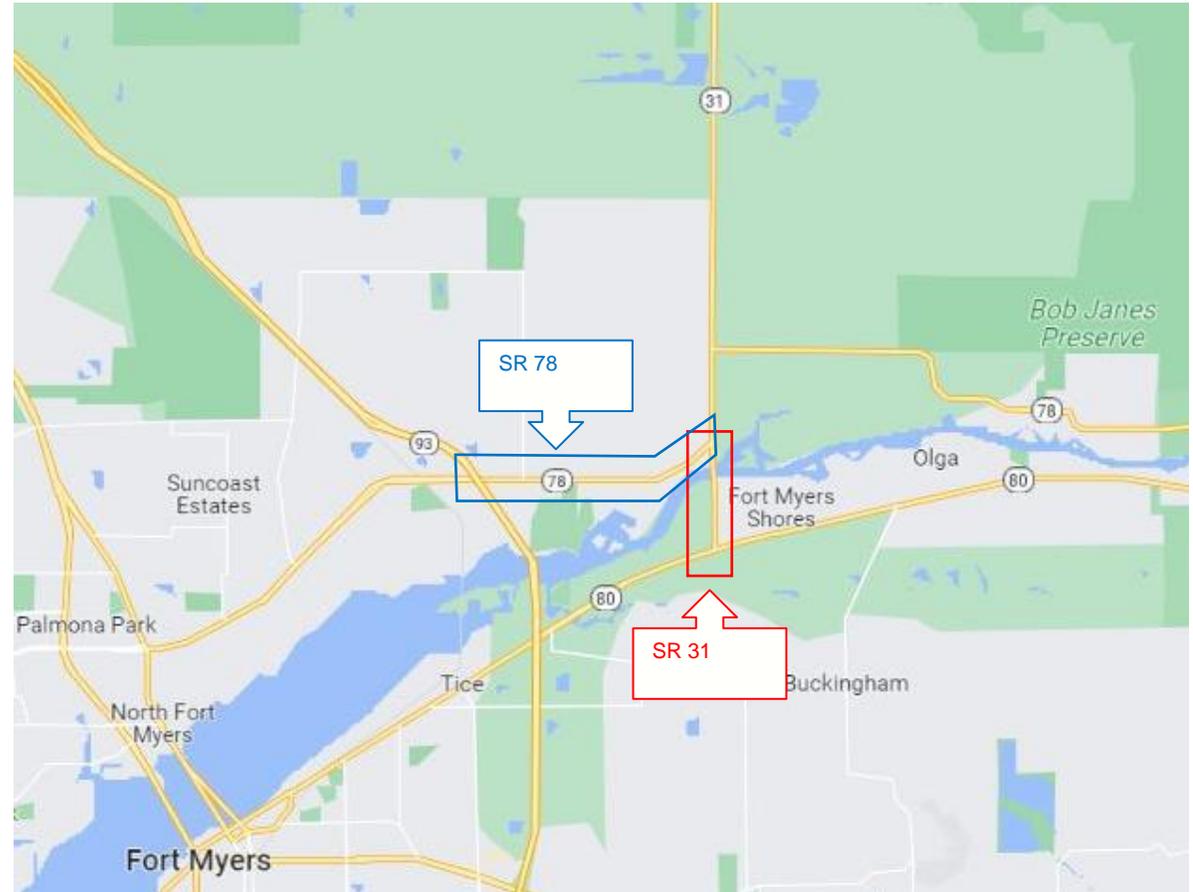
- *SR 78 Bayshore*
- *SR 31 from SR 80 to SR 78*

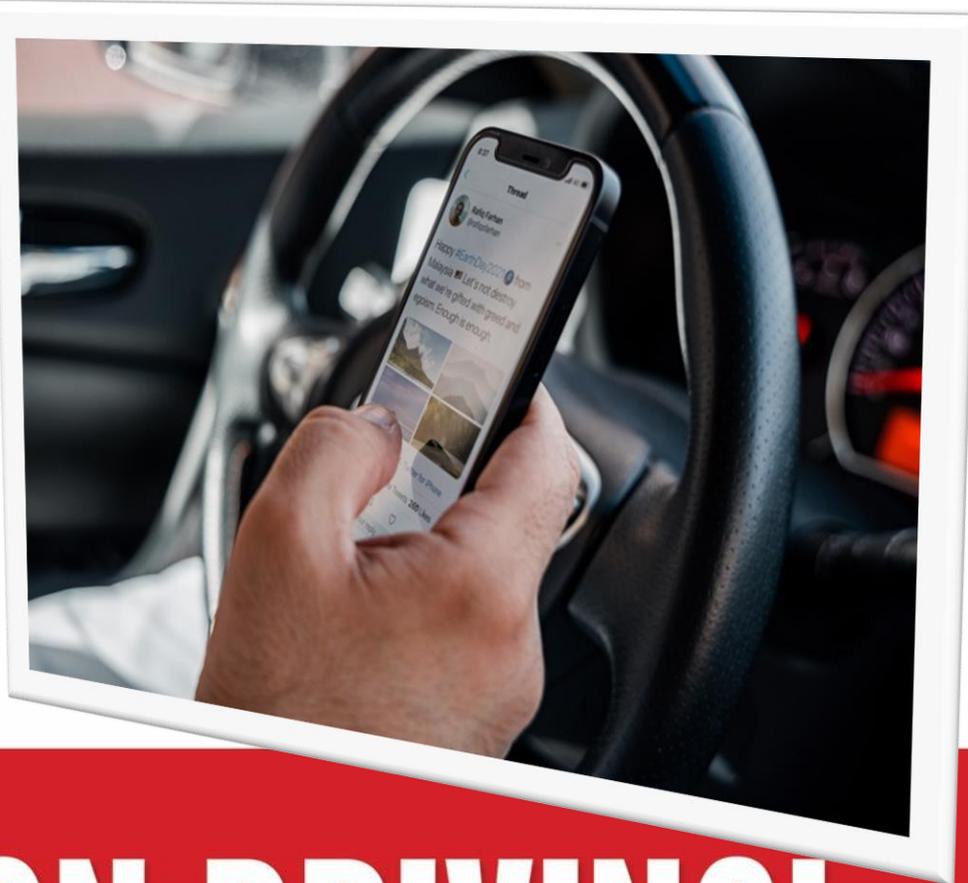
November 3, 2022



Agenda

- Introductions
- Safety Brief
- Meeting Purpose
- PD&E Process
- Projects
 - SR 78 (FPID #444937)
 - SR 31 (FPID #441942)
- Project Discussion
 - Project Limits
 - Need for the Project
 - Typical Section
 - Schedule
- Action Items





IT CAN WAIT

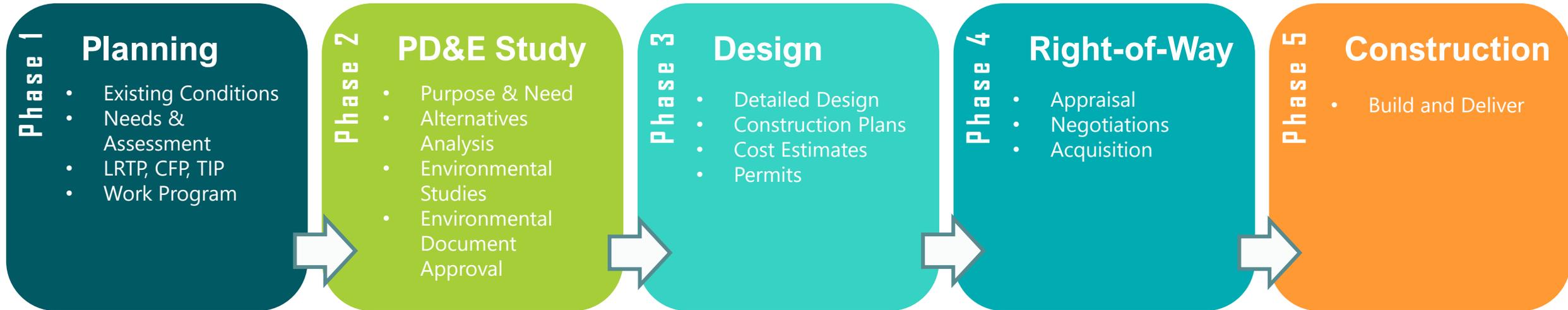
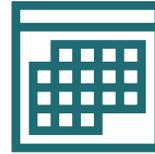
FOCUS ON DRIVING!



Meeting Purpose

- Provide Project Update
- Receive Lee County DOT Input
- Discuss Project Next Steps

Transportation Project Development Process



SR 78

(FPID #444937)



SR 78 (Bayshore Road) Project Development & Environment Study

From I-75 to SR 31

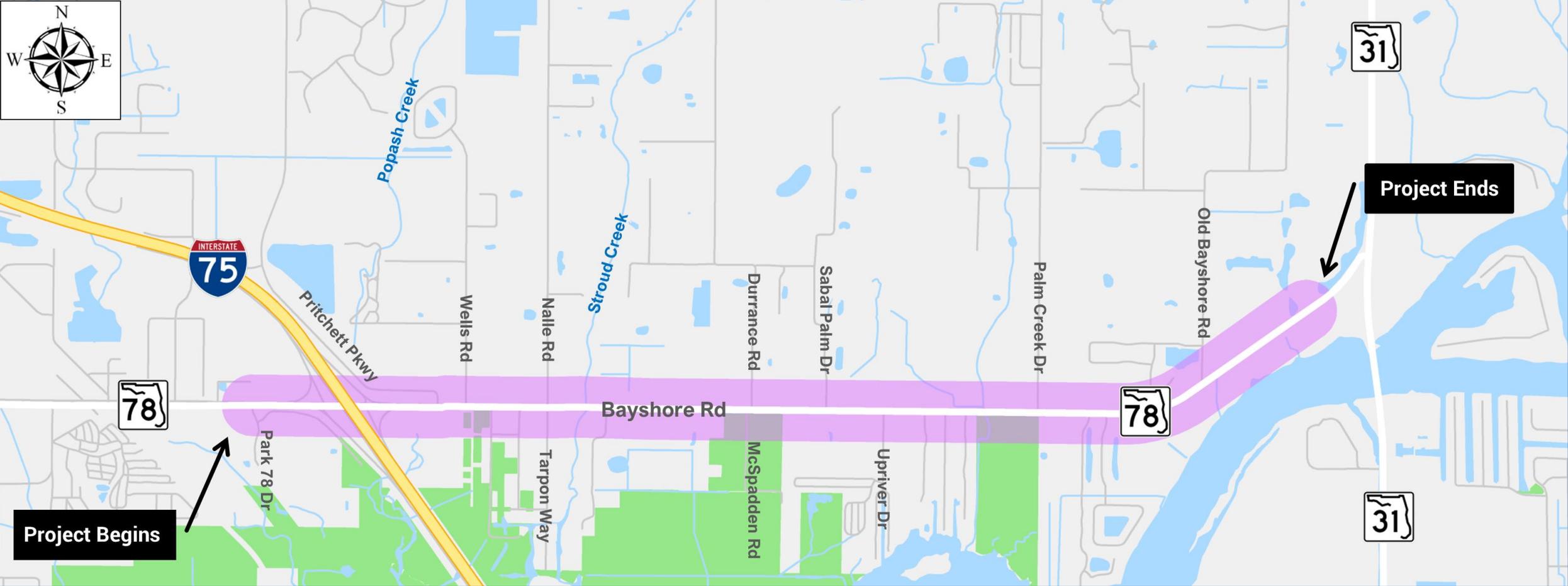
November 3, 2022



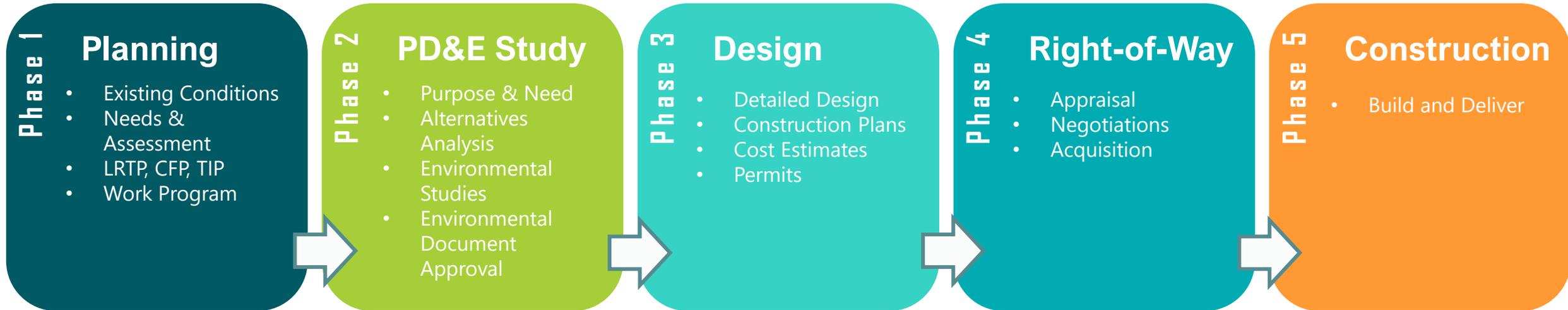
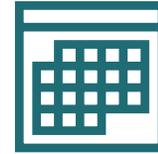
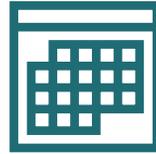
Agenda

- Project limits
- Need for the project
- Coordination with adjacent projects
- Design Speed & Typical Section
- Future of SR 78

Project Limits



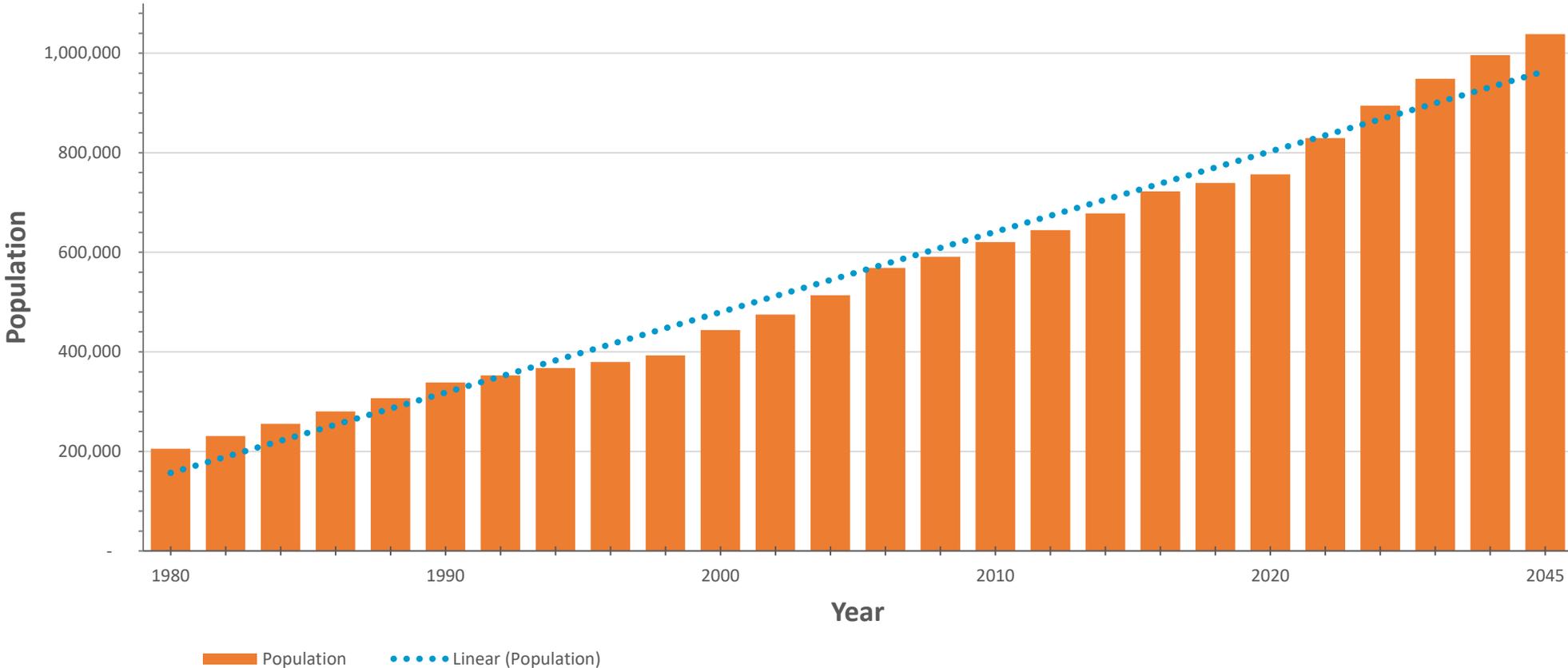
Transportation Project Development Process



Public Outreach and Interagency Coordination

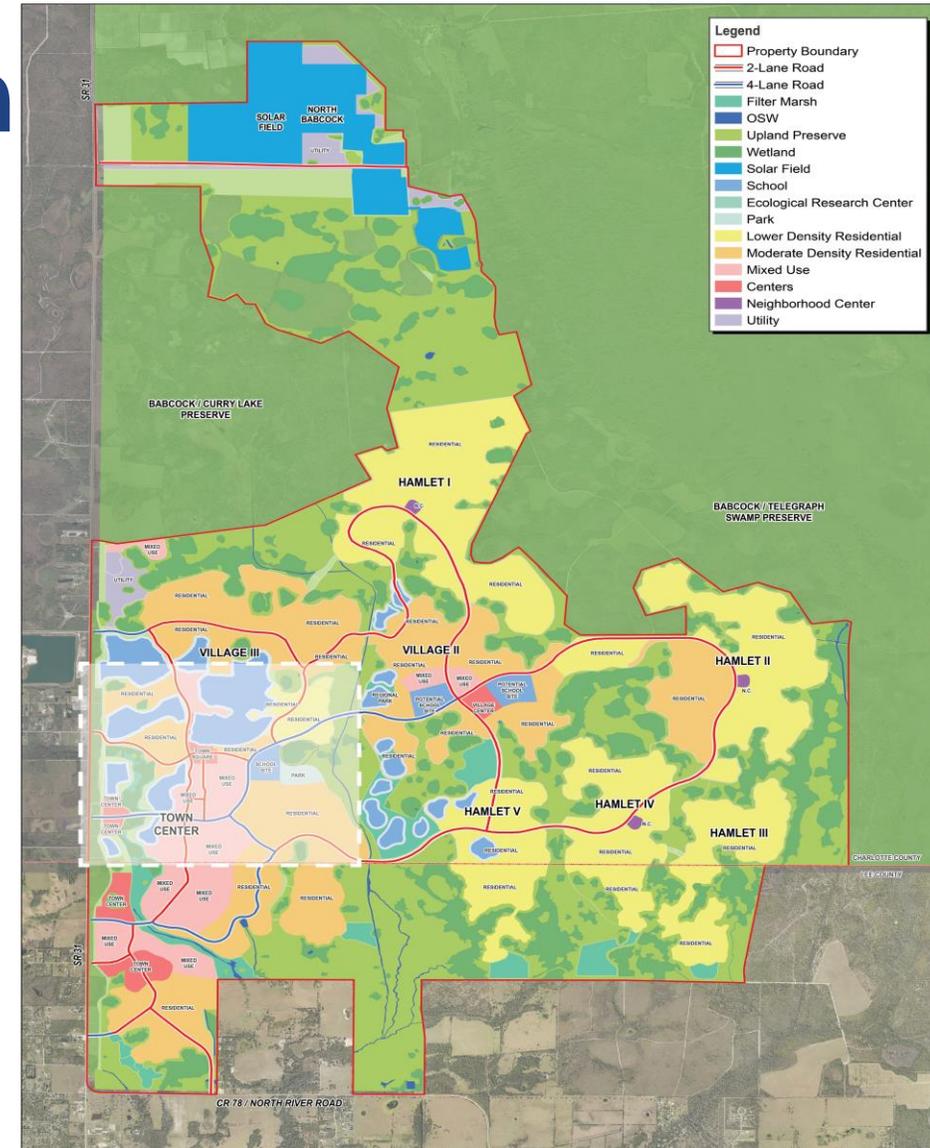
Project Need – Population Growth

Lee County Population - 1980-2040



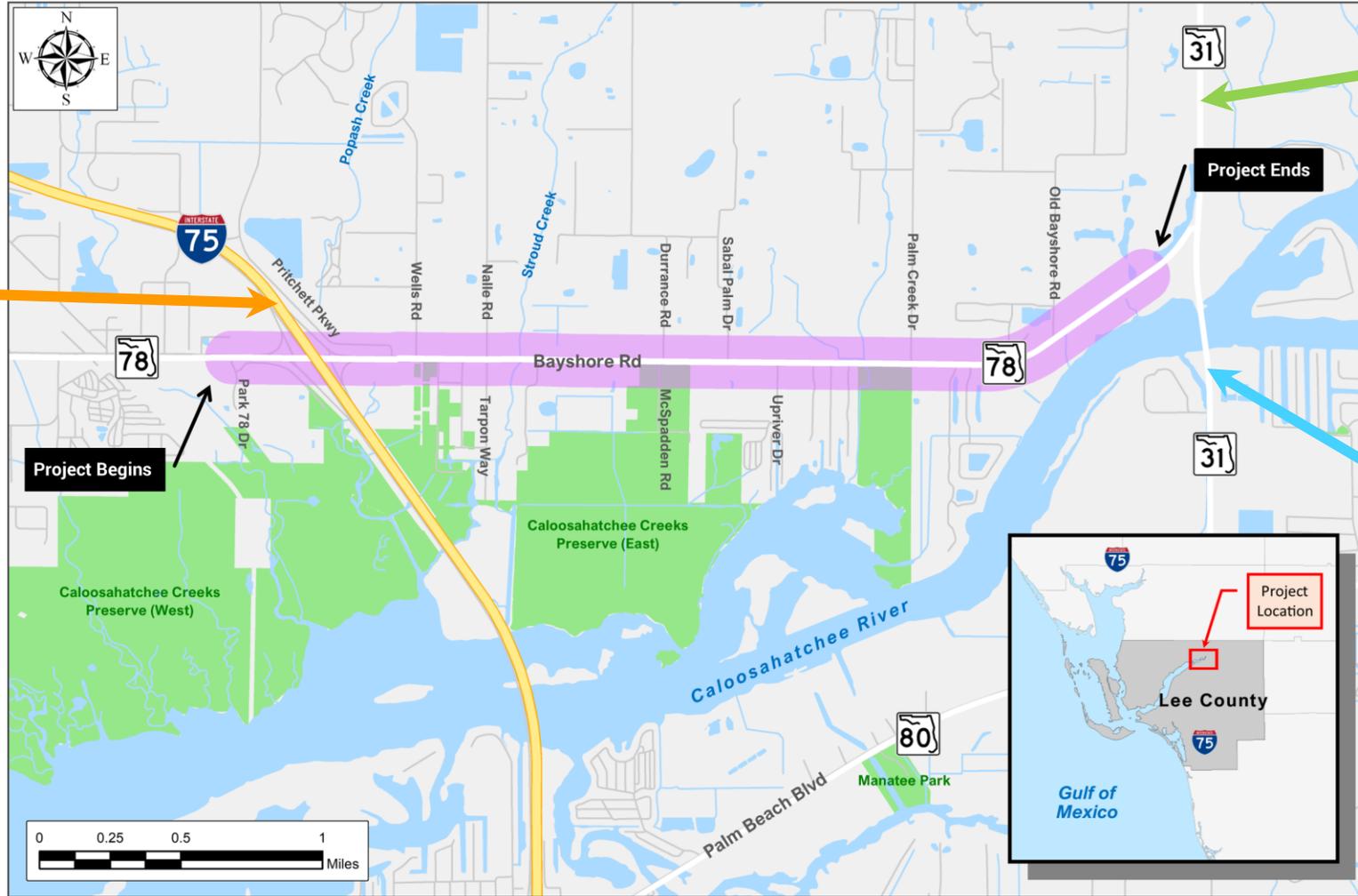
Project Need - Babcock Ranch

Land Use	Master DRI
Single-Family	11,615 dwelling units
Multi-Family	6,255 dwelling units
Total Residential	17,870 dwelling units
Hotel	360,000 sq. ft, 600 rooms
Industrial	650,000 sq. ft.
Retail	1,400,000 sq. ft.
Office	2,919,610
Golf Course	54 holes
Recreation Library	24,000 sq. ft
Hospital	650,000 sq. ft, 177 beds
ALF	209,000 sq. ft.
Church	120,000 sq. ft.
Schools	2,176 students
Parks	256 acres
Government/Civic	105,890 sq. ft.



Coordinate with Adjacent Projects

Southwest
Connect I-75
South Corridor
Master Plan



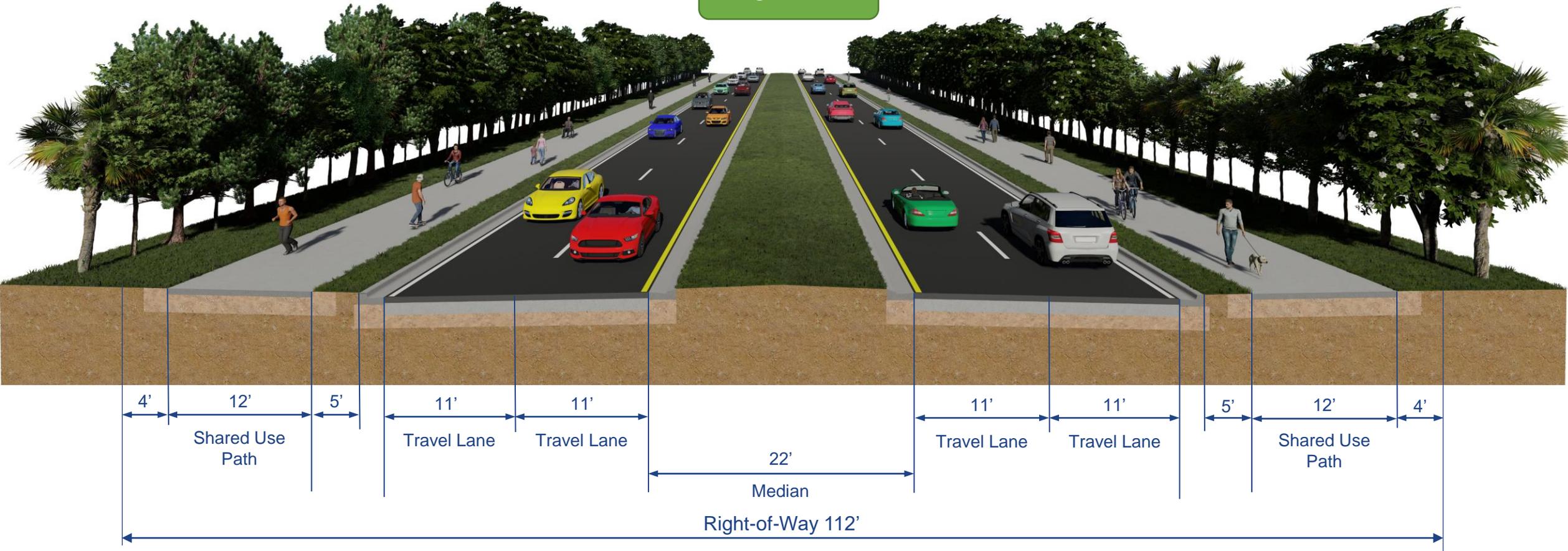
SR 31 PD&E
Study from SR
78 to CR 78

SR 31 PD&E
Study from SR
78 to SR 80

Preferred Typical Section

Low Speed Curbed Roadway with Shared Used Path on both sides

45 MPH



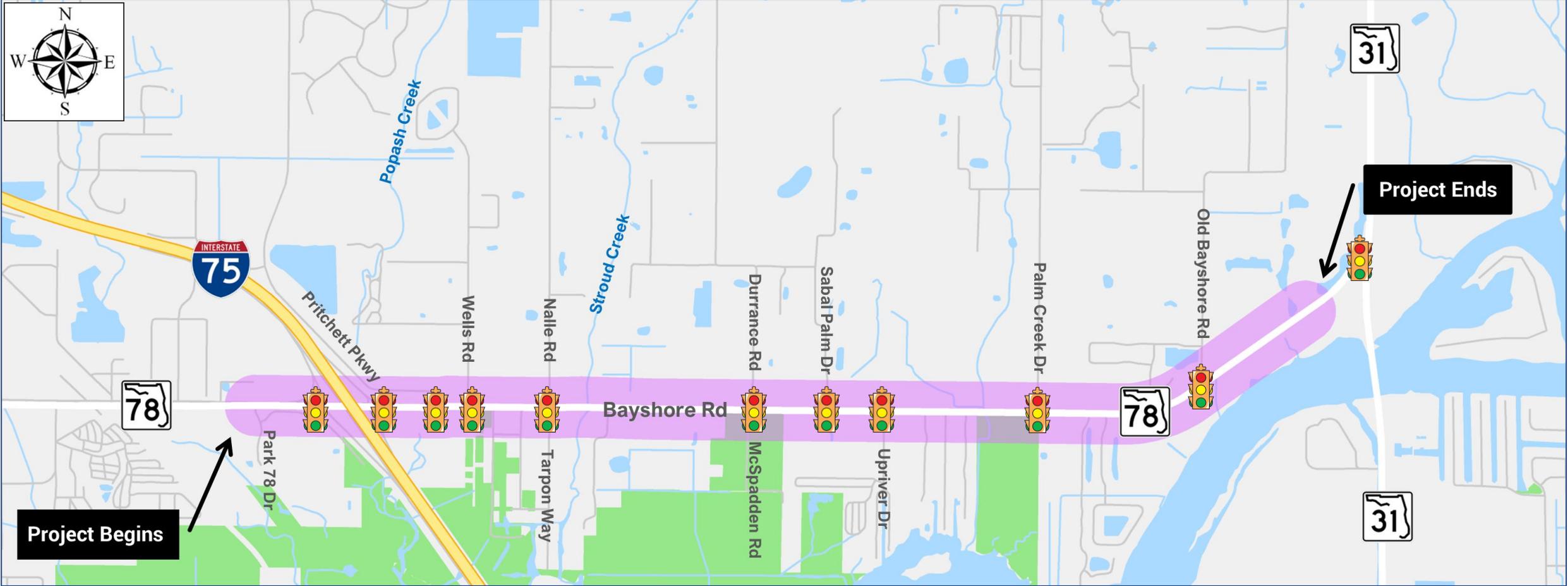
Typical Section

- Design Speed – 45 Miles Per Hour
- Four 11-ft travel lanes, 22-ft median
- 12' Shared Use Path on both sides
- 112' Right-of-Way anticipated
- Right-of-Way acquisition necessary

SR 78 / I-75 Interchange



Project Limits



Intersections along SR 78

Design Year No-Build Alternative Operational Analysis Results

Intersection		AM Peak Hour		PM Peak Hour	
		Delay (seconds)	Level of Service	Delay (seconds)	Level of Service
1	SR 78/ Pritchett Pkwy	20,882.6 (SB)	F (SB)	30,546.5 (SB)	F (SB)
2	SR 78/ Wells Rd	1,948.1 (SB)	F (SB)	4,507.1 (SB)	F (SB)
3	SR 78/ Nalle Rd and Tarpon Way	Could not compute (NB)			
		Could not compute (SB)			
4	SR 78/ Durrance Rd and McSpadden Rd	- (NB)	- (NB)	1,232.7 (NB)	F (NB)
		3,095.7 (SB)	F (SB)	2,018.1 (SB)	F (SB)
5	SR 78/ Sabal Palm Dr	164.4 (SB)	F (SB)	26.4 (SB)	D (SB)
6	SR 78/ Upriver Dr	2,728.1 (NB)	F (NB)	5,665.5 (NB)	F (NB)
7	SR 78/ Palm Creek Dr	2,234.2 (SB)	F (SB)	2,106.7 (SB)	F (SB)
8	SR 78/ Old Bayshore Rd	22.2 (NB)	C (NB)	Could not compute (NB)	Could not compute (NB)
		2,967.2 (SB)	F (SB)	Could not compute (SB)	Could not compute (SB)

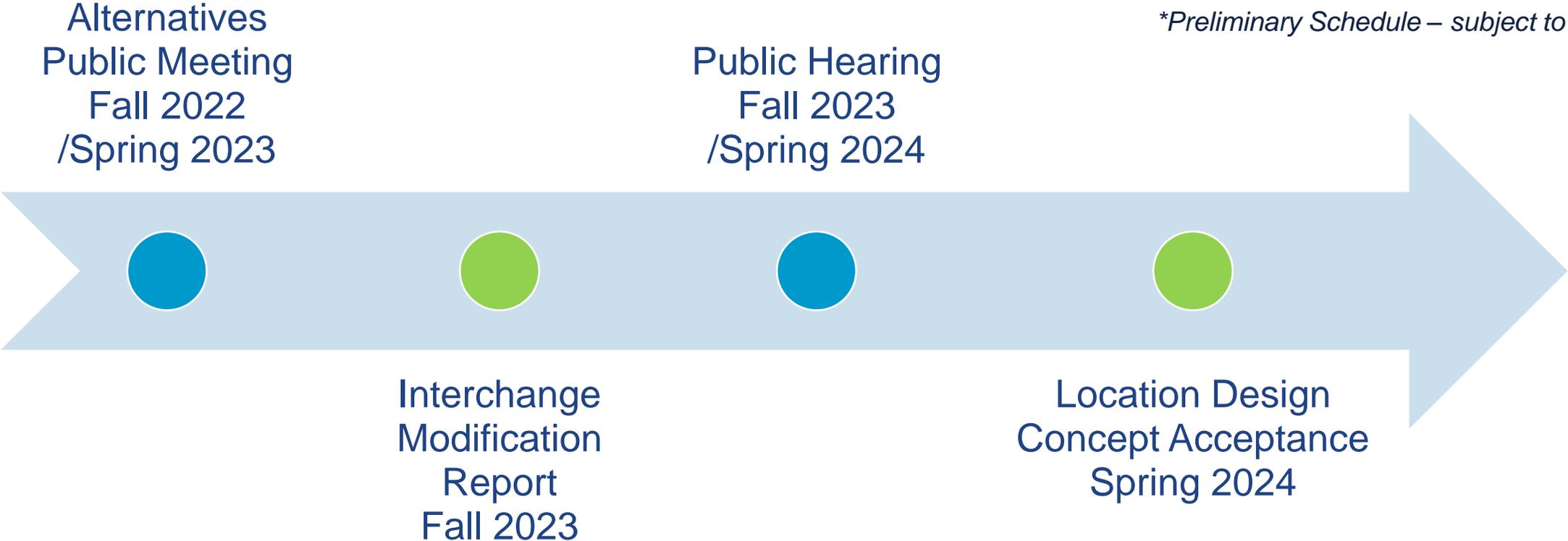
Future of SR 78

- Intersection Control Evaluation
- Roundabouts
- Lower speed limits
- Shared Use Path on both sides/Bicyclist and Pedestrian friendly corridor?

FPID: 444937-1 Schedule

Design, R/W, and Construction are currently not funded.

Preliminary Schedule – subject to change



Questions

- FDOT Project Manager

Melody Matter, PE, PTOE

Melody.Matter@dot.state.fl.us

(717) 574-9029

SR 31

(FPID #441942)



**SR 31 from SR 80
(Palm Beach
Boulevard) to SR 78
(Bayshore Rd) Project
Development and
Environment (PD&E)
Study**

Lee County Briefing

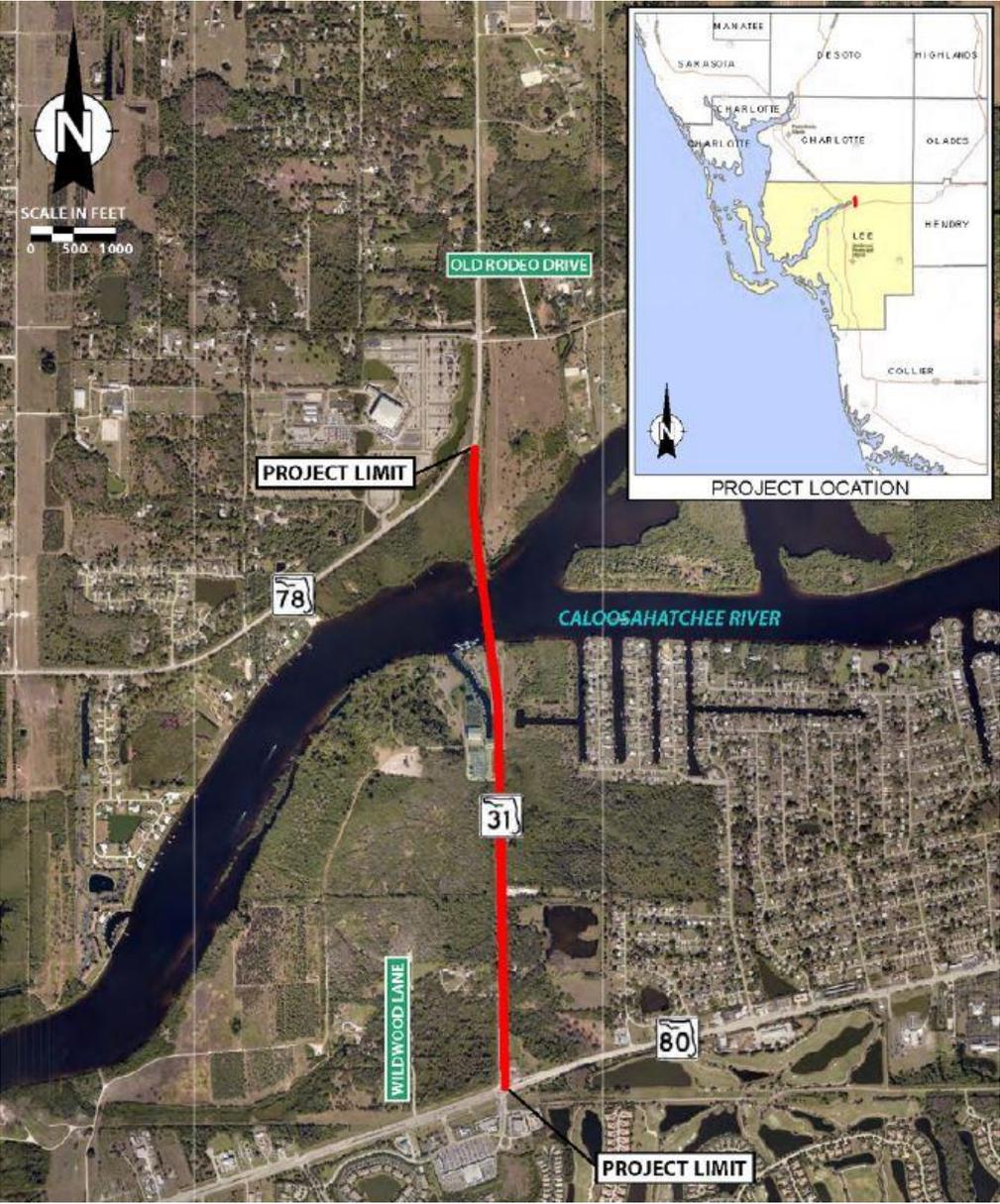
November 3, 2022



Agenda

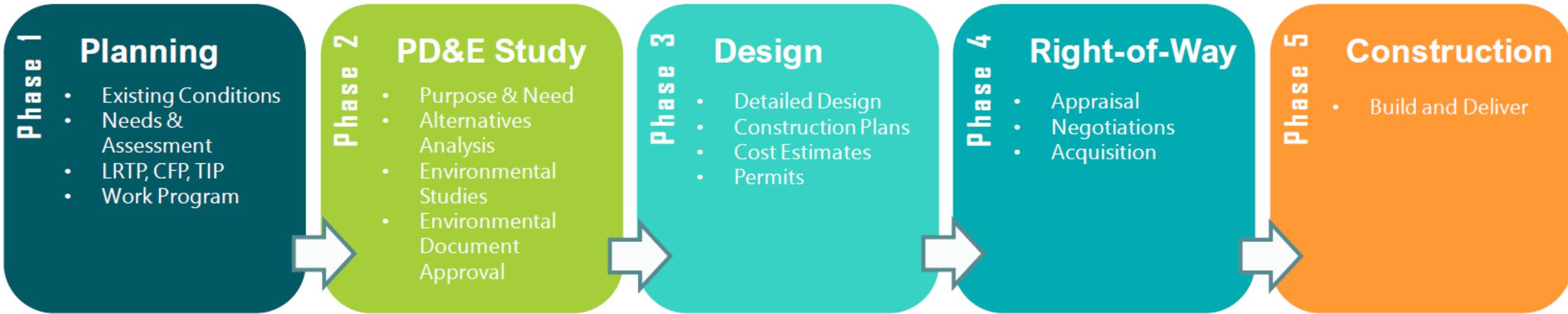
- Project limits
- Need for the project
- Coordination with adjacent projects
- Typical Sections
- Bridge Options
- Preliminary Plan & Profile

Project Limits



SR 31 from SR 80 to SR 78

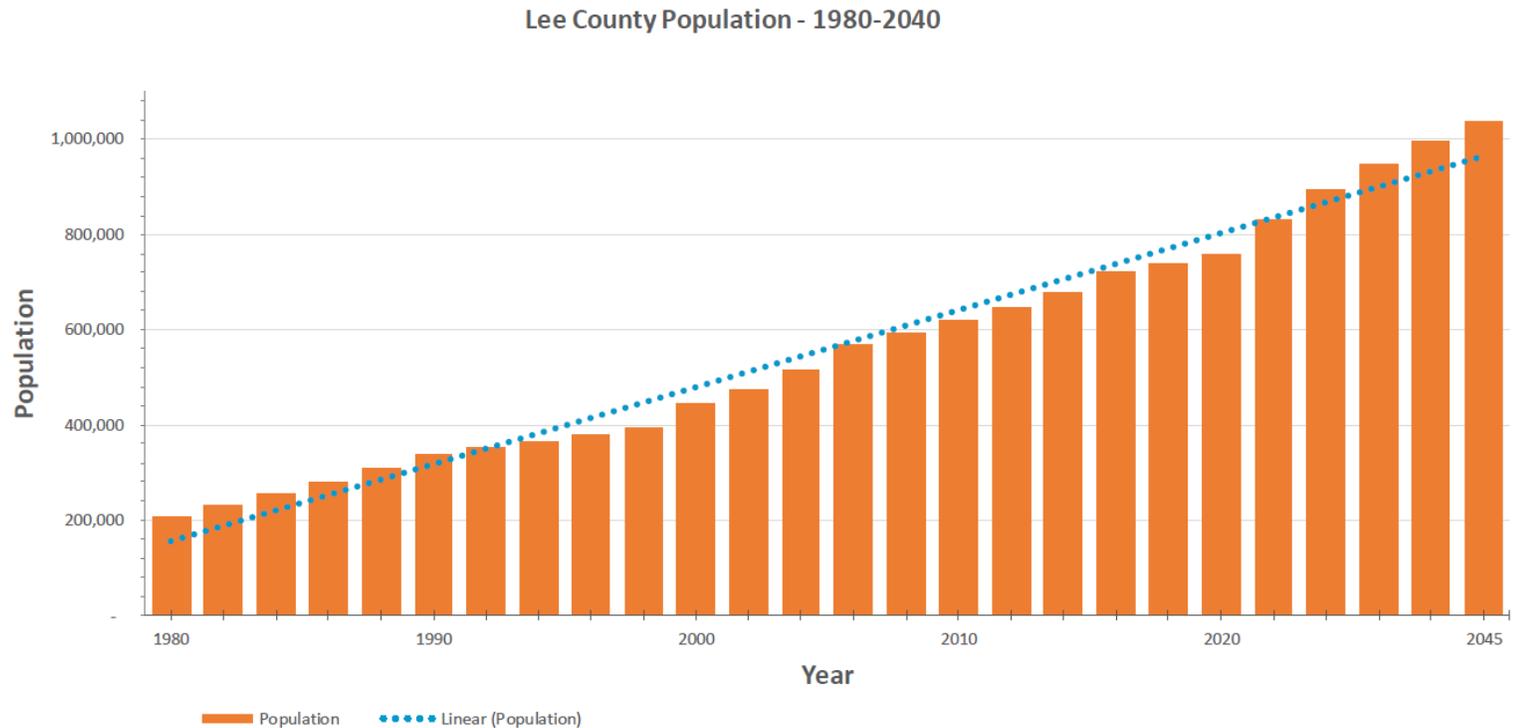
Transportation Project Development Process



Public Outreach and Interagency Coordination

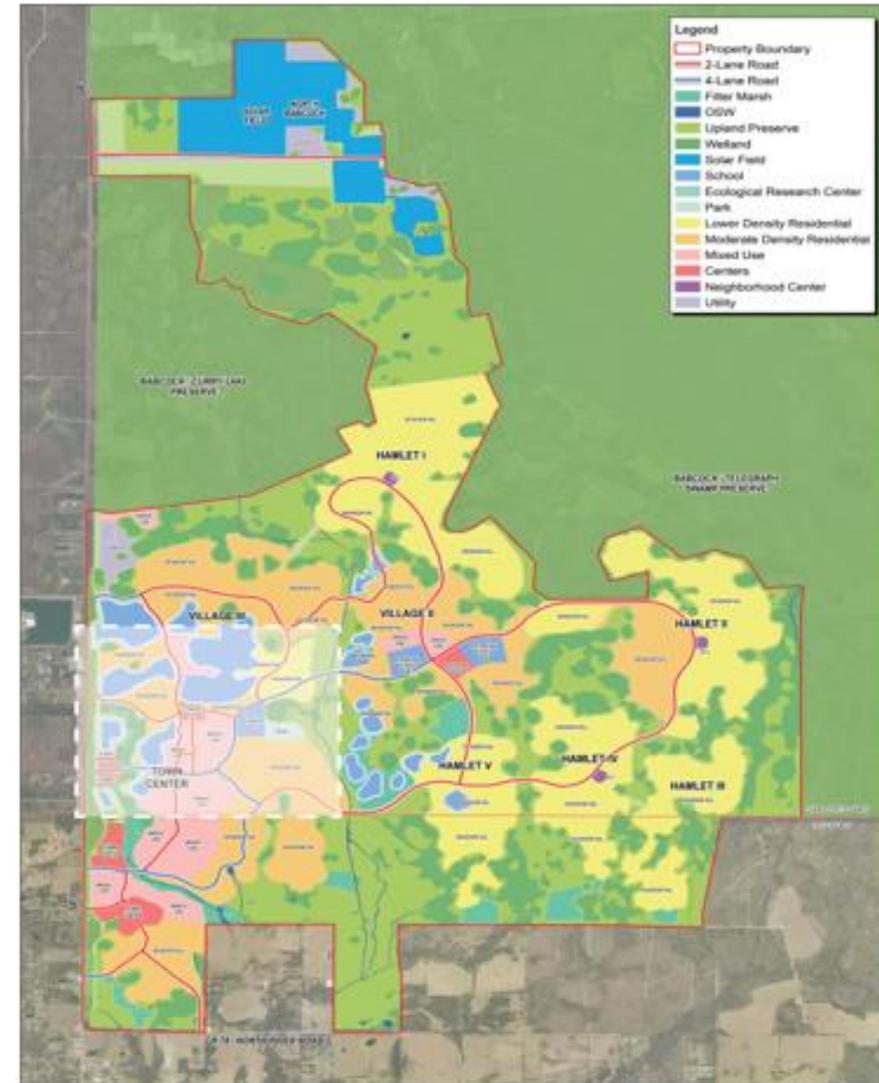
Project Need – Population Growth

- Improve Existing/Projected Traffic Flow and Increase Capacity
- Address Substandard Bridge Elements
- Enhance Regional Connectivity
- Improve Emergency Evacuation/Response and Overall Safety



Project Need – Babcock Ranch

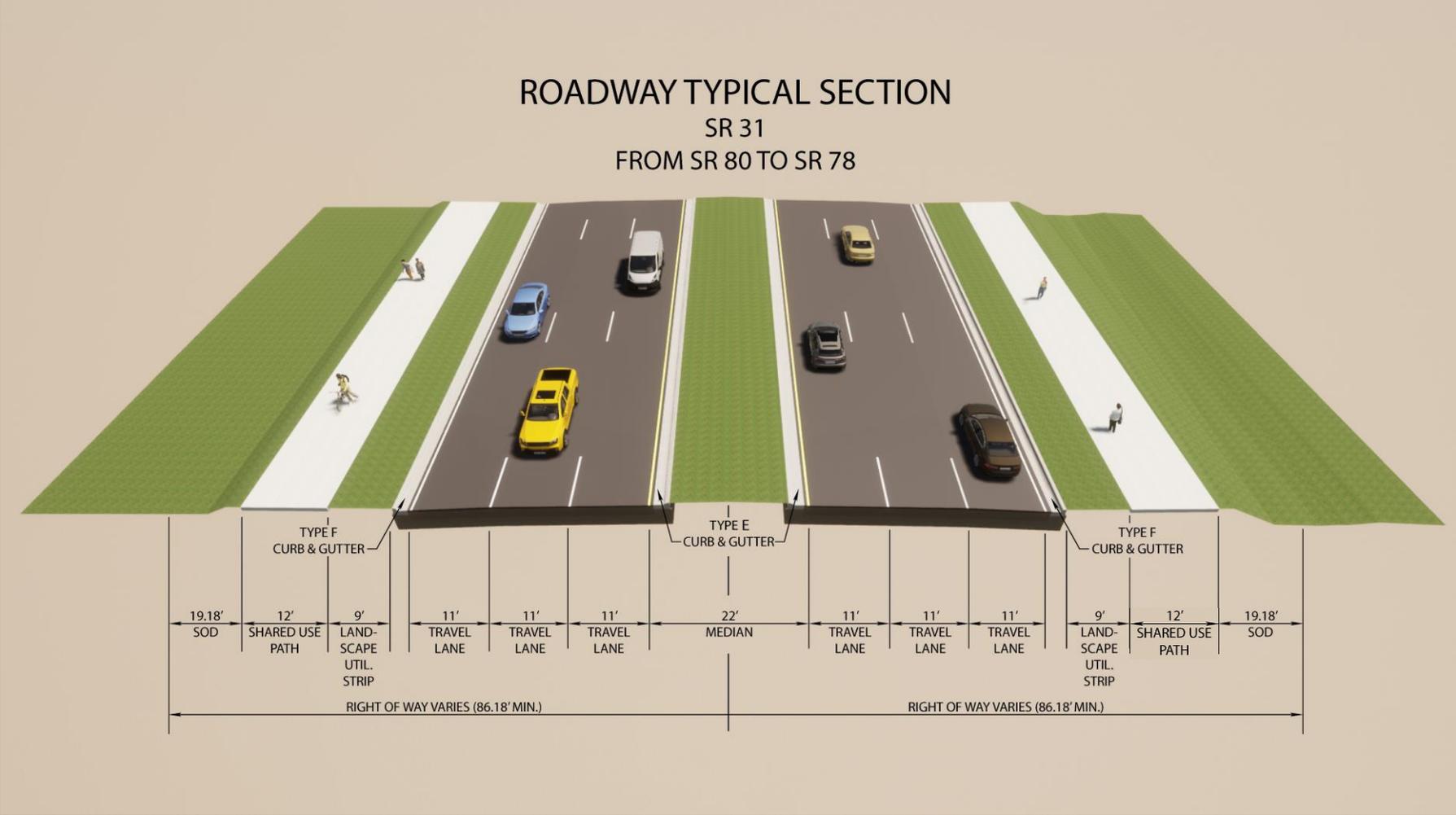
Land Use	Master DRI
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ALF	209,000 sq. ft.
Church	120,000 sq. ft.
Schools	2,176 students
Parks	256 acres
Government/Civic	105,890 sq. ft.



441942-1 SR 31 from SR 80 to SR 78 Project Description

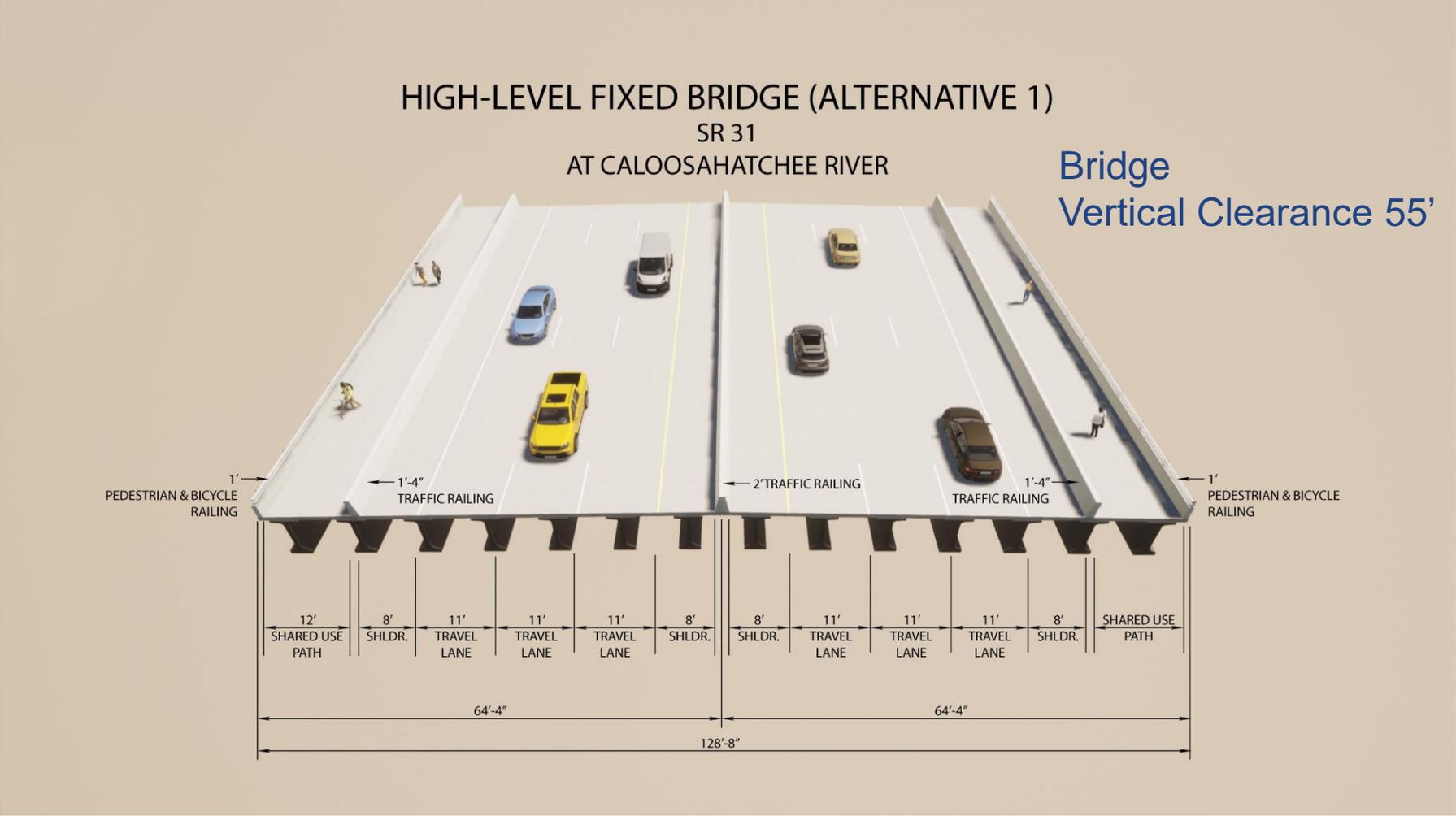
- **Project Limits:** SR 80 to SR 78
- **Class of Action:** Type 2 Categorical Exclusion
- **Purpose:** The project is to address capacity, operational, and structural deficiencies of SR 31 from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in northeastern Lee County.
- **Public Meetings (past and present):**
 - Alternatives Workshop – *December 2022*
 - Anticipated Public Hearing – *October 2023*
 - ***LDCA March 2024***
- **Status:** Preparing alternatives for Workshop

Roadway Typical Section



SR 31 from SR 80 to SR 78

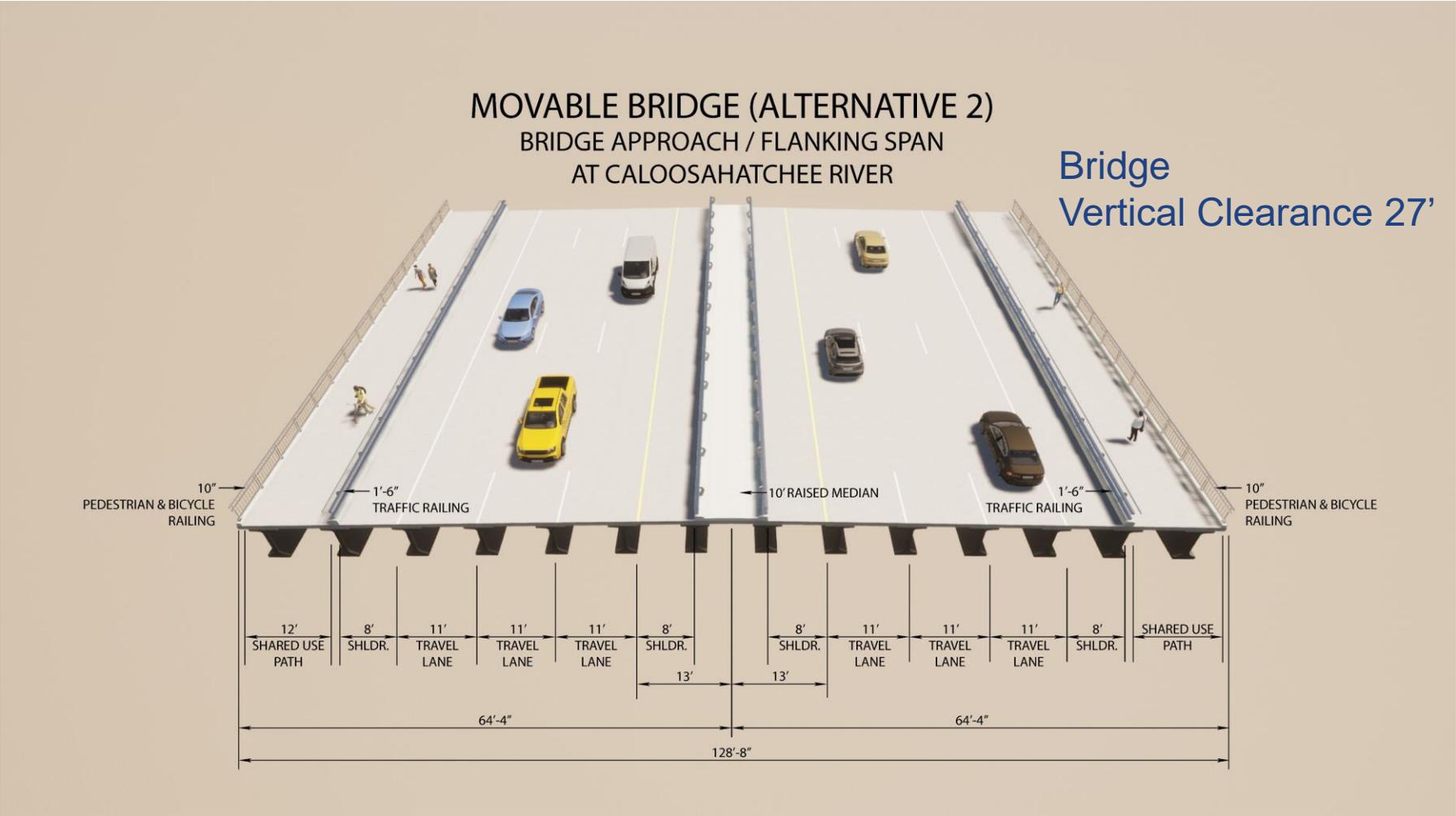
Bridge Typical Section-Alt 1



SR 31 from SR 80 to SR 78



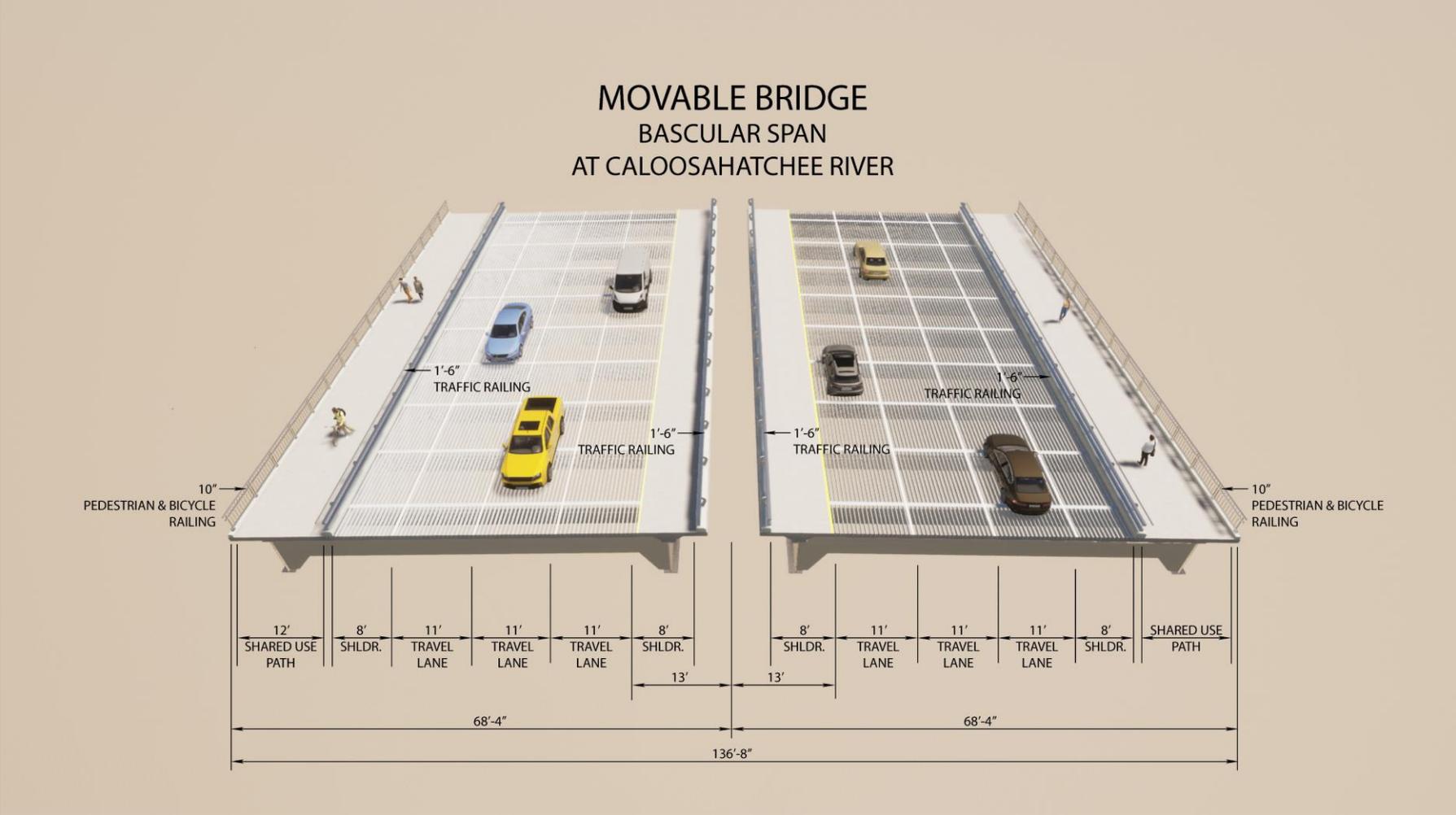
Bridge Typical Section-Alt 2



SR 31 from SR 80 to SR 78

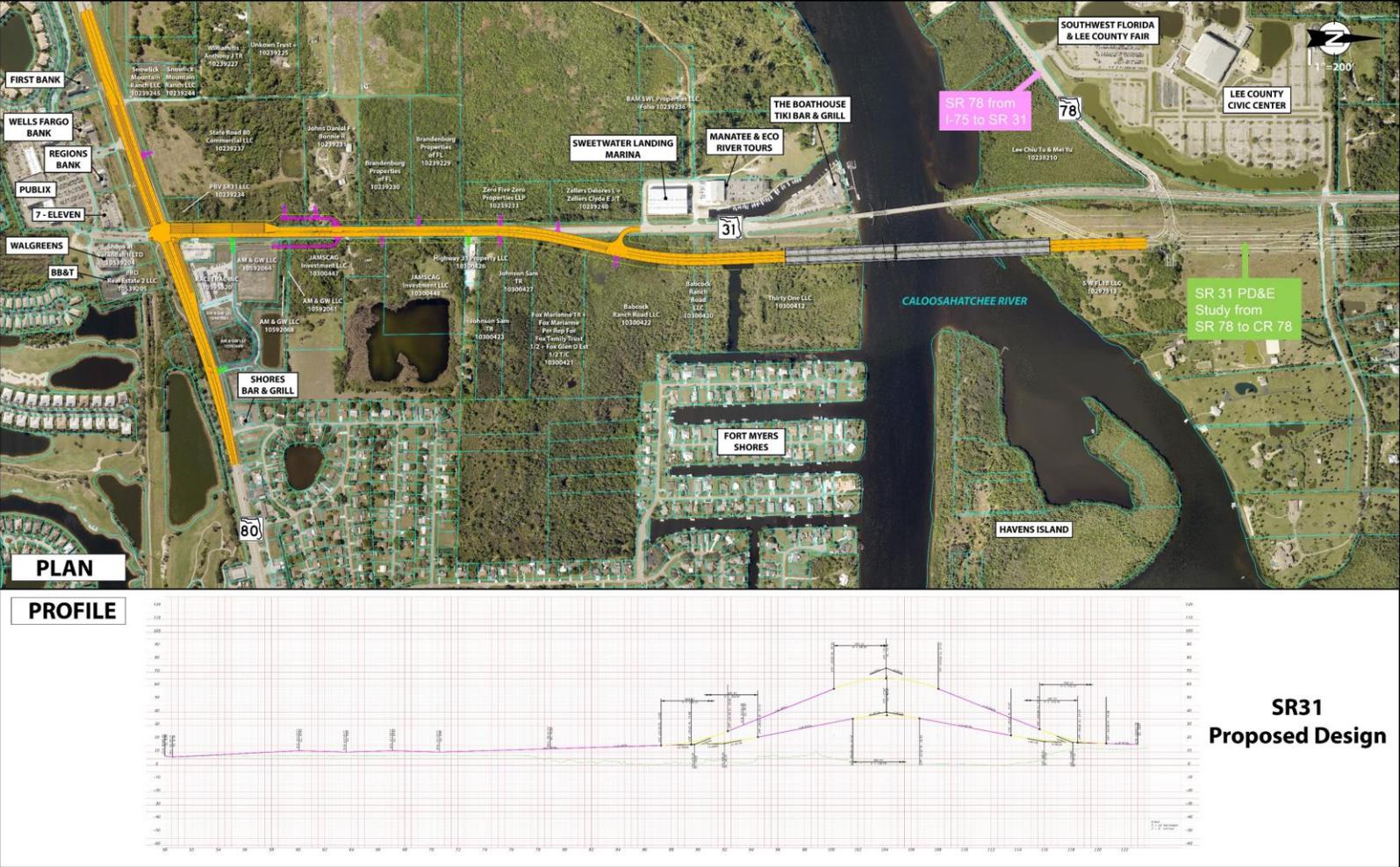


Bridge Typical Section-Bascule



SR 31 from SR 80 to SR 78

Preliminary Plan & Profile: At-Grade

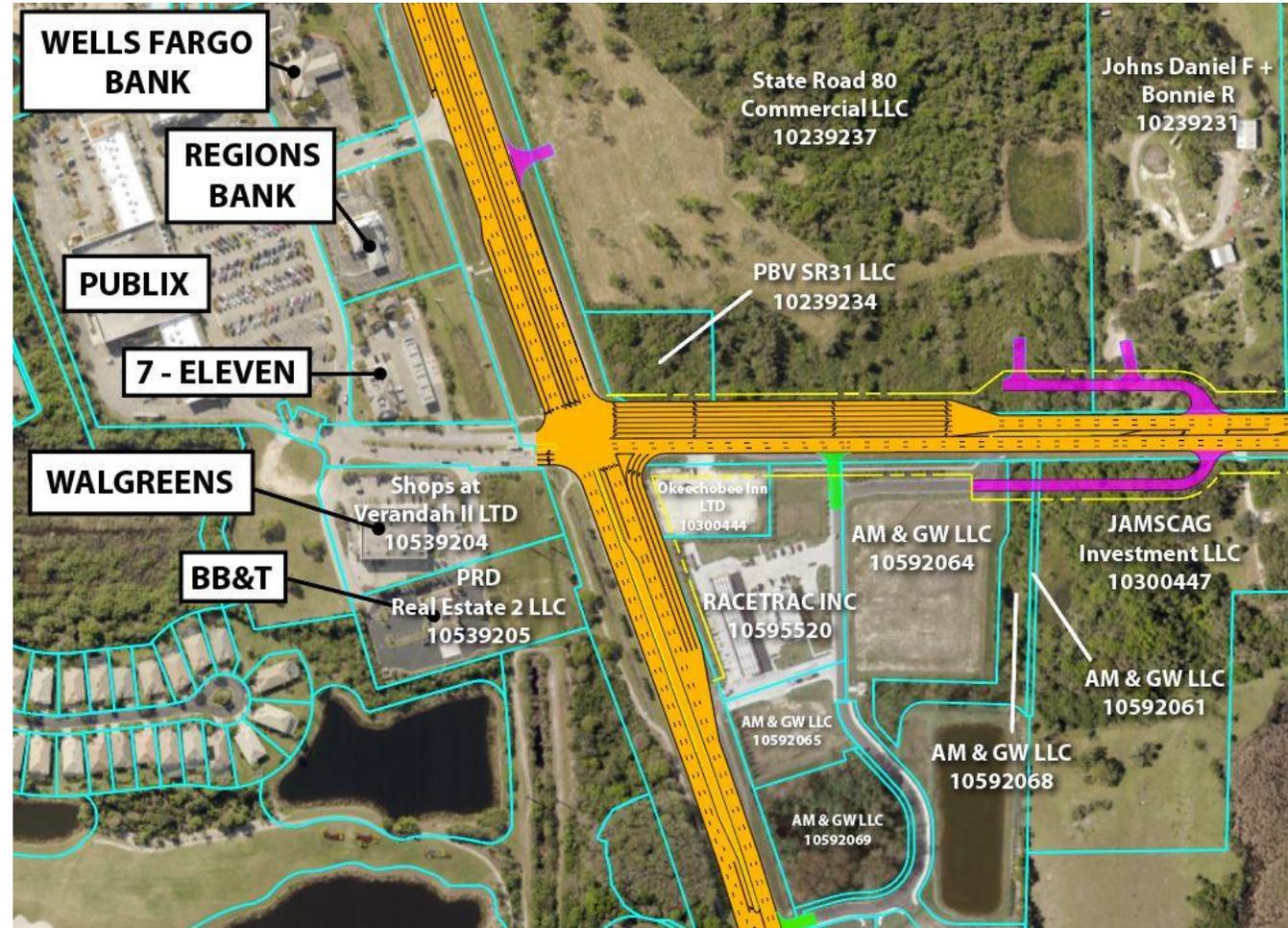


SR 31 from SR 80 to SR 78

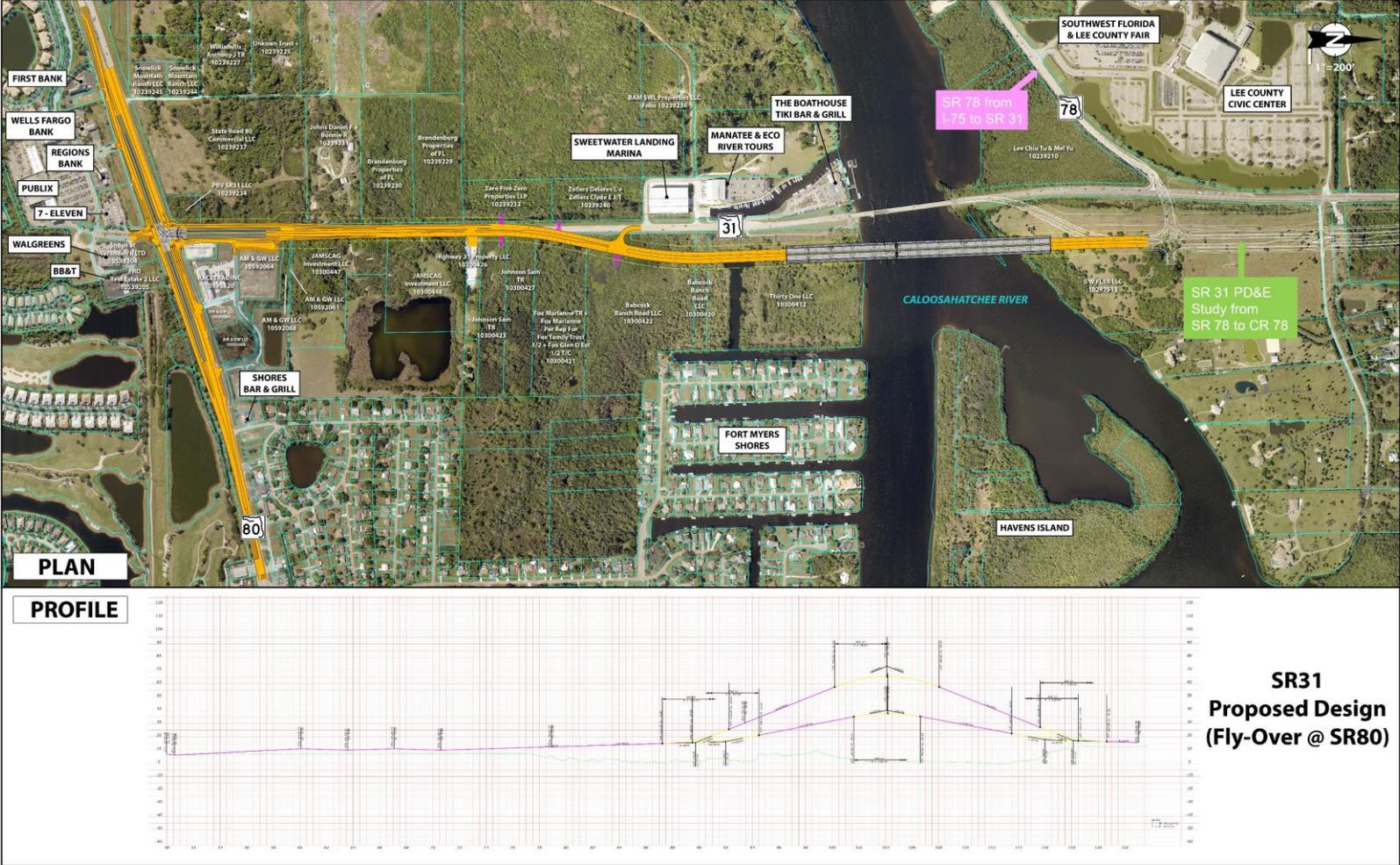


Intersection Alternatives: At-Grade

- At-Grade:
 - Conventional Signal



Preliminary Plan & Profile: Grade Separated



SR 31 from SR 80 to SR 78

Intersection Alternatives: Grade Separated

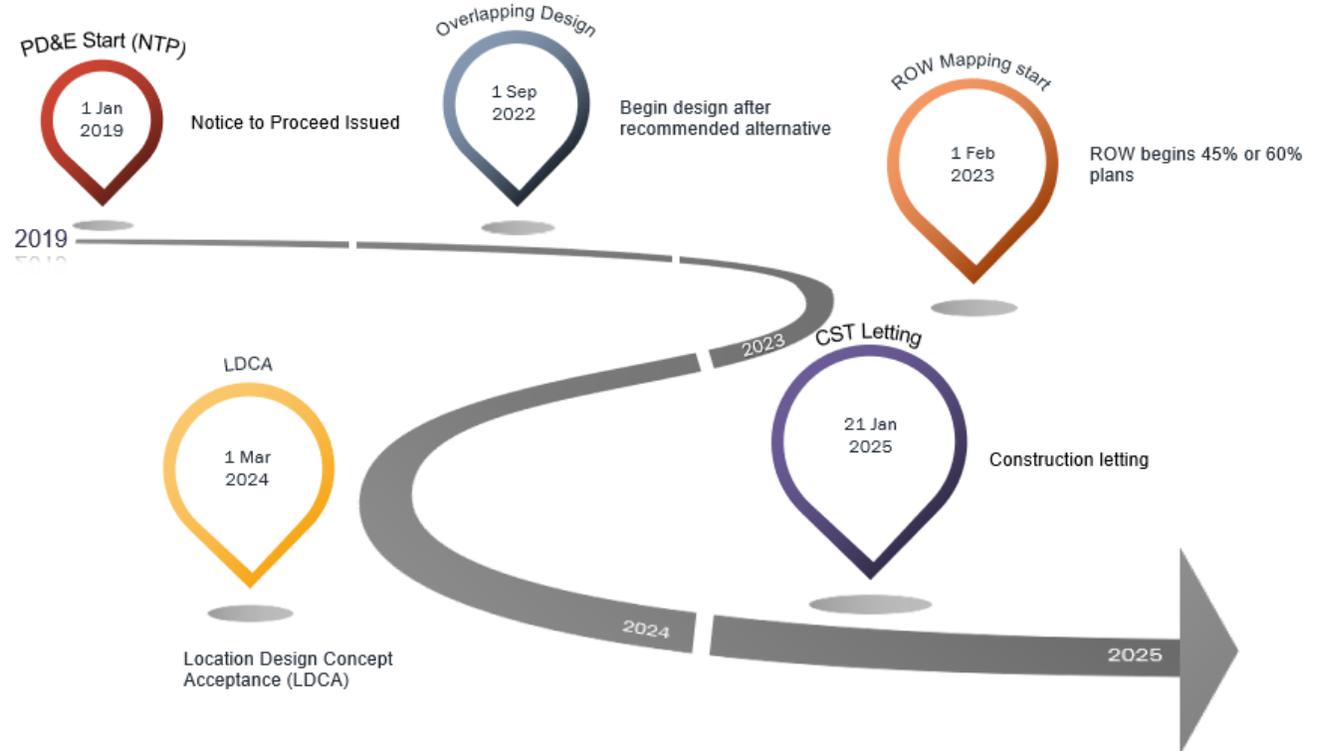
- Grade Separated:
 - Flyover



FPID: 441942-1

Timeline

Date	Milestone Title
1/1/2019	PD&E Start (NTP)
December 2022	Alternatives Mtg.
February 2023	Key design coordination
October 2023	Public Hearing
March 2024	LDCA
September 2022	Overlapping Design
January 2023	Phase II Plans
TBD	Phase IIR Plans
February 2023	ROW Mapping start
April 2024	Environmental permits and approval
April 2024	Pass the Torch
January 2025	CST Letting



"Preliminary schedule, subject to change."

Questions

- FDOT Project Manager

Melody Matter, PE, PTOE

Melody.Matter@dot.state.fl.us

(717) 574-9029

Action Items

Contact Info

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Steven Andrews

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(863) 519-2270

MEETING MINUTES
FDOT & Lee County DOT Coordination Meeting
441942 SR 31 and 444937 SR 78 PD&E Project Updates
May 5, 2023, 10:00 AM
Virtual Meeting via Teams

Meeting Attendees

Randy Cerchie	Lee County DOT	RCerchie@leegov.com
Robert Price	Lee County DOT	RPrice@leegov.com
Jillian Scholler	Lee County DOT	Jscholler@leegov.com
Tom Marquardt	Lee County DOT	Tmarquardt@leegov.com
Patrick Bateman	FDOT	Patrick.Bateman.dot.state.fl.us
Melody Matter	FDOT (Consultant)	Melody.Matter@dot.state.fl.us
Imran Ghani	Osiris 9 Consulting (SR 78 PM)	Imran.ghani@osiris9.com
Mark Prochak	DRMP (SR 31 PM)	Mprochak@drmp.com

Meeting Purpose

The last time Lee County DOT and FDOT met to discuss the SR 31 (441942) and the SR 78 (444937) projects was in November 2022. The purpose of this meeting was to provide an update on those projects, receive input from Lee County DOT, discuss project funding and schedules, and review the next steps.

A presentation was provided during the meeting and is attached to these meeting minutes (**Attachment**).

SR 31

- The project limits, purpose and need, and design alternatives were reviewed.
- A Public Workshop was held January 31st, 2023 with a virtual meeting conducted February 7, 2023.
- The preferred alternative recommendation is Alternative 1B; SR 80/SR 31 flyover with high-level fixed bridge. This alternative meets the purpose and need, was supported by the public, and best meets future traffic demands.
- While overall public comment supported the flyover alternative, some local commercial property owners expressed concerns with access; specifically, Magnus who owns property in the northeast quadrant of the intersection. FDOT has met with them and will continue coordination/conversations.
- The project continues to be coordinated with the SR 78 PD&E and the Babcock Ranch Design Build project.
- FDOT completed the PD&E for the Babcock project and the Design Build work is being completed by Babcock. Due to FGT coordination and ROW acquisition, it is anticipated construction will be completed at the end of 2026.
- Lee County staff indicated they prefer the fly over alternative. The wide footprint and limited operations of the signalized intersection was not preferred.

- It was discussed that FDOT would ask that Lee County assume ownership and maintenance of the abandoned SR 31 roadway (both north of the river and south of the river which provides access to the Marna and Boathouse Restaurant and other properties). County staff indicated accepting ownership (particularly of the southern portion) maybe an issue and needs to be further coordinated.
- Lee County also inquired about the intersection to the Marina and Restaurant (full median, signalization, etc.?). FDOT noted that this intersection is going through the ICE process. Lee County added that their preference would be to include a southbound SB right turn lane at the intersection.

SR 78 Bayshore

- The project limits, purpose and need, and proposed typical sections were reviewed.
- Alternatives for the interchange (DDI) and roadway widening (north and south) were shared.
- For the widening, the County asked if a 6-lane widening was considered. It was noted that the traffic forecasts did not support widening the roadway to 6-lane but preliminary comments from the public indicated a need for 6-lane widening.
- Lee County noted their preference towards a hybrid widening alternative (i.e. a combination of north and south)
- Improvements to the study intersections were reviewed.
- Lee County questioned some of the movements at the intersection alternatives.
 - Pritchett – eastbound free flow and controlled movement with the continuous green-t; design features to control each movement.
 - Nalle – northbound/southbound through movement with median u-turn; suggest physical restriction. Also, coordination with fire station.
 - Civic Center – access to Civic Center along with management of event traffic
- FDOT noted the intersections will be refined based on public input and further design/analysis.
- Public Workshop scheduled for May 16th with a virtual meeting May 18th.

Project Funding/Schedule

- Funding opportunities are being explored which could accelerate the Design, ROW, and Construction.
- FDOT will continue coordination with Lee County DOT.

Conclusion/Next Steps

- Contact information for FDOT was provided and noted with the presentation.
- Both projects will go to a Public Hearing; SR 31 is targeted in Fall 2023 and SR 78 Spring 2024.
- FDOT will continue coordination with Lee County DOT.



Lee County FDOT Project Development and Environment (PD&E) Project Update

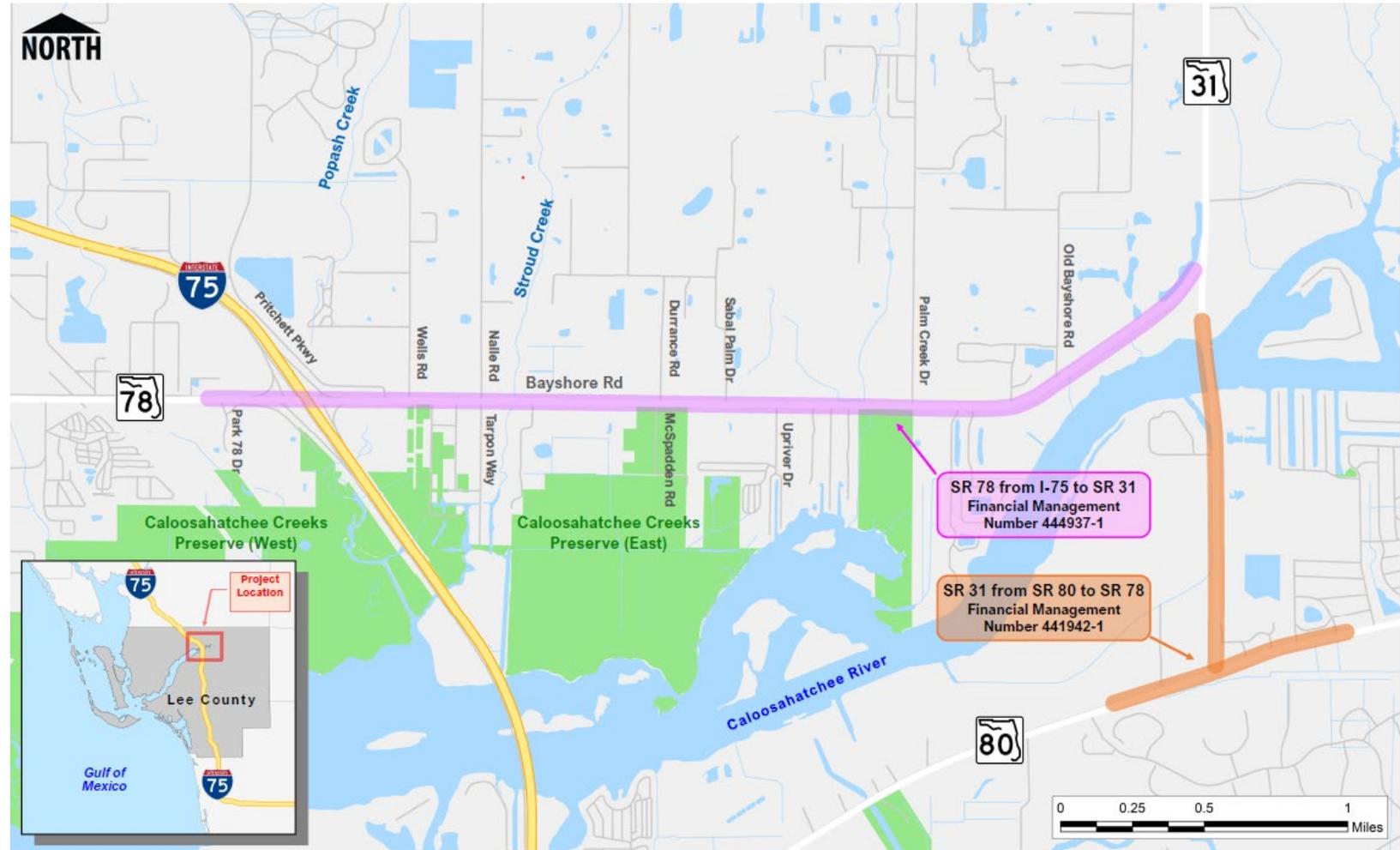
- *SR 31 from SR 80 to SR 78*
- *SR 78 Bayshore*

May 5, 2023



Agenda

- Introductions
- Meeting Purpose
- PD&E Process
- Projects
 - SR 31 (FPID #441942)
 - SR 78 (FPID #444937)
- Project Discussion
- Action Items



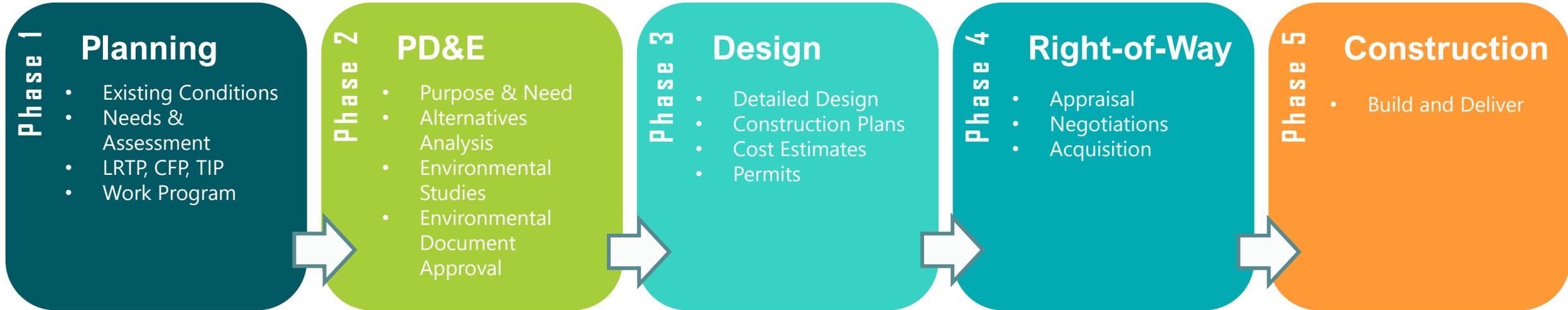
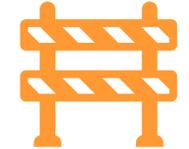
Meeting Purpose

- Provide Project Update
- Receive Lee County DOT Input
- Discuss Project Funding and Schedules
- Action Items/Next Steps

PD&E Process



We are here



Public Outreach and Interagency Coordination

SR 31

(FPID #441942)



**State Road (SR) 31
from SR 80 (Palm
Beach Boulevard) to
SR 78 (Bayshore
Road)**

**Project Development and
Environment (PD&E)
Study**

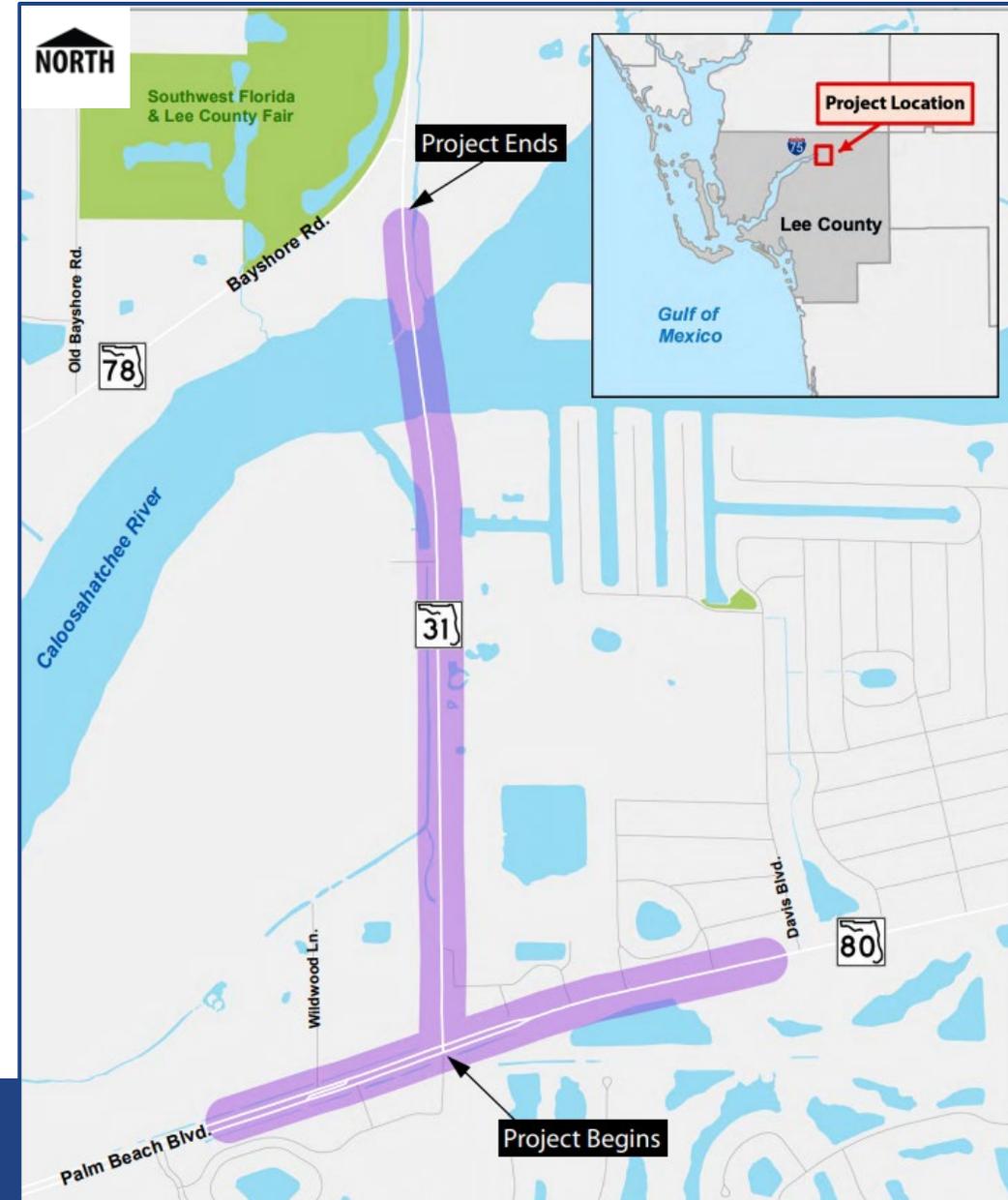
May 5, 2023

FPID #441942-1



PROJECT LOCATION

- Limits from SR 80 to SR 78
- About 1.4 miles
- Wilson Pigott Bridge
- SR 31/SR 80 intersection



SR 31 from SR 80 to SR 78

PURPOSE & NEED

- **Purpose and Need**

- Meet existing/future travel demand due to area-wide growth
- Poor level of service/congestion (along SR 31 and at SR 31/SR 80 intersection)
- Bridge age and malfunctions
- Regional corridor and viable N-S alternate route to I-75
- Improved emergency evacuation and response times



SR 31 from SR 80 to SR 78



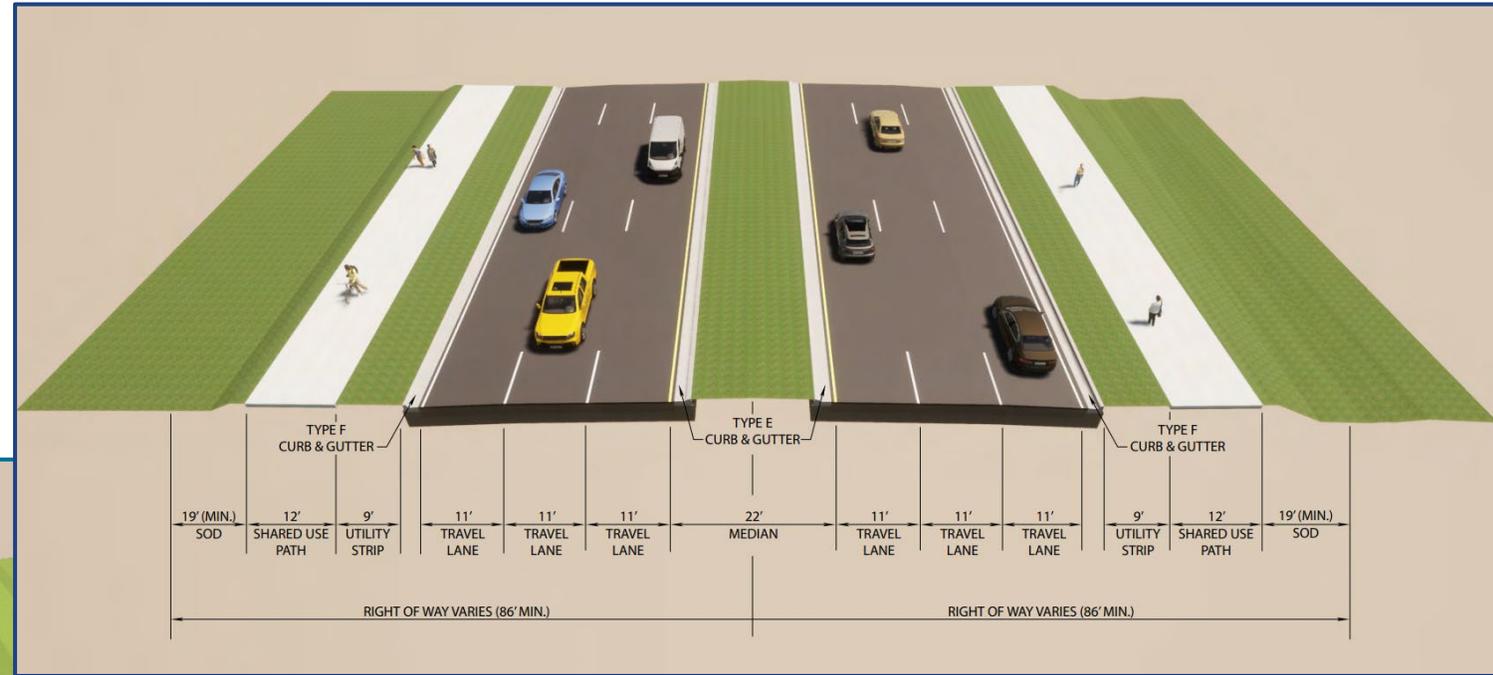
MAIN DESIGN CONSIDERATIONS

- 1.4 mile widening from 2 to 6 lanes
- Horizontal alignment on top of existing lanes from SR 80 to +/- halfway north
- Horizontal alignment shifts east to minimize impacts to existing marina, existing FGT, and ties into north project alignment
- Shift accommodates new bridge construction not under traffic
- Vertical alignment raised to accommodate drainage patterns/floodplains

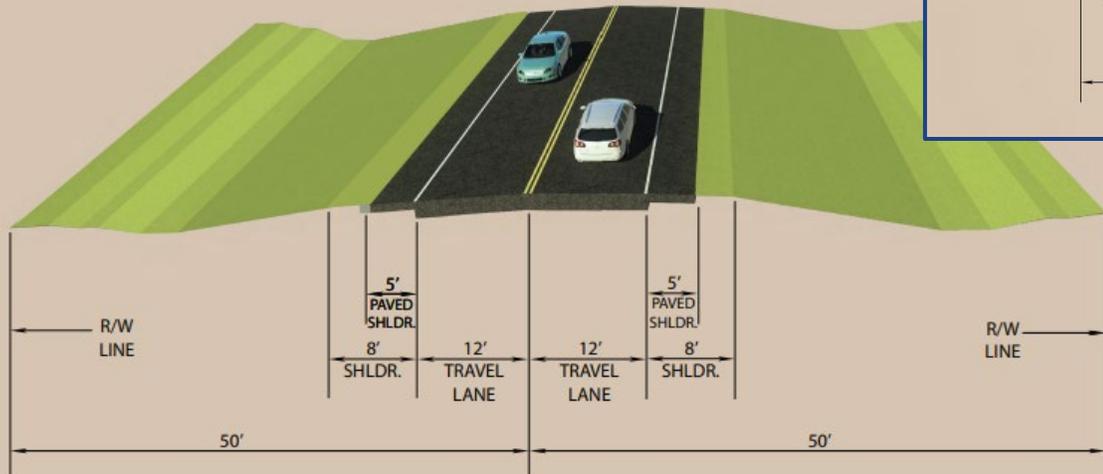


ROADWAY TYPICAL SECTION

Existing



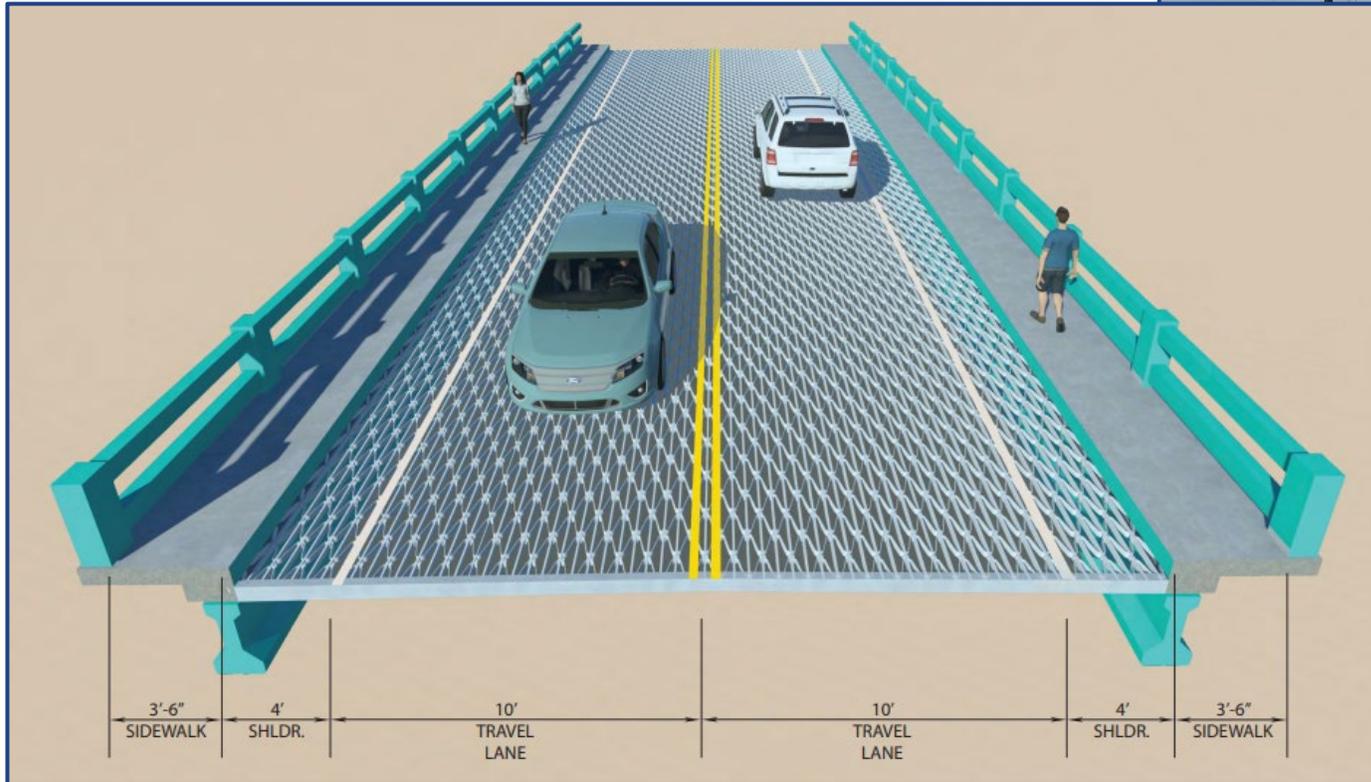
Preferred



SR 31 from SR 80 to SR 78



EXISTING BRIDGE TYPICAL SECTION

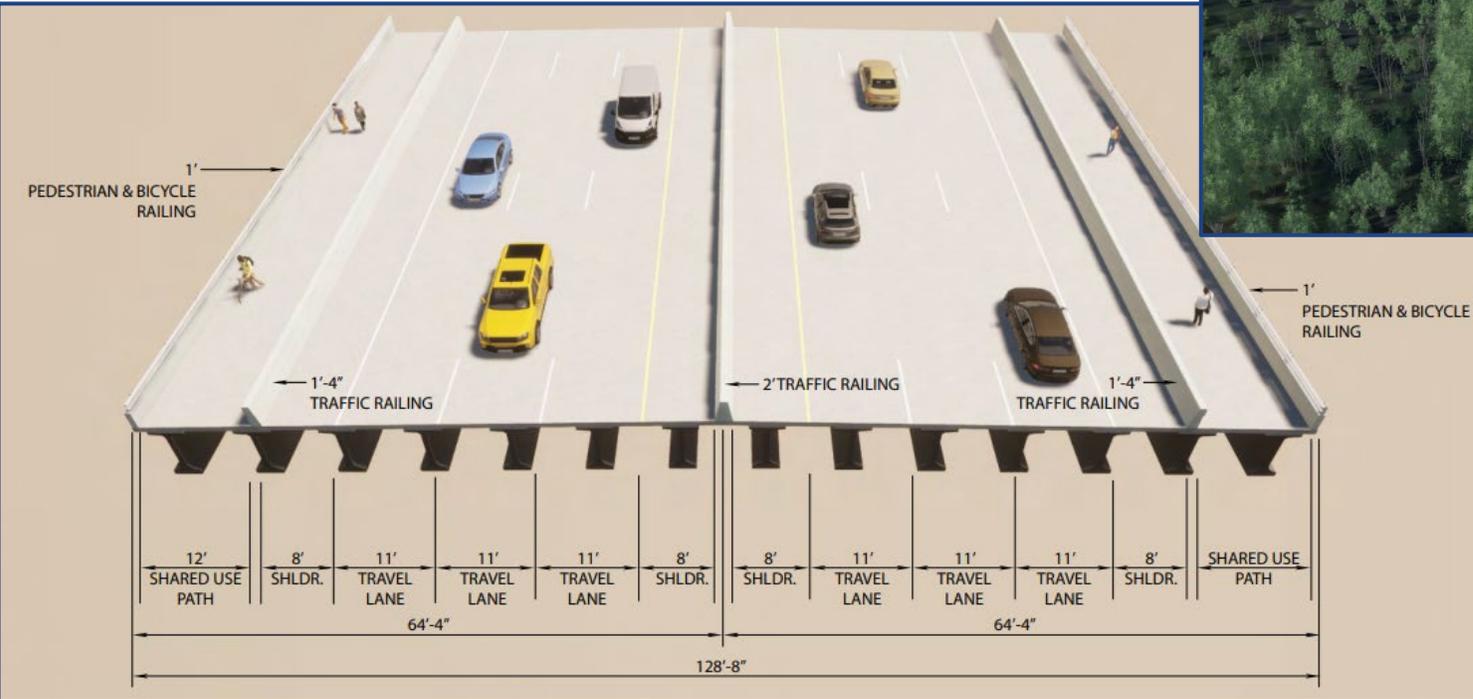
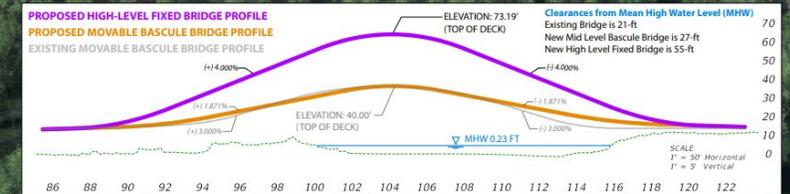
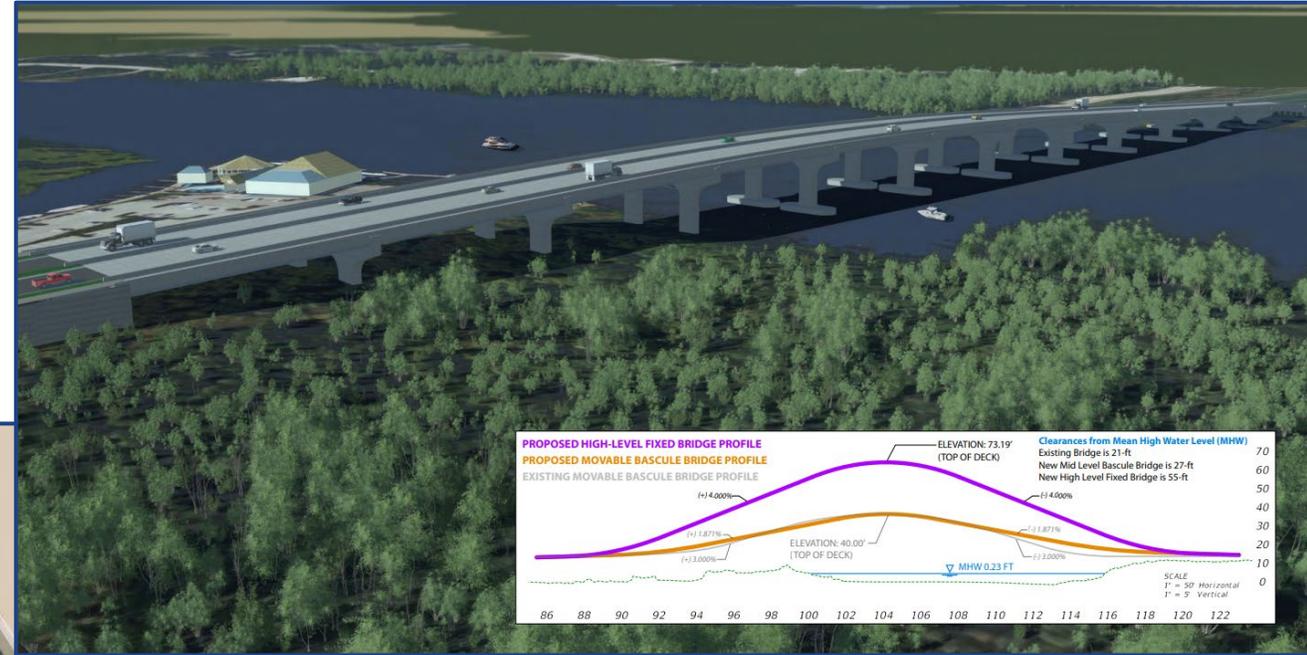


SR 31 from SR 80 to SR 78



ALTERNATIVES 1A/1B: HIGH-LEVEL FIXED BRIDGE

- Provide 90-foot clear horizontal channel width
- Provides a minimum 55-foot vertical clearance

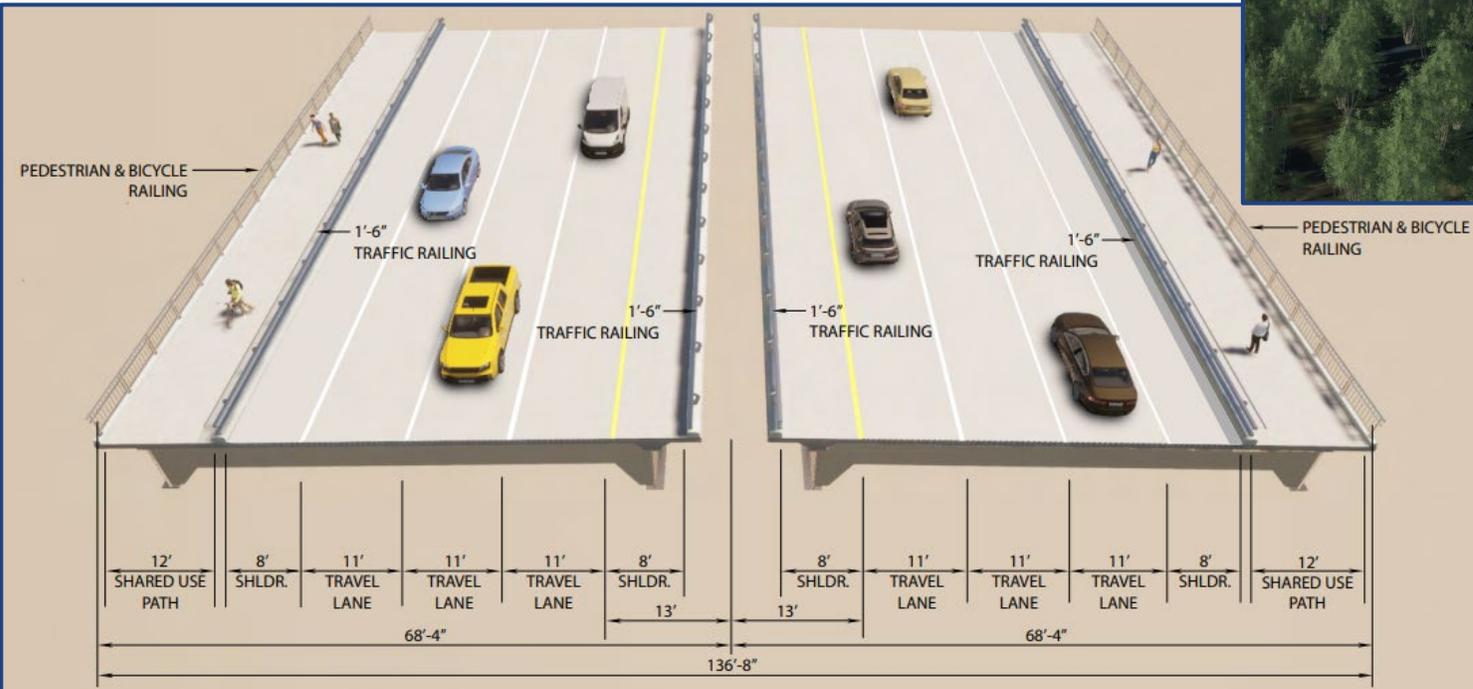
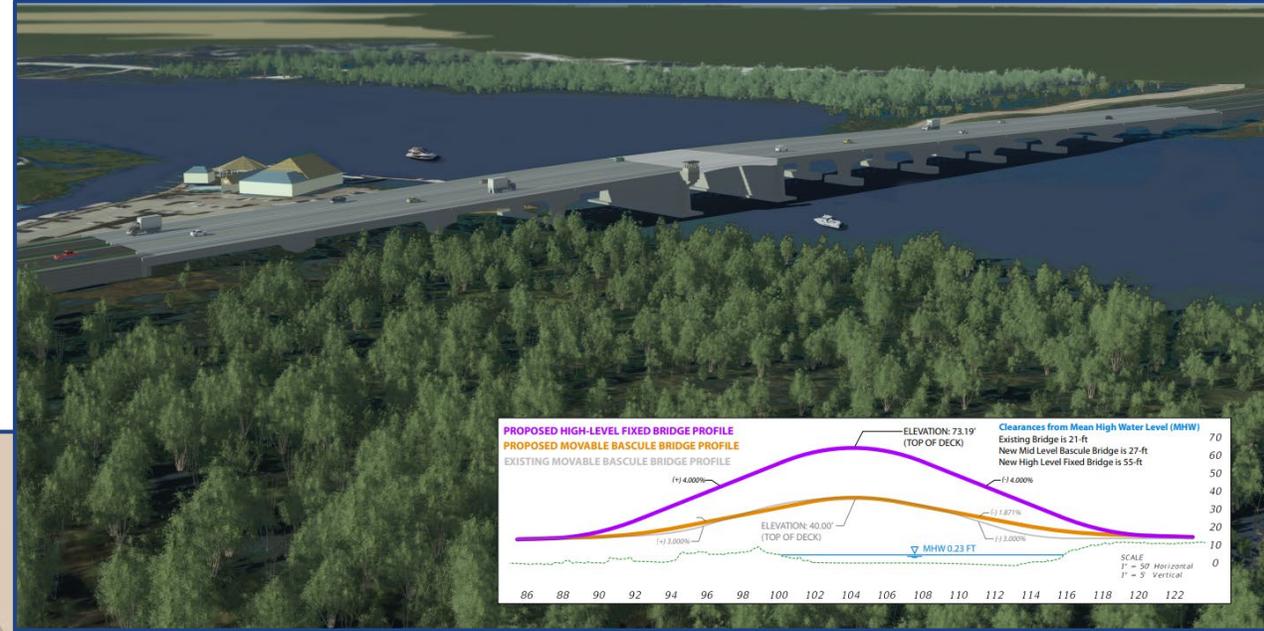


SR 31 from SR 80 to SR 78



ALTERNATIVES 2A/2B: MOVABLE BRIDGE

- Provide 90-foot clear horizontal channel width
- Provides a minimum 27-foot vertical clearance



SR 31 from SR 80 to SR 78



SR 31-SR 80 INTERSECTION AT-GRADE ALTERNATIVE



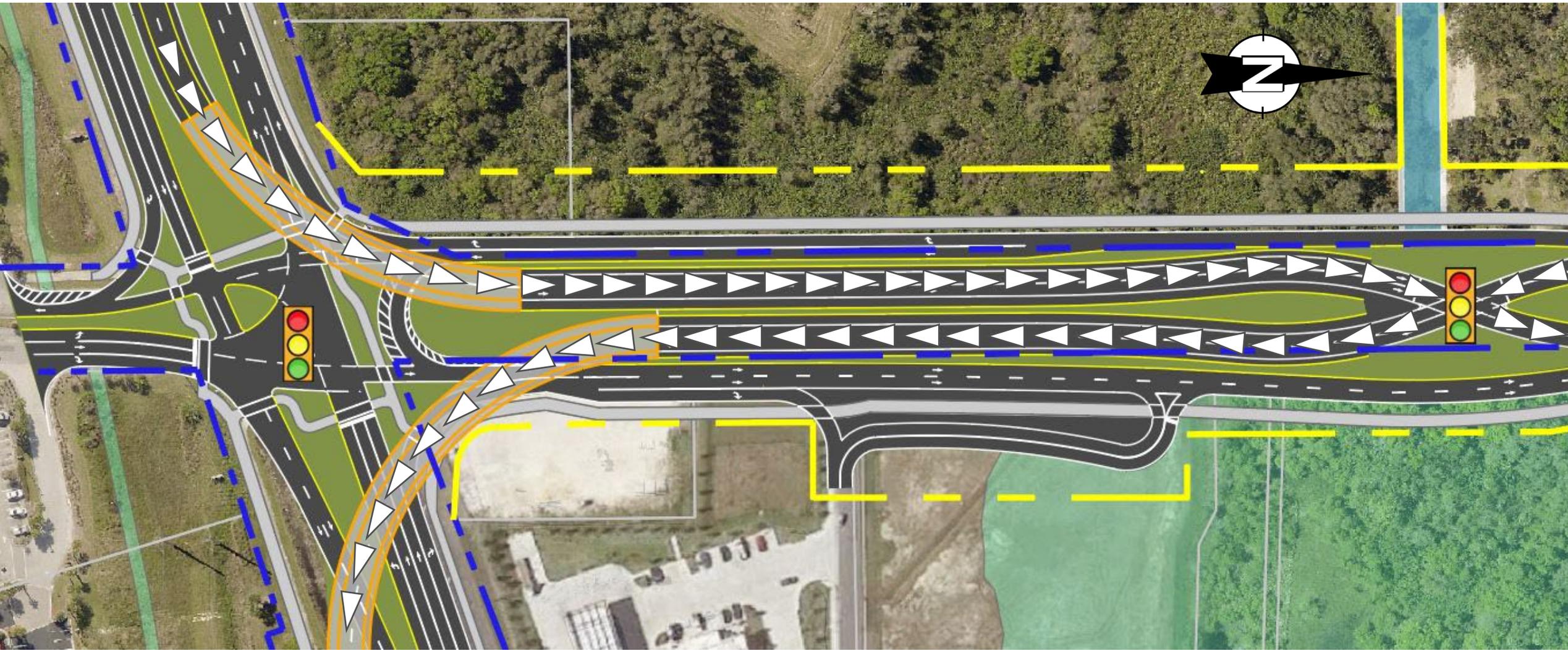
ALTERNATIVES 1A/2A: AT-GRADE CONVENTIONAL SIGNALIZED



SR 31 from SR 80 to SR 78



SR 31-SR 80 INTERSECTION FLY OVER ALTERNATIVE



SR 31 from SR 80 to SR 78



ALTERNATIVES EVALUATION MATRIX

EVALUATION FACTORS	ALTERNATIVE	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build
	Roadway	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	No Widening
	Bridge	Replace bridge with high-level fixed	Replace bridge with high-level fixed	Replace bridge with mid-level movable (drawbridge)	Replace bridge with mid-level movable (drawbridge)	No Widening and No Replacement
	Intersection	Conventional signal at SR 80	Flyover at SR 80	Conventional signal at SR 80	Flyover at SR 80	No Improvements
ABILITY TO MEET PURPOSE AND NEED						
Accommodate future traffic demand						
Address bridge deficiencies						
Improve emergency evacuation/response						
POTENTIAL RIGHT OF WAY IMPACTS						
Relocations (#Business #Residential #Other)	0	0	0	0	0	0
Parcels (#Business #Residential #Other)	6 13 6	8 12 6	6 13 6	8 12 6	0	0
Right of Way to be acquired (acres)	33.8	31.8	33.8	31.8	0	0
POTENTIAL ENVIRONMENTAL IMPACTS						
Archaeological/Historic Resources Potential	Low	Low	Low	Low	N/A	N/A
Wetlands (acres)	13.3	13.1	13.3	13.1	0	0
Surface Waters (acres)	1.17	1.18	1.17	1.18	0	0
Floodplains (acres)	34.7	36.1	34.7	36.1	0	0
Noise Sensitive Receptors (#)	0	0	0	0	0	0
Public Recreation Resources (#)	0	0	0	0	0	0
Threatened/Endangered Species Potential	Moderate	Moderate	Moderate	Moderate	N/A	N/A
Utilities	Yes	Yes	Yes	Yes	0	0
Contamination Sites (#High #Medium Risk)	0 1	0 1	0 1	0 1	0 0	0 0
TRAFFIC OPERATIONS						
SR 80 Intersection 2045 Ave. Delay+Travel Time (sec. AM PM)	152.5 164.8	97.9 100.8	152.5 164.8	97.9 100.8	Over Capacity	Over Capacity
Bridge Opening	No Openings	No Openings	Reduced Openings	Reduced Openings	No Change	No Change
ESTIMATED PROJECT COSTS (2022 \$)						
Right-of-Way for Roadway and Stormwater Pond	\$10,990,000	\$11,160,000	\$10,990,000	\$11,160,000	\$0	\$0
Wetland Mitigation	\$2,930,000	\$2,880,000	\$2,930,000	\$2,880,000	\$0	\$0
Final Design and Construction	\$131,000,000	\$149,140,000	\$173,390,000	\$189,700,000	\$0	\$0
Construction Engineering and Inspection	\$15,720,000	\$17,900,000	\$20,810,000	\$22,760,000	\$0	\$0
Preliminary Estimate of Total Project Cost*	\$160,640,000*	\$181,080,000*	\$208,120,000*	\$226,500,000*	*	*

*Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.



SR 31 from SR 80 to SR 78



PUBLIC INVOLVEMENT

- Kickoff Newsletter - 2019
- Alternatives Public Meeting
 - December 6th, 2022 Public Meeting postponed due to Hurricane Ian
 - January 31st, 2023 In-person (119 attendees)
 - February 7th, 2023 Virtual (35 attendees)
 - 34 comments received
 - Overall project support
 - High-Level Fixed Bridge (13 comments in support, 0 objections)
 - Intersection Flyover (4 comments in support, 2 objections)



SR 31 from SR 80 to SR 78



PREFERRED ALTERNATIVE RECOMMENDATION

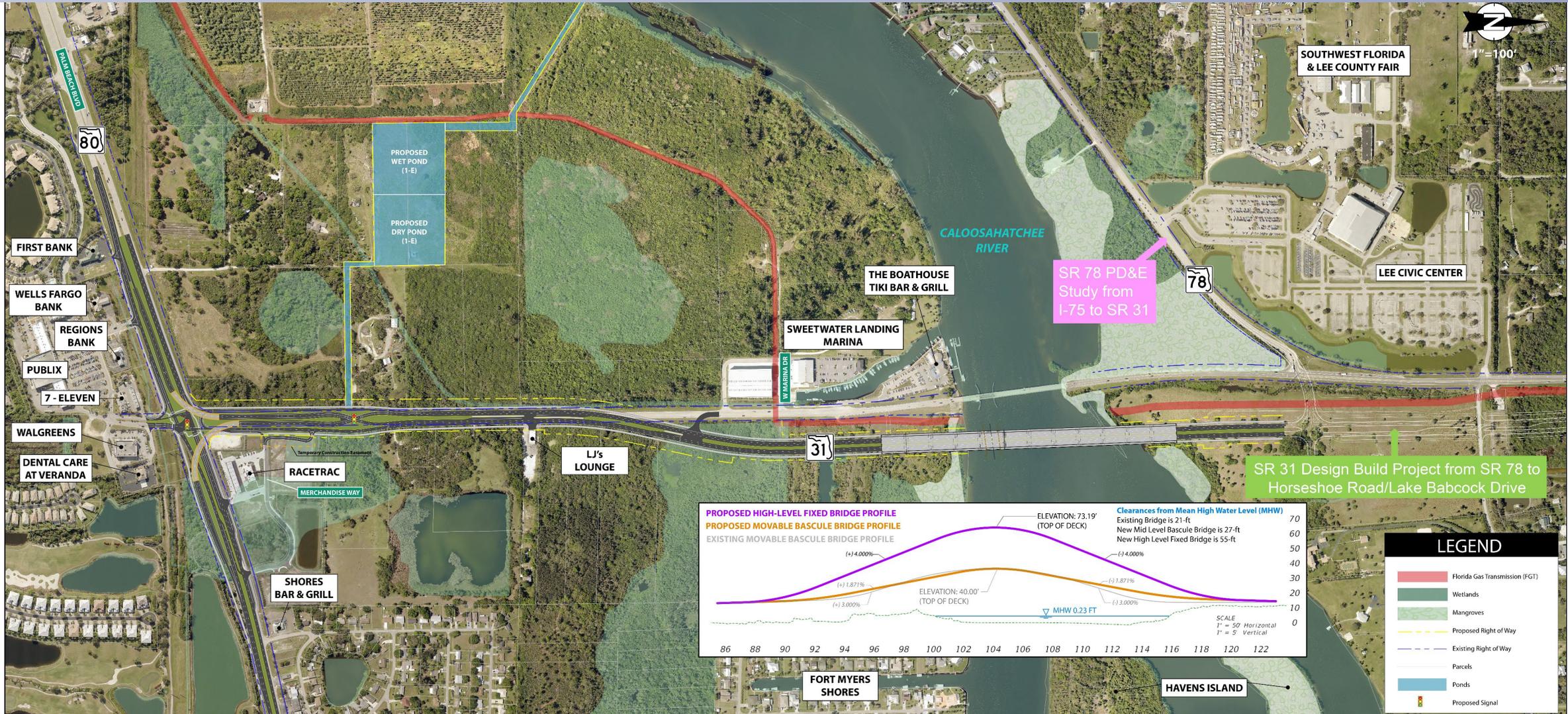
- Alternative 1B (SR 80/SR31 Flyover with High-Level Fixed Bridge)
 - Notable community support
 - Lowest long-term maintenance bridge (Caloosahatchee River Fixed Bridge)
 - Minimal impacts to community
 - Best and longest viability to accommodate traffic
 - Additional coordination at SR 31/SR 80 intersection to address at-grade access proposed



SR 31 from SR 80 to SR 78



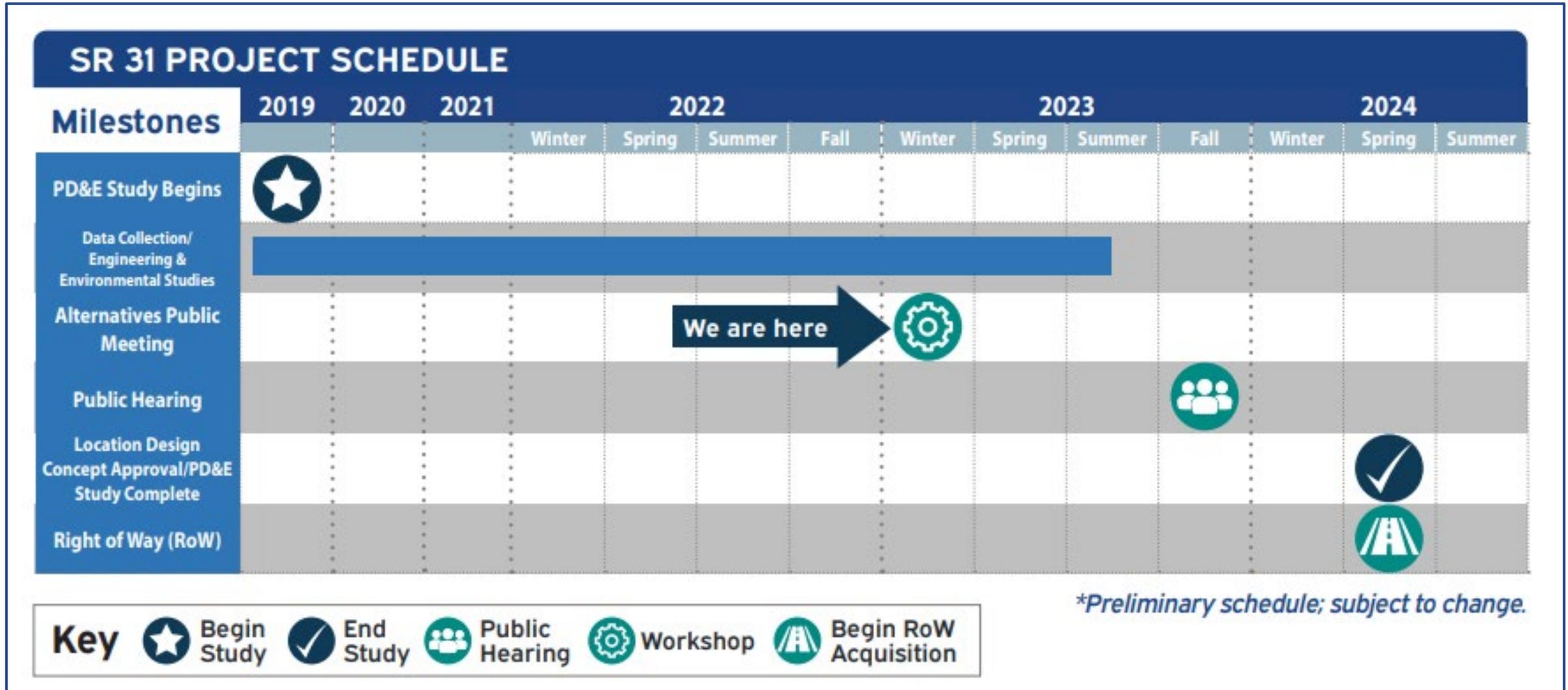
PREFERRED ALTERNATIVE 1B FLYOVER WITH HIGH-LEVEL FIXED BRIDGE



SR 31 from SR 80 to SR 78



SCHEDULE



SR 31 from SR 80 to SR 78



SR 78

(FPID #444937)



FDOT

**SR 78 (Bayshore
Road) from I-75 to
SR 31**

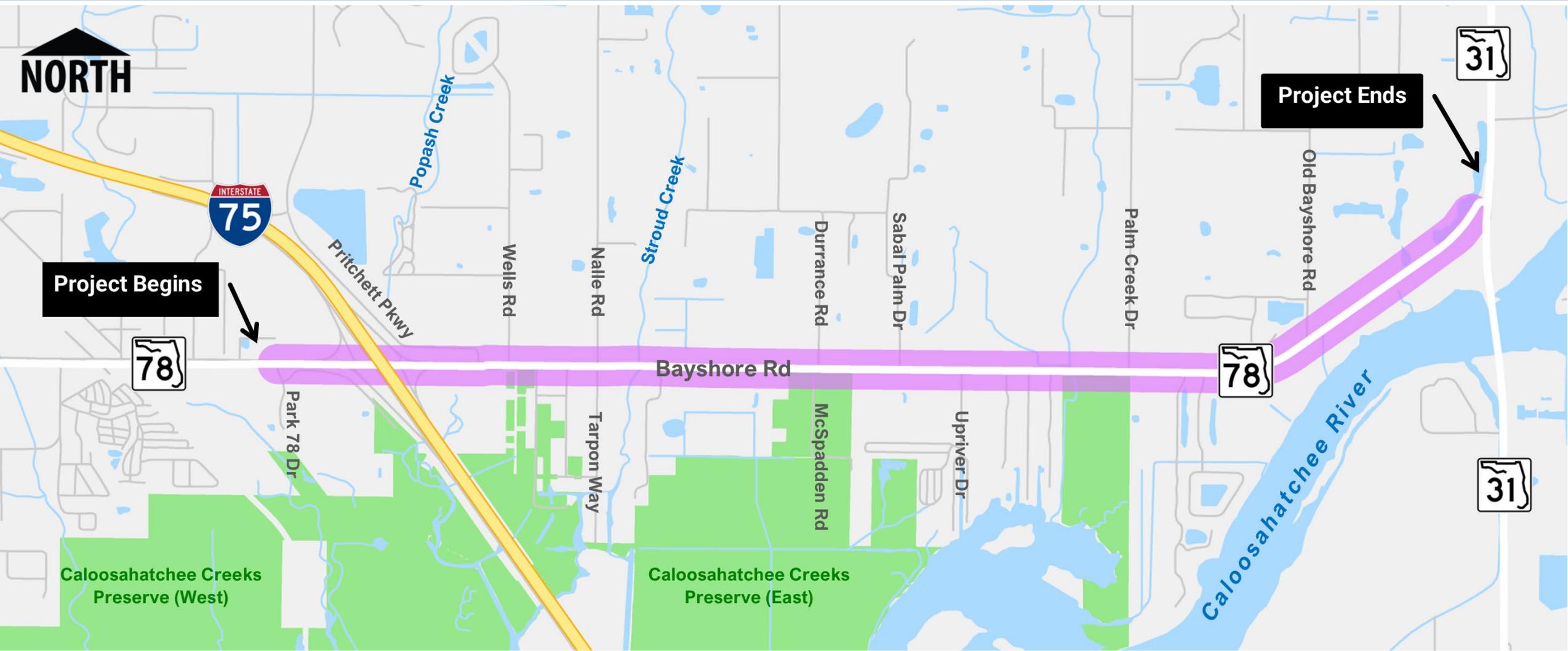
**Project Development and
Environment (PD&E)
Study**

May 5, 2023

FPID: 444937-1



PROJECT LOCATION



SR 78 from I-75 to SR 31



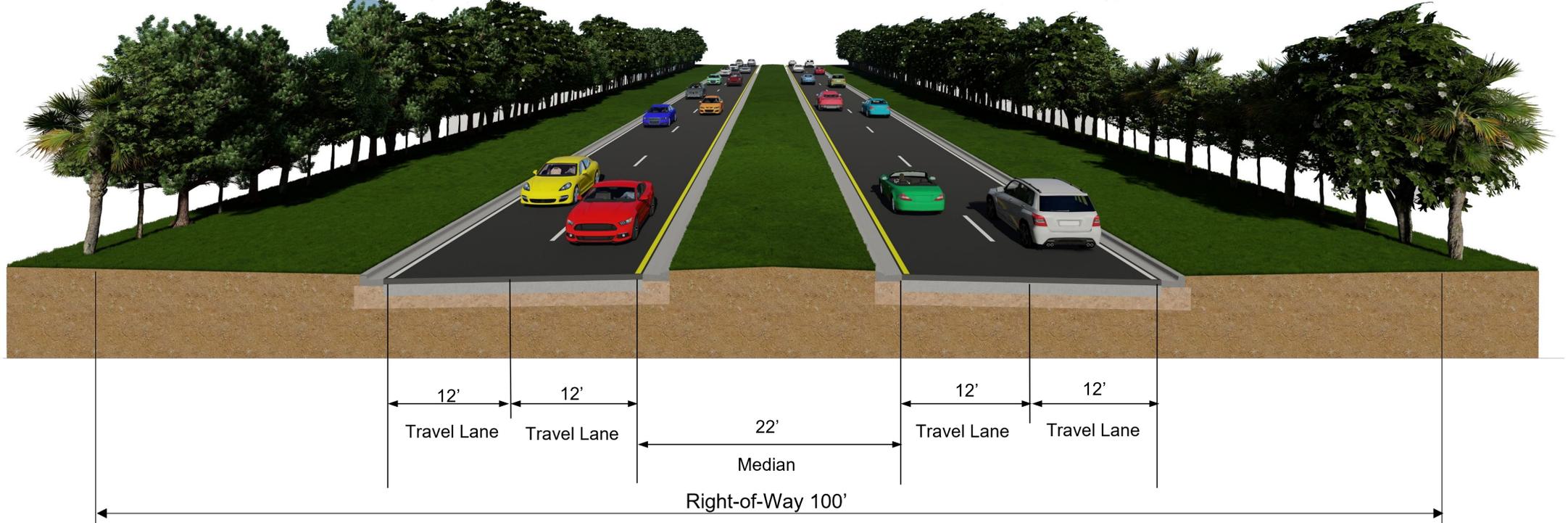
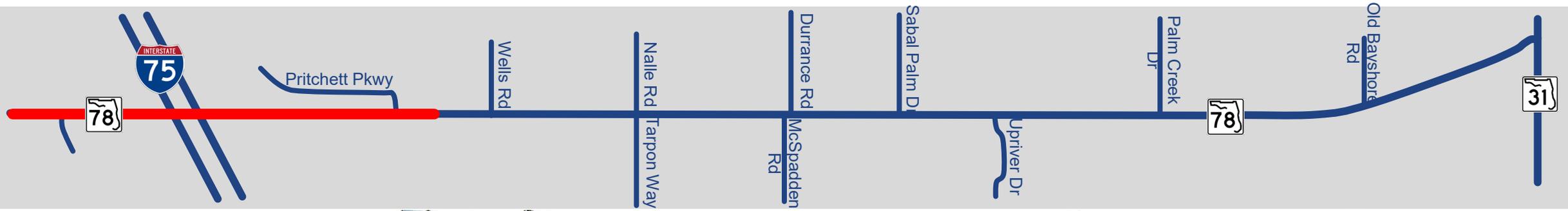
PURPOSE AND NEED

Purpose and Need

- Accommodate population growth and travel demand
- Reduce hurricane evacuation times and congestion
- Enhance safety for all users



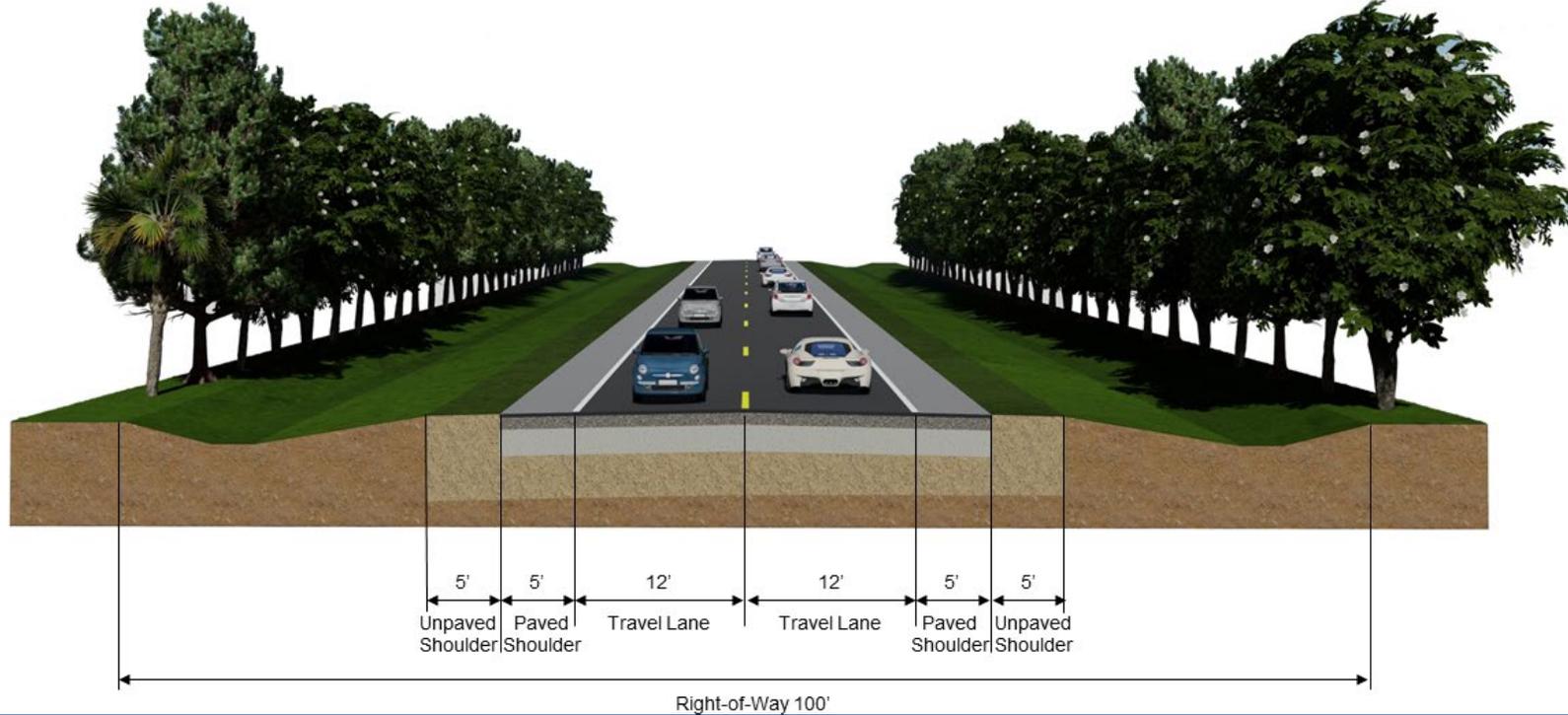
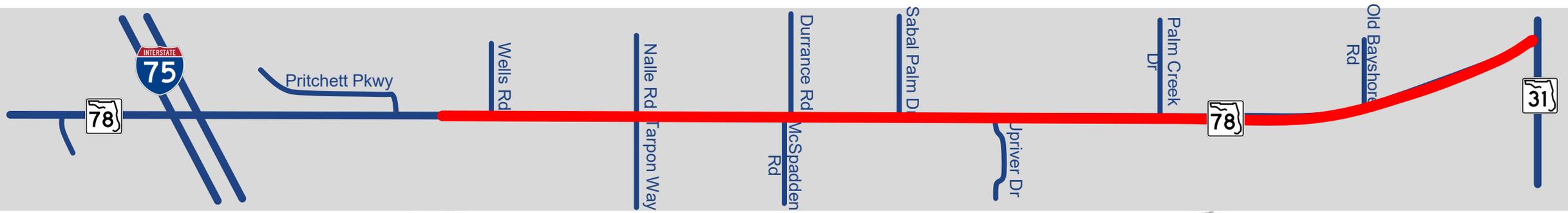
EXISTING ROADWAY



SR 78 from I-75 to SR 31



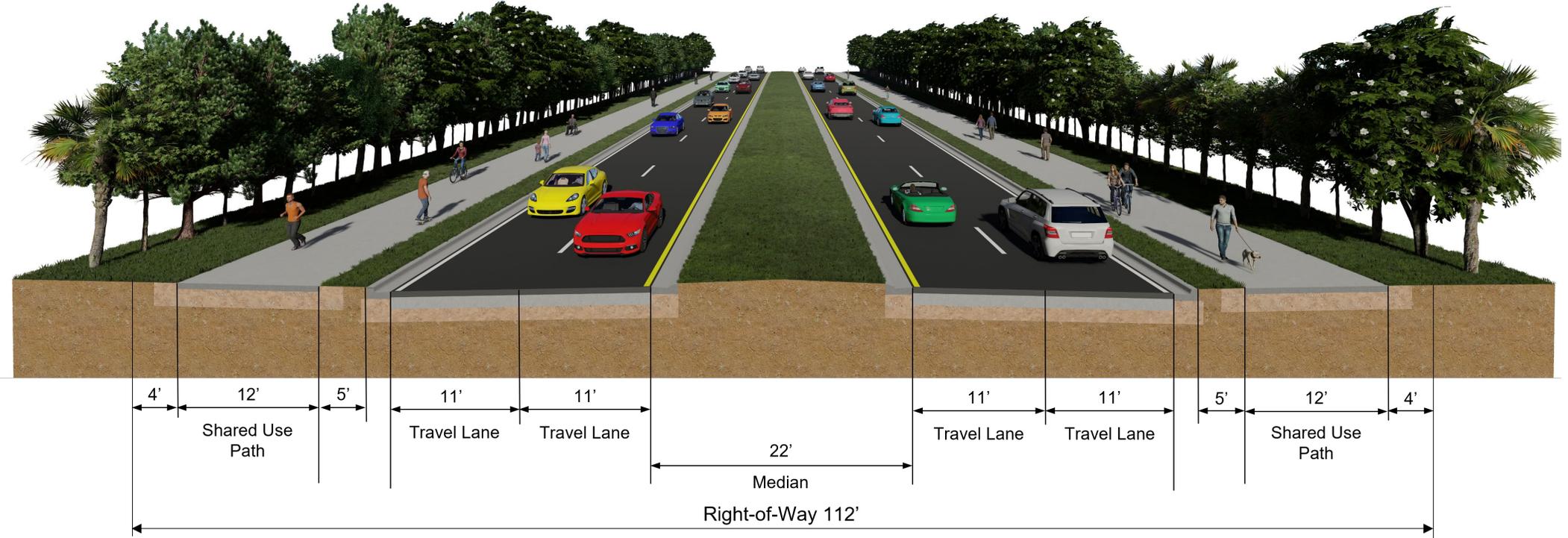
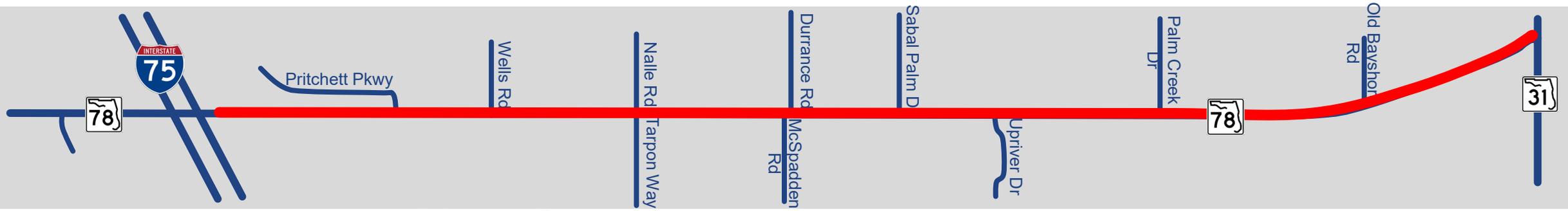
EXISTING ROADWAY



SR 78 from I-75 to SR 31



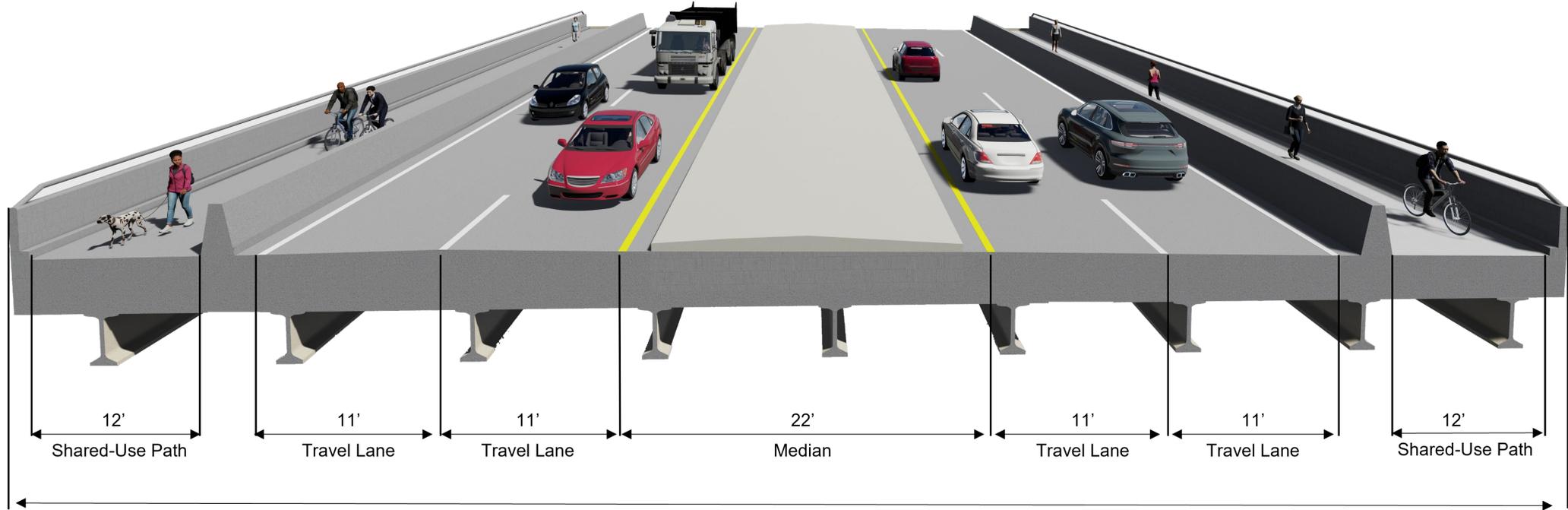
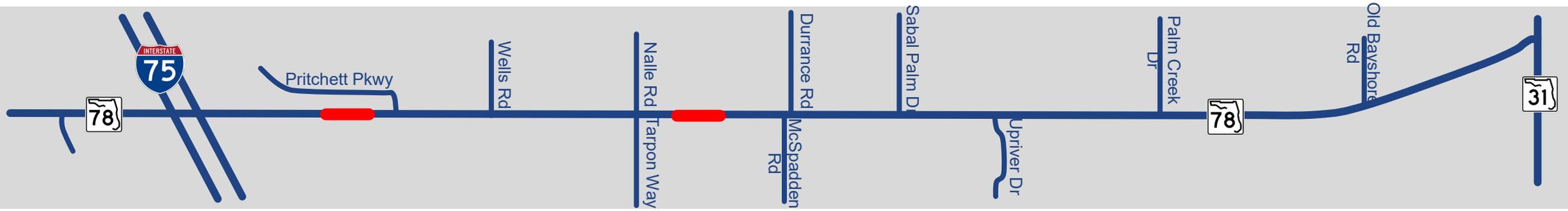
PROPOSED ROADWAY TYPICAL SECTION



SR 78 from I-75 to SR 31



PROPOSED BRIDGE TYPICAL SECTION



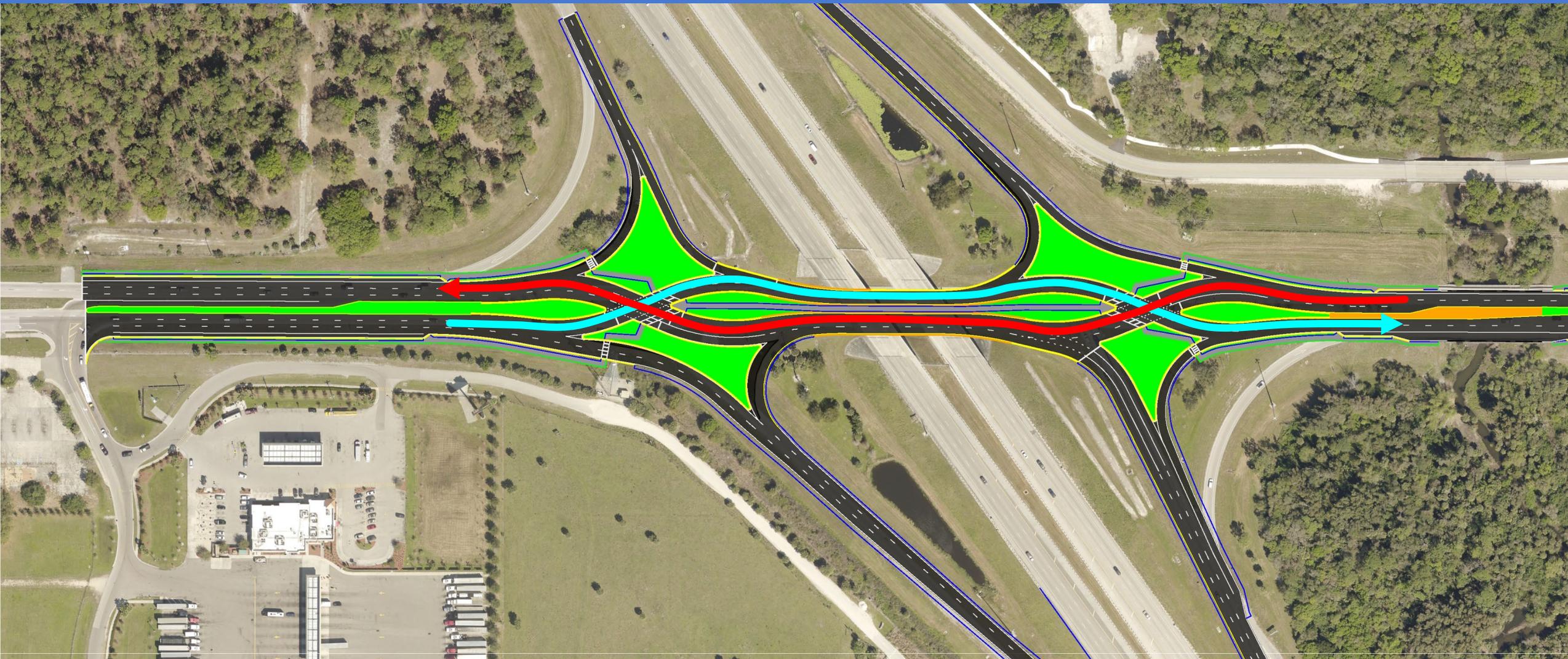
Bridge Width 98'



SR 78 from I-75 to SR 31



I-75 AT SR 78 INTERCHANGE



SR 78 from I-75 to SR 31



PROPOSED ALTERNATIVES

- Alternative 1 - propose to widen SR 78 to the north (includes improvements to SR 78/I-75 interchange and intersection improvements where necessary)



SR 78 from I-75 to SR 31



PROPOSED ALTERNATIVES

- Alternative 2 - proposes to widen SR 78 to the south (includes improvements to SR 78/I-75 interchange and intersection improvements where necessary)



SR 78 from I-75 to SR 31



PROPOSED ALTERNATIVES

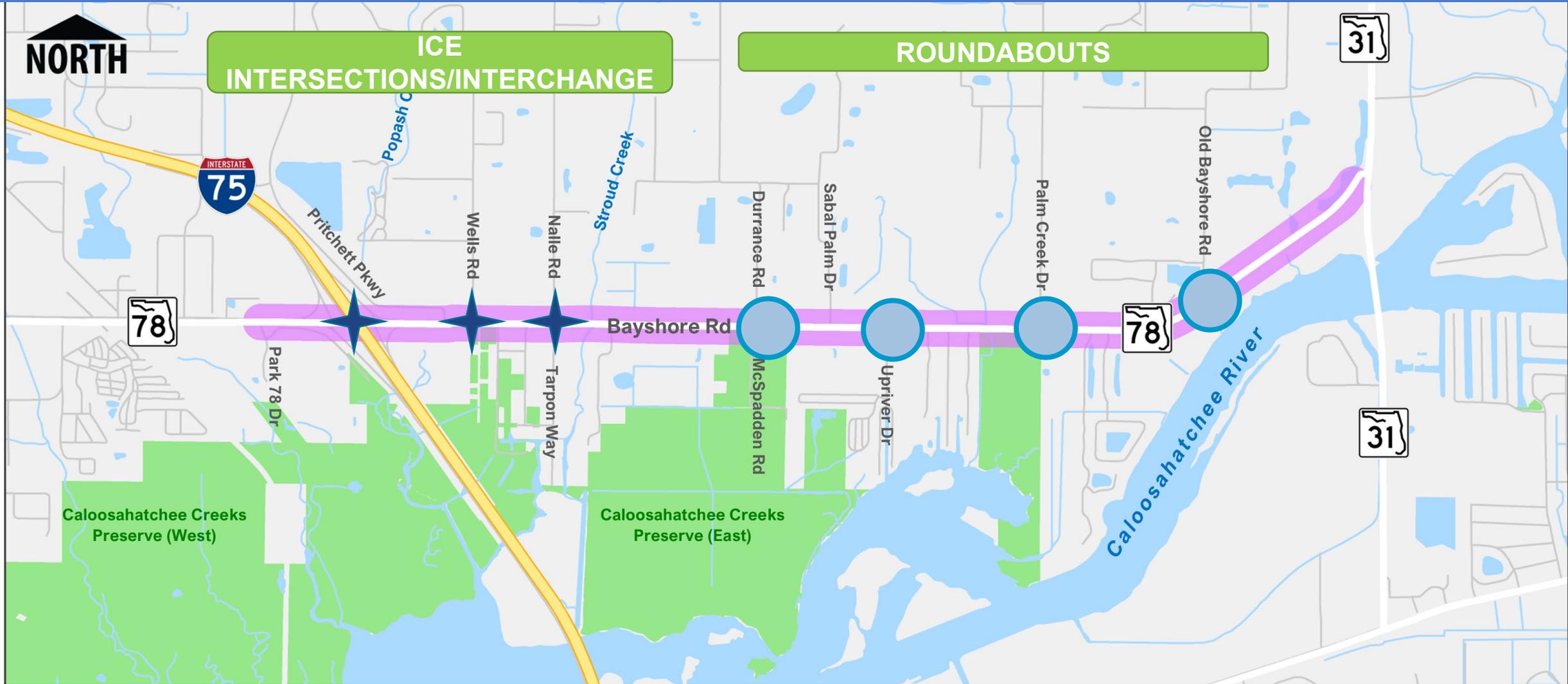
- Alternative 3 - “No-Build” where no improvements are made to SR 78 through the year 2045, except for routine maintenance



SR 78 from I-75 to SR 31



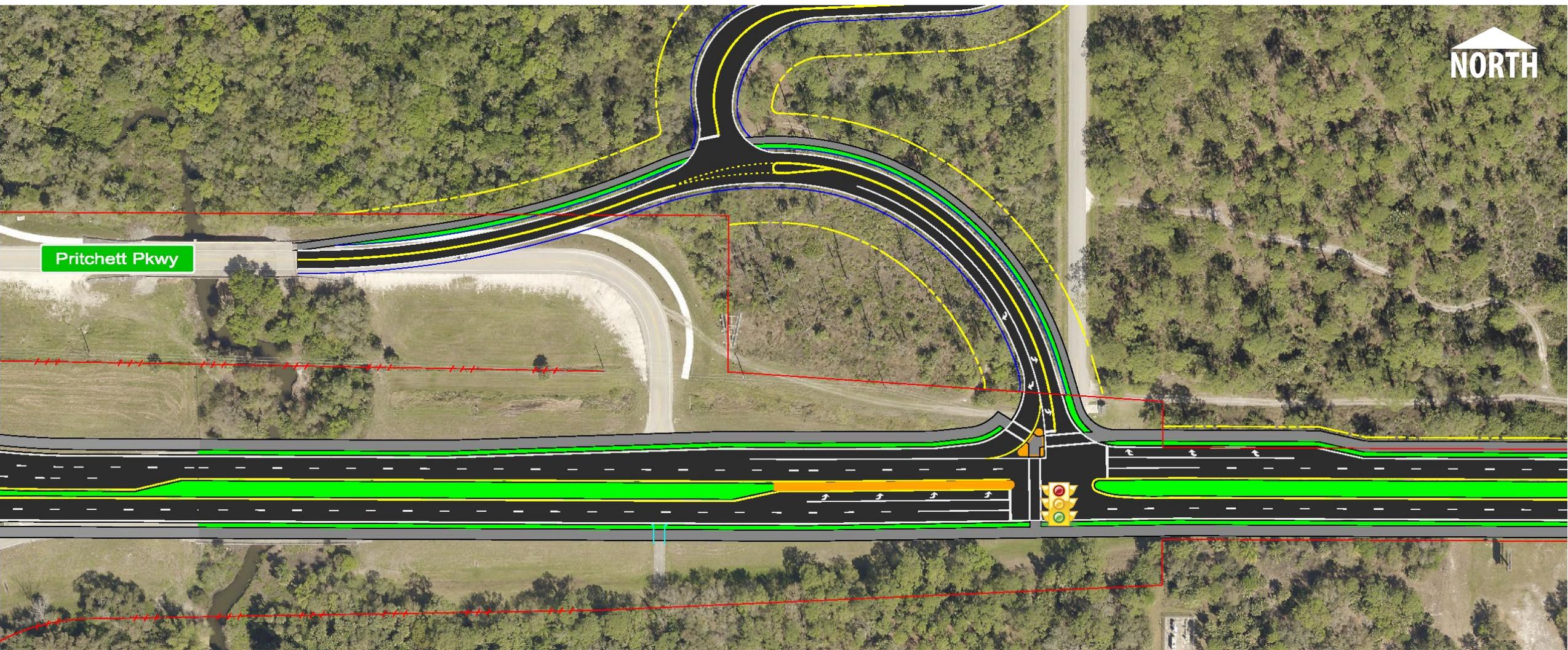
INTERCHANGE/INTERSECTION IMPROVEMENTS



SR 78 from I-75 to SR 31



PRITCHETT PKWAY - SIGNAL



Pritchett Pkwy

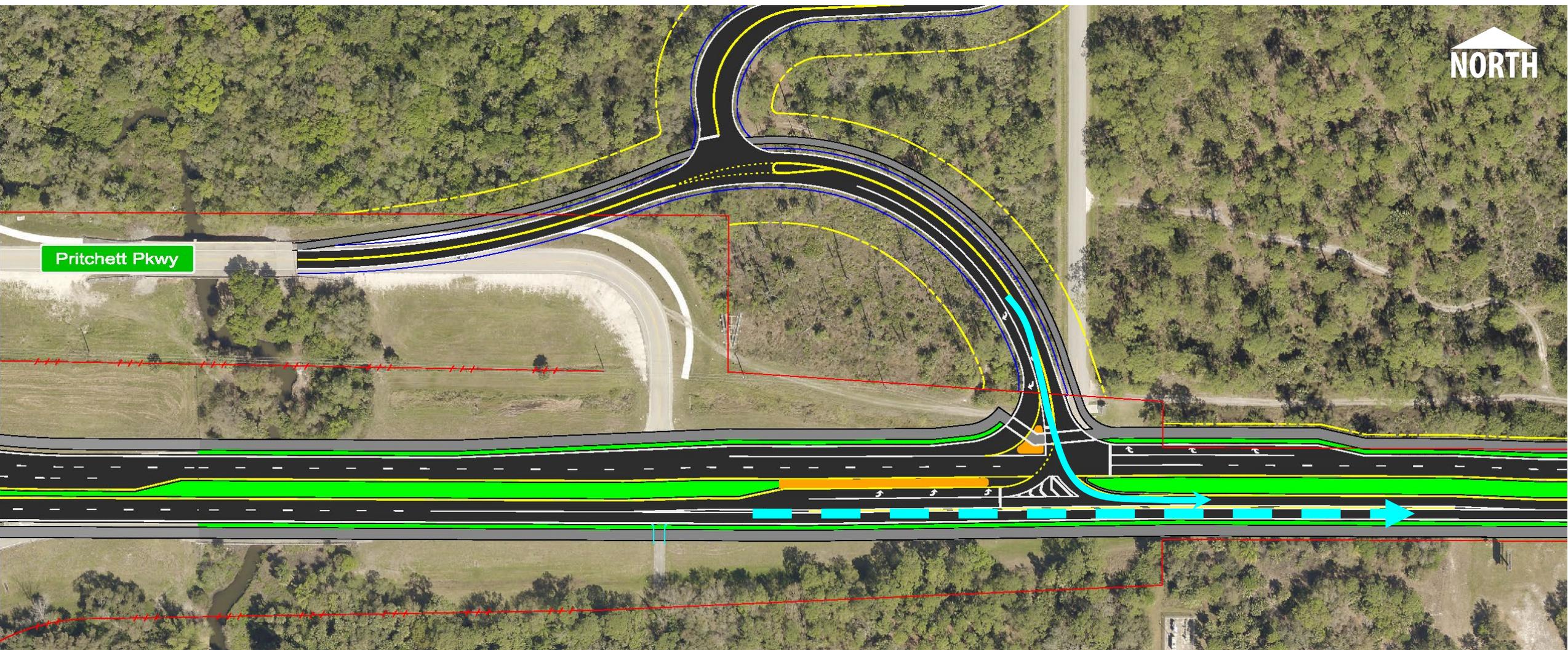
NORTH



SR 78 from I-75 to SR 31



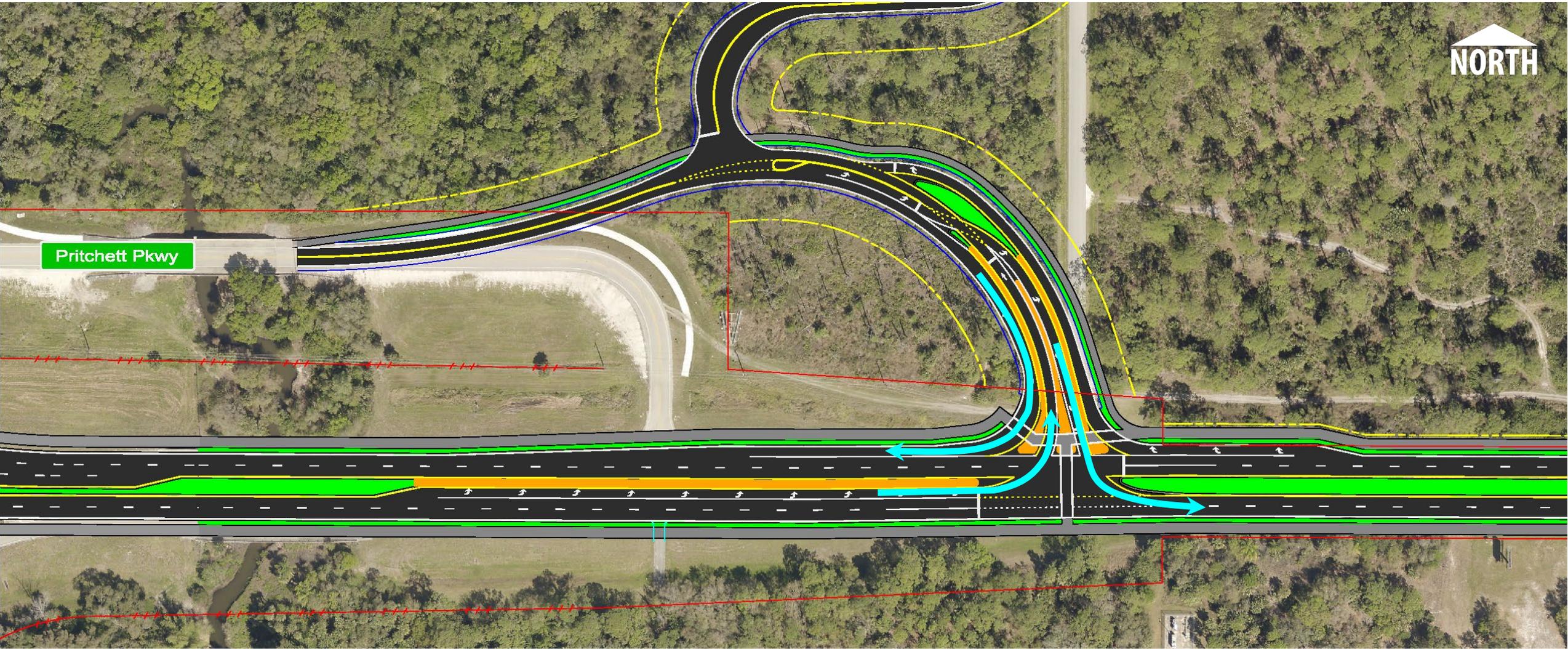
PRITCHETT PKWAY – CONTINUOUS GREEN T



SR 78 from I-75 to SR 31



PRITCHETT PKWAY – PARTIAL DLT



NORTH

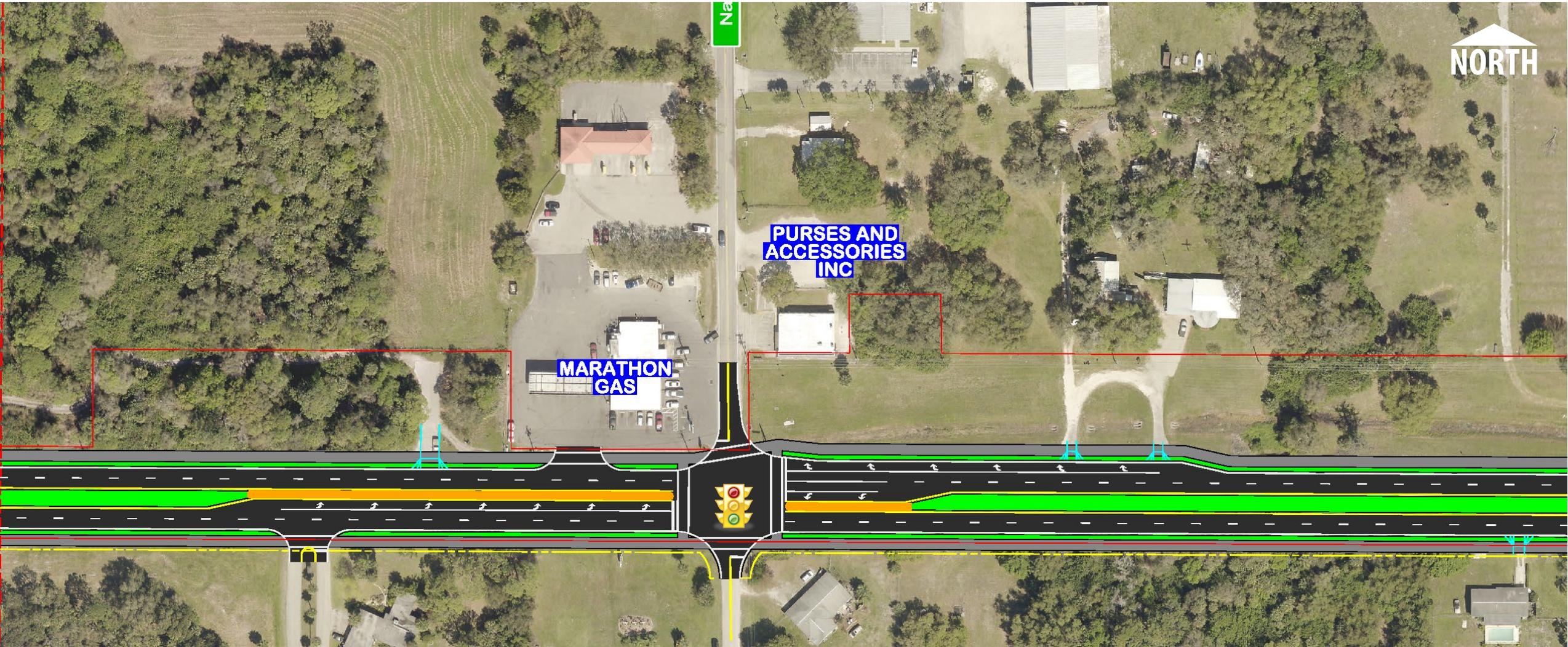
Pritchett Pkwy



SR 78 from I-75 to SR 31



NALLE ROAD - SIGNAL



NORTH

PURSES AND ACCESSORIES INC

MARATHON GAS



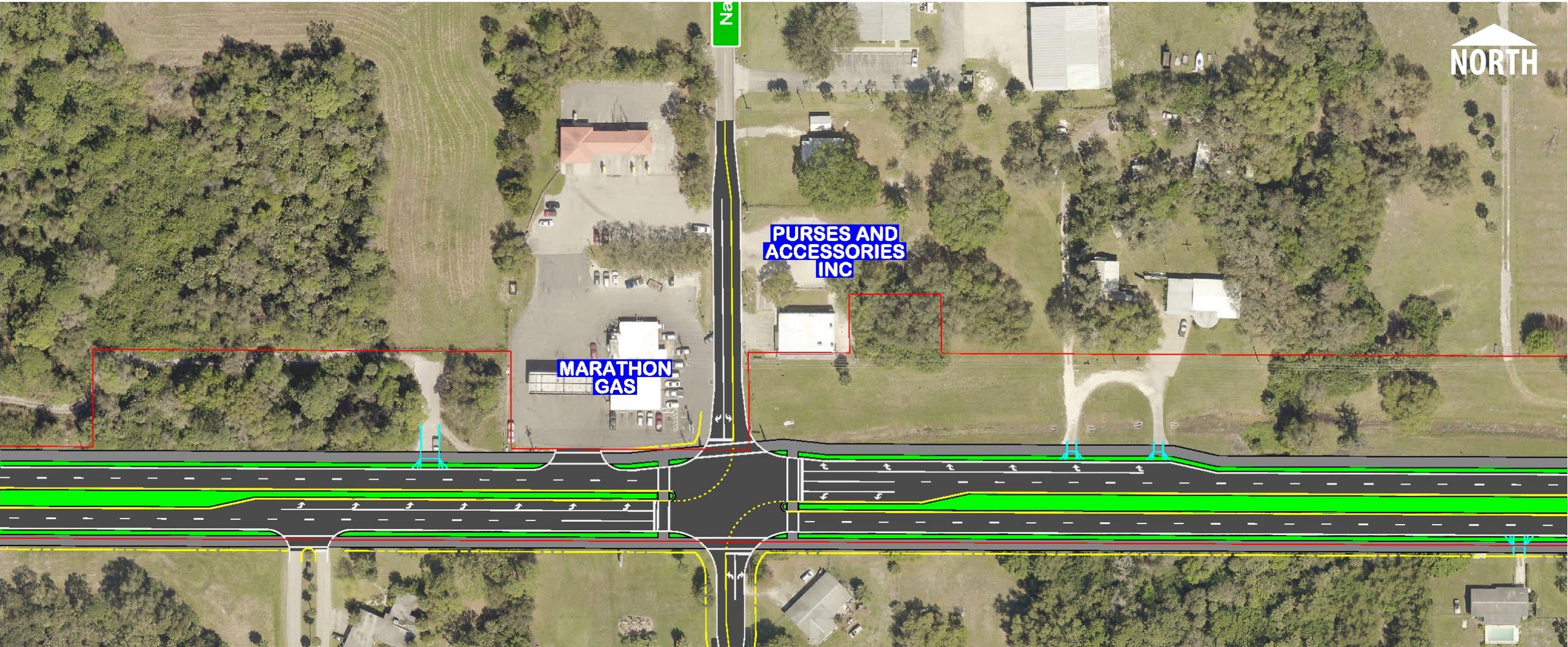
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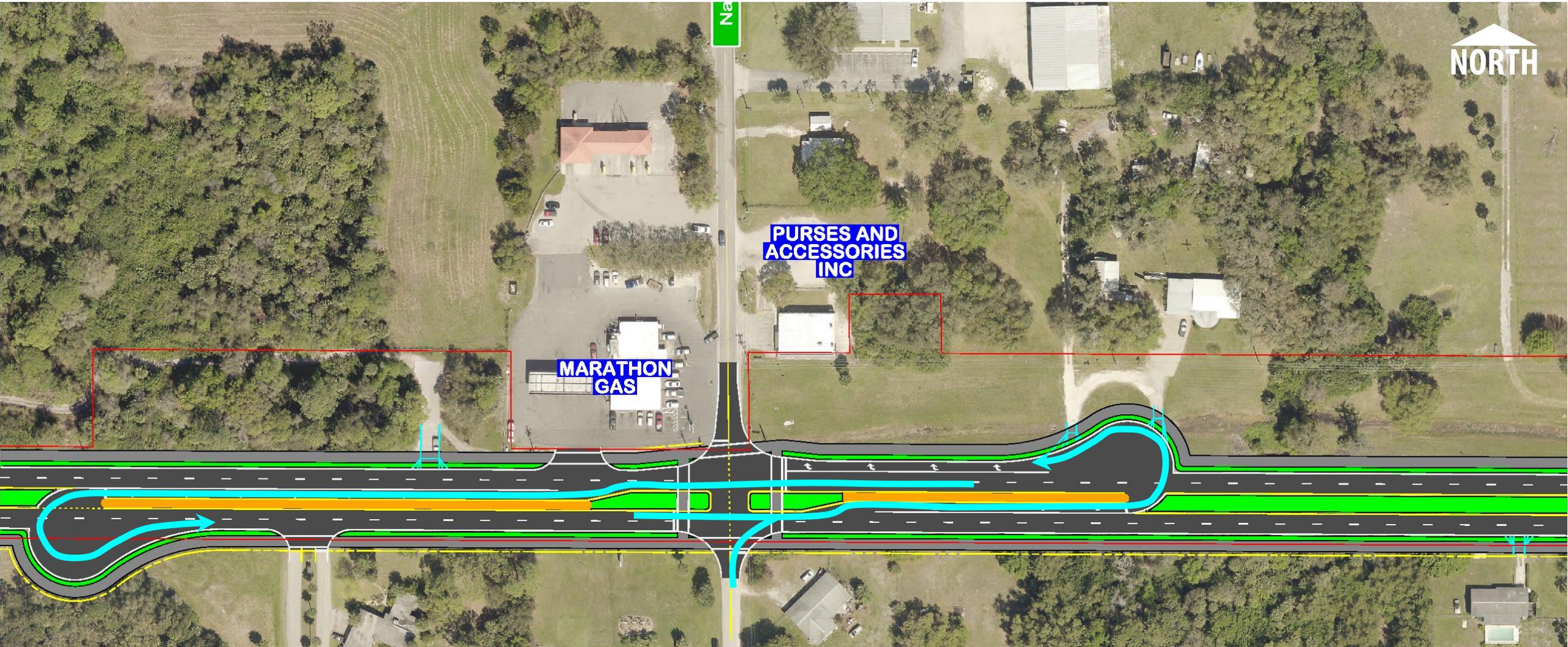
SR 78 from I-75 to SR 31



NALLE ROAD – THRU-CUT



NALLE ROAD – MEDIAN U-TURN



**PURSES AND
ACCESSORIES
INC**

**MARATHON
GAS**

NALLE



SR 78 from I-75 to SR 31



ALTERNATIVES PUBLIC MEETING

In- Person Meeting: Tuesday, May 16, 2023, at 6:00 pm, Field House at Babcock Ranch, 43281 Cypress Parkway, Babcock Ranch, FL 33982

Virtual Meeting: Thursday, May 18, 2023, at 6:00 pm



Share Information



Review the Proposed Improvements



Receive Public Input



SR 78 from I-75 to SR 31



NEXT STEPS

	2021				2022				2023				2024											
	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter								
Public Involvement	[Green bar]																							
Data Collection	[Green bar]																							
Engineering Analysis					[Green bar]																			
Environmental Analysis					[Green bar]																			
Alternatives Public Meeting													[Public Alternatives Meeting icon]											
Draft Documentation													[Green bar]											
Public Hearing																	[Public Hearing icon]							
Project Approval																					[Checkmark icon]			

Key:  Public Alternatives Meeting  Public Hearing  Project Complete

Preliminary – Subject to change



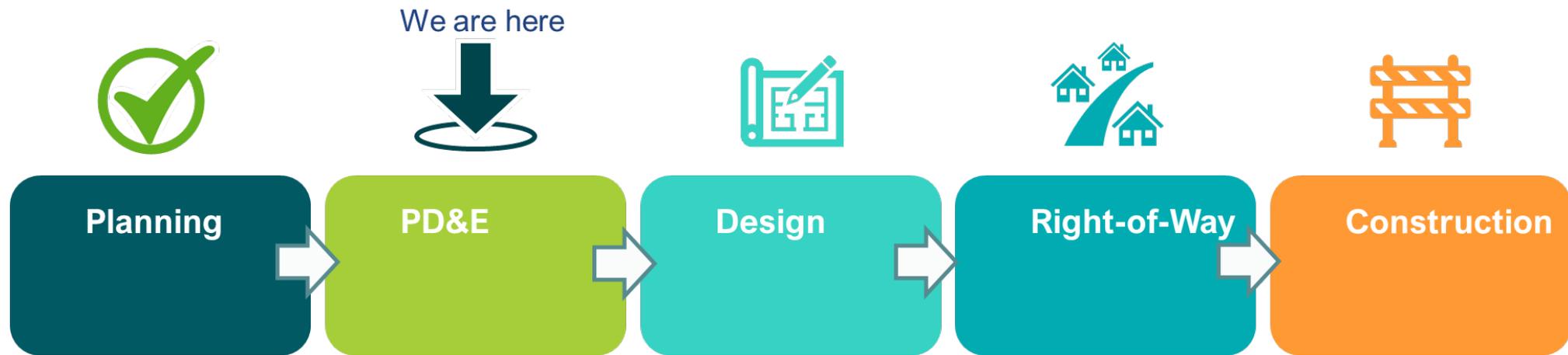
SR 78 from I-75 to SR 31



SR 31 and SR 78

Project Funding and Schedule

- SR 31 (FPID 441942-1)
- SR 78 (FPID 444937-1)



Action Items

Contact Info

Abra Horne

Abra.Horne@dot.state.fl.us

(863) 519-2239

Melody Matter, PE, PTOE

Melody.Matter@dot.state.fl.us

(717) 574-9029

Patrick Bateman, PE

Patrick.Bateman@dot.state.fl.us

(863) 519-2792



TARGET
ZERO
FATALITIES & SERIOUS INJURIES

**WATCH FOR
MOTORCYCLES**

A close-up of a person's eyes, with a black silhouette of a motorcycle rider overlaid on the right eye. The person has green eyes.



**State Road (SR) 31
from SR 80 (Palm
Beach Boulevard) to SR
78 (Bayshore Road)**

Lee County, Florida

**Project Development and
Environment (PD&E)
Study**

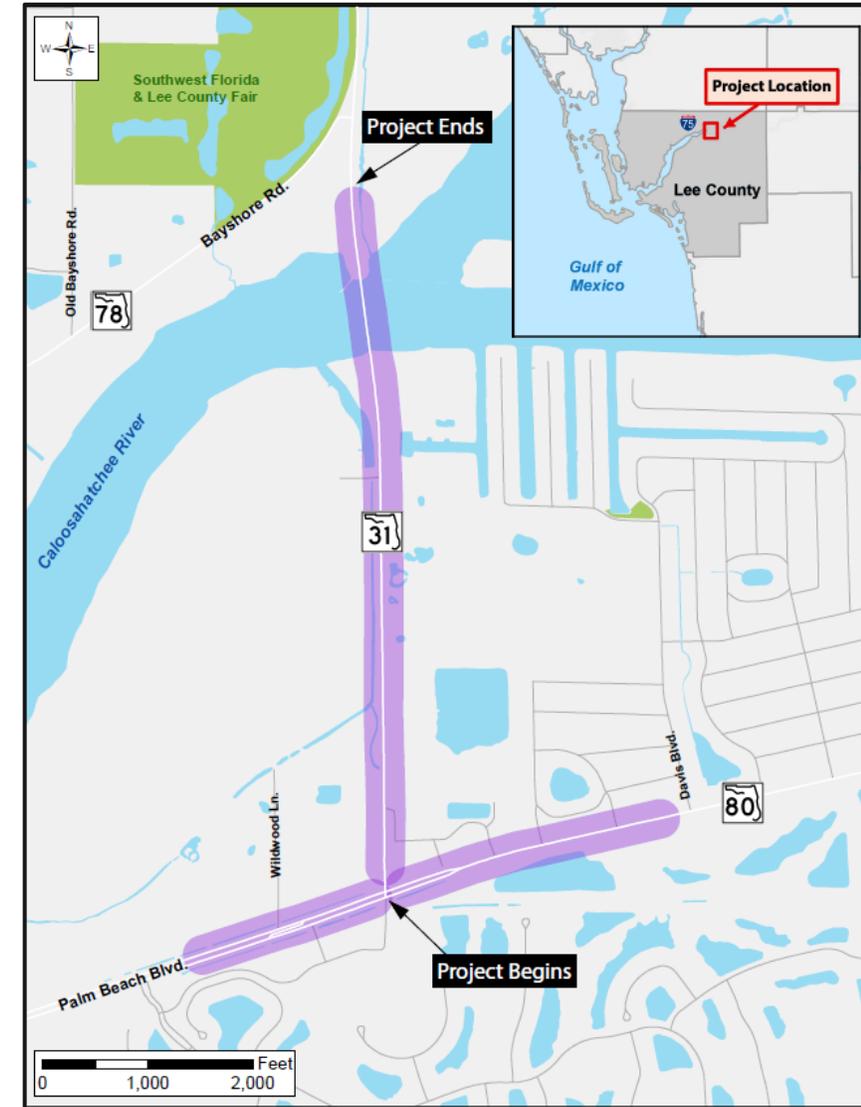
May 5, 2023

FPID #441942-1-22-01



PROJECT LOCATION AND DESCRIPTION

- **Study limits:** SR 80 to SR 78 (includes Wilson Pigott Bridge over Caloosahatchee River and the SR 31/SR 80 intersection)
- **Project Manager:** Patrick Bateman, PE and Melody Matter, PE
- **Purpose:**
 - Capacity/operational improvements
 - Address bridge deficiencies
 - Enhance regional connectivity
 - Improve safety (emergency evacuation/response)
- **Key Stakeholders:** Lee County, local developments
- **Long Range Estimate (LRE):** \$160M
- **Status:**
 - Jan. 2023 Alternatives Public Mtg. (4 Build Alternatives)
 - Selection of Preferred Alternatives pending
 - Proposed Public Hearing Fall 2023
 - LDCA March 2024
 - Class of Action – CE 2



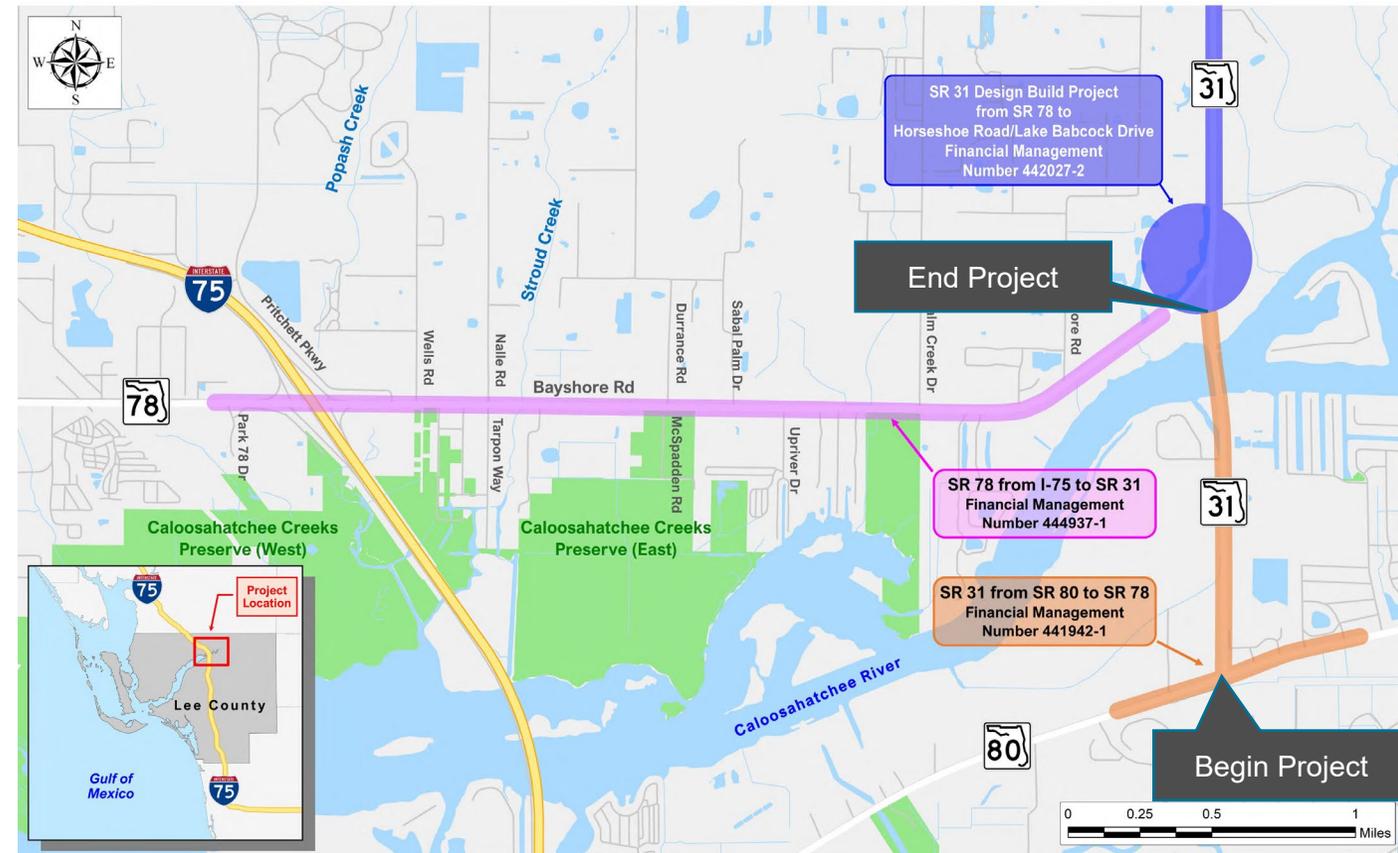
SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



PROJECT BACKGROUND

- Other Neighboring Projects
 - SR 78 PD&E Study
 - SR 31 North (Design Build)
 - Pending Development (Babcock Ranch)



SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



PURPOSE & NEED

- **Purpose and Need**

- Meet existing/future travel demand due to area-wide growth, 2024 Year of Failure (YOF)
- Poor level of service/congestion (along SR 31 and at SR 31/SR 80 intersection)
- Bridge age and malfunctions
- Regional corridor and viable N-S alternate route to I-75
- Improved emergency evacuation and response times



SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



MAIN DESIGN CONSIDERATIONS

- 1.4 mile widening from 2 to 6 lanes
- Horizontal alignment on top of existing lanes from SR 80 to +/- halfway north
- Horizontal alignment shifts east to minimize impacts to existing marina, existing FGT, and ties into north project alignment
- Shift accommodates new bridge construction not under traffic
- Vertical alignment raised to accommodate drainage patterns/floodplains



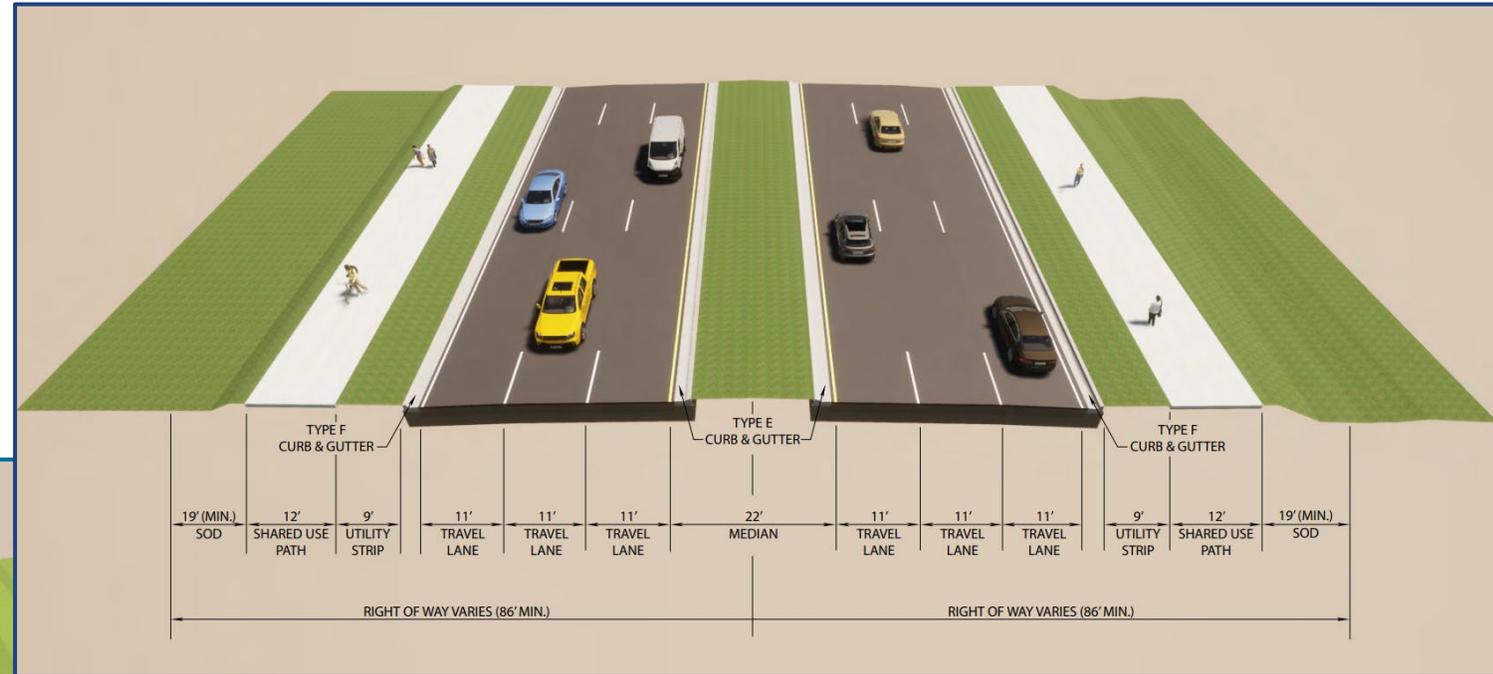
SR 31 from SR 80 to SR 78

FPID #441942-1-22-01

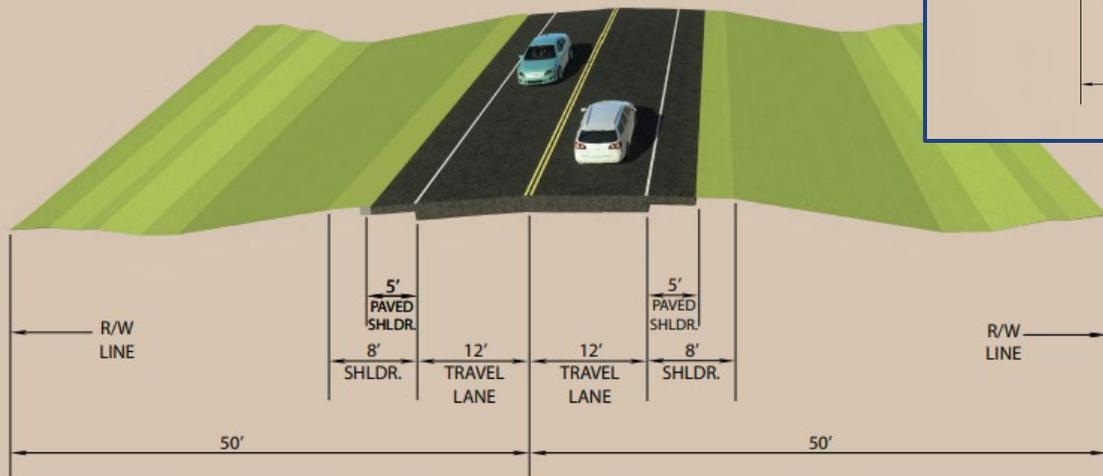


ROADWAY TYPICAL SECTION

Existing



Preferred

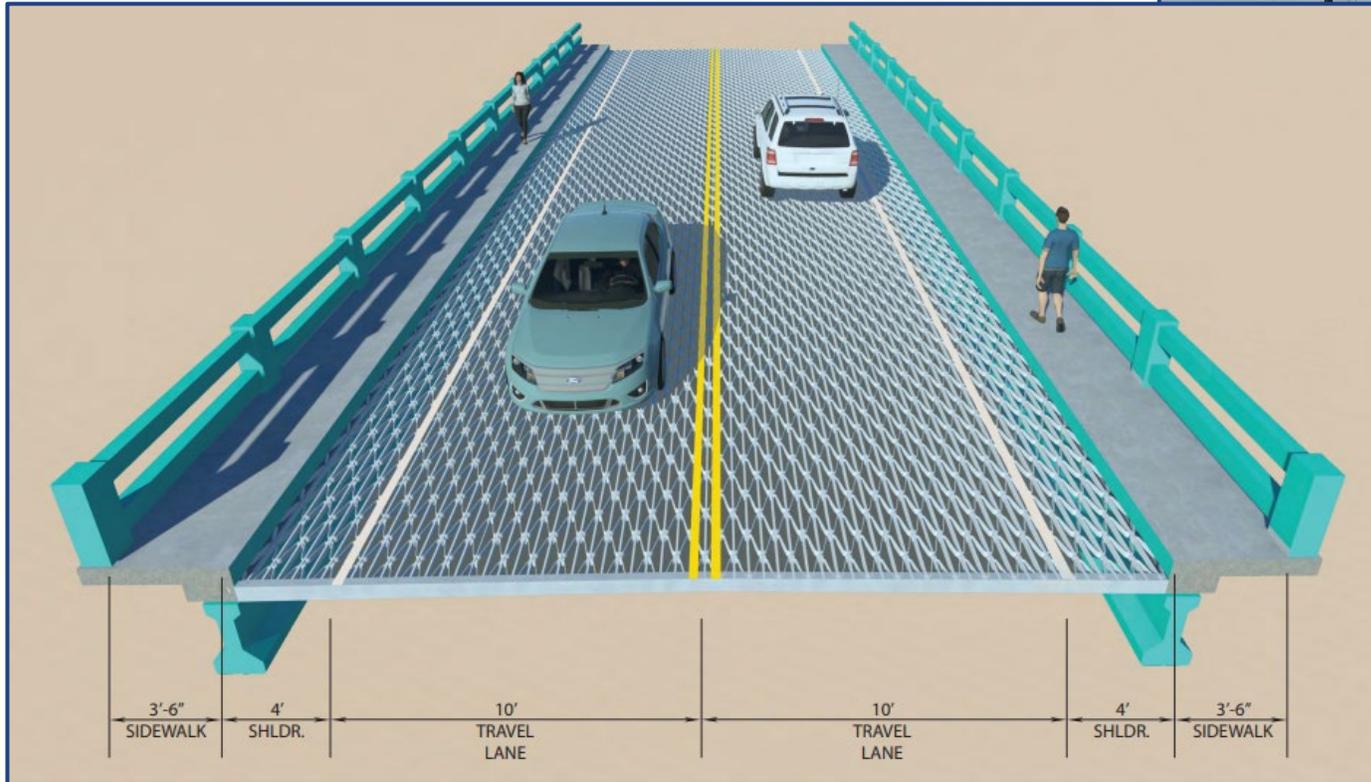


SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



EXISTING BRIDGE TYPICAL SECTION



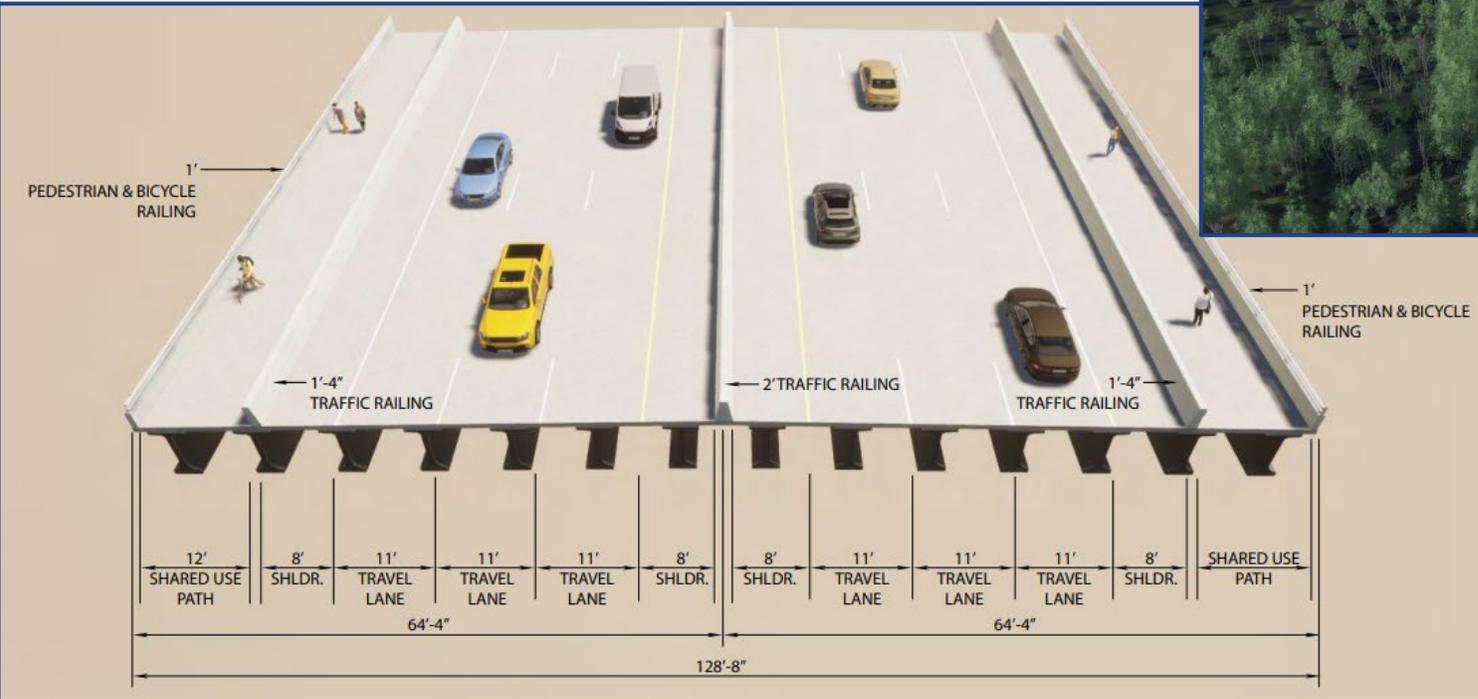
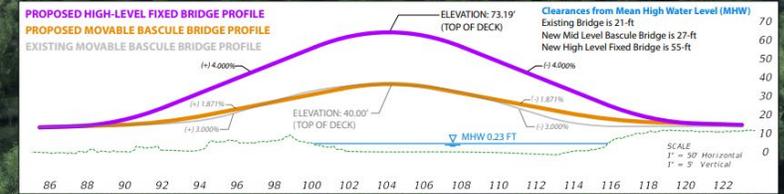
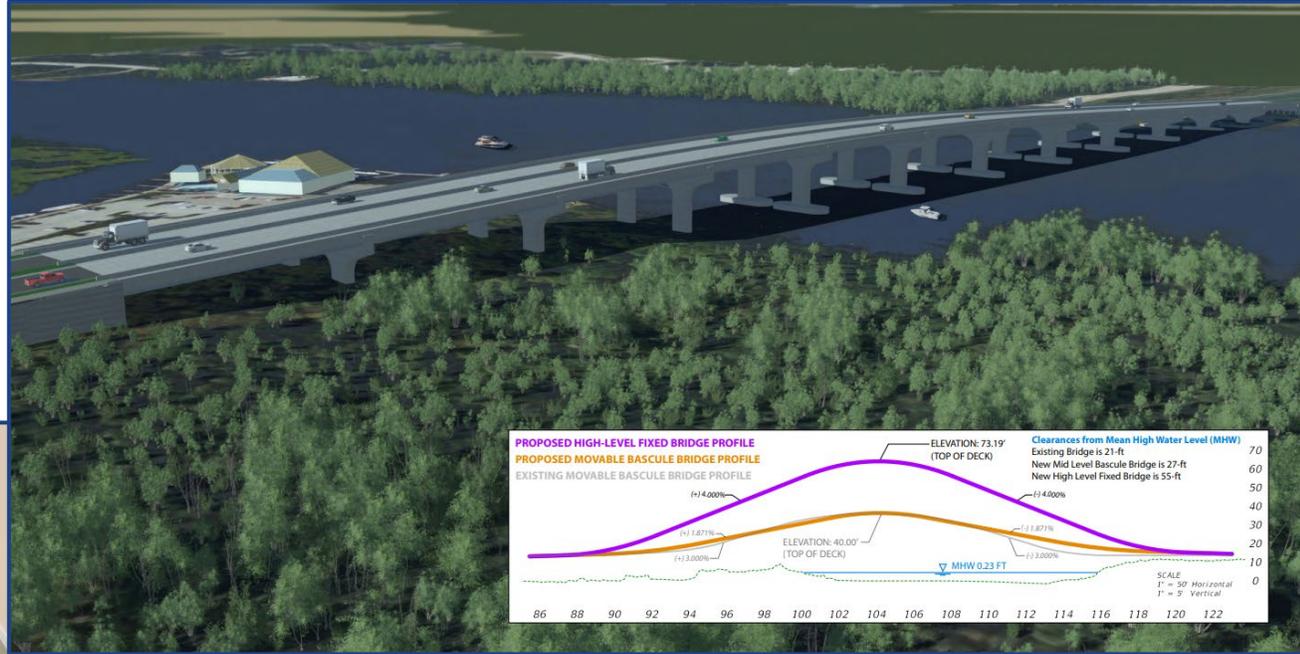
SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



ALTERNATIVE 1B: HIGH-LEVEL FIXED BRIDGE

- Provide 90-foot clear horizontal channel width
- Provides a minimum 55-foot vertical clearance

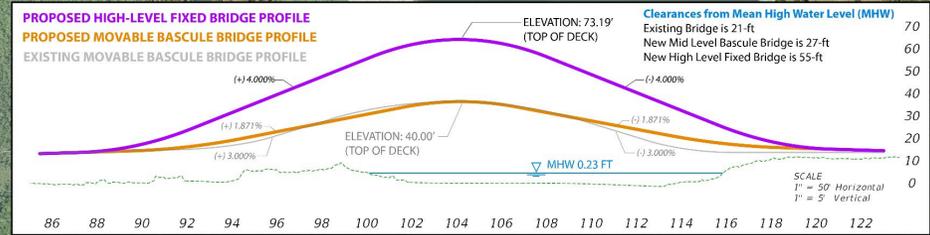
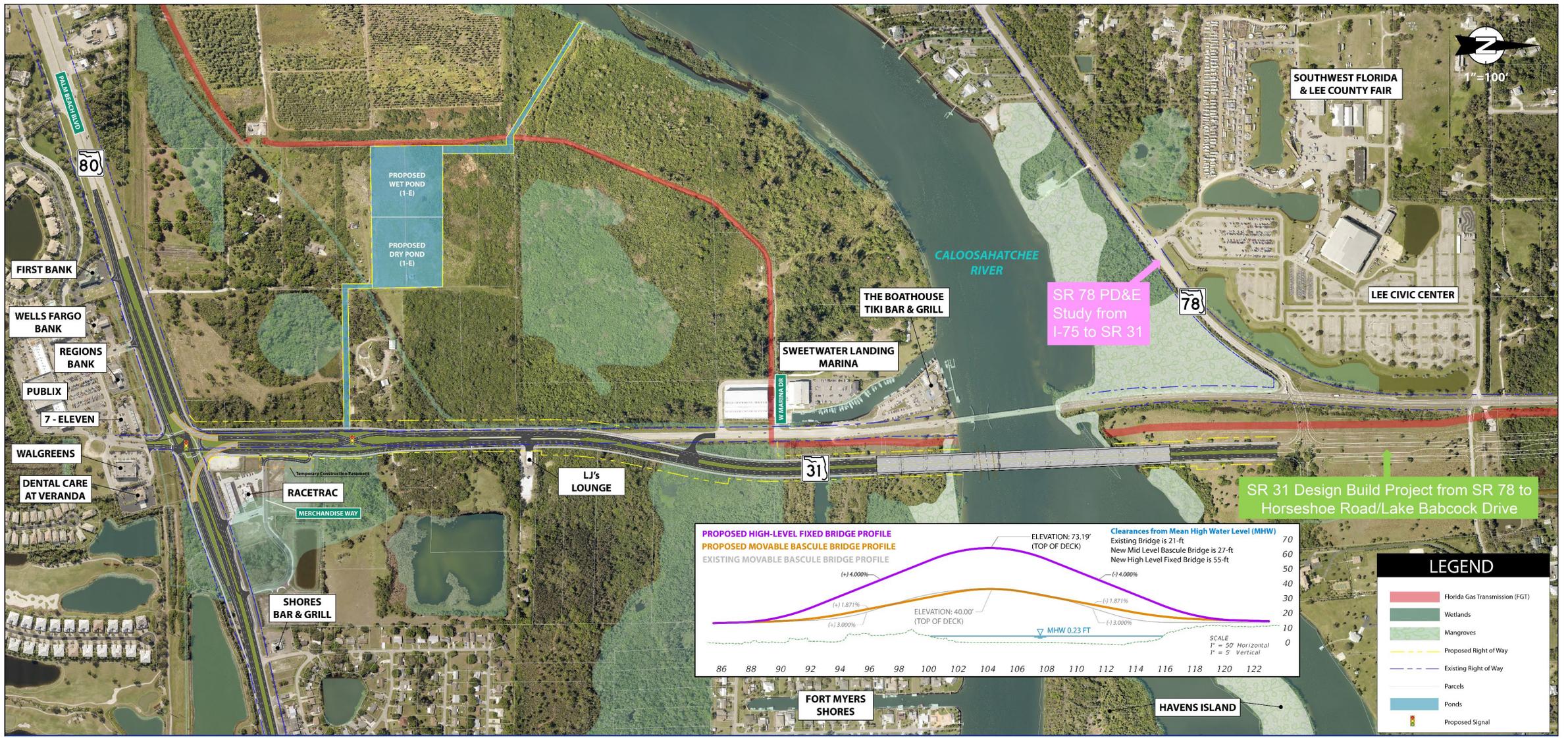


SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



SR 31-SR 80 INTERSECTION FLY OVER ALTERNATIVE



SR 31 Design Build Project from SR 78 to Horseshoe Road/Lake Babcock Drive

LEGEND

- Florida Gas Transmission (FGT)
- Wetlands
- Mangroves
- Proposed Right of Way
- Existing Right of Way
- Parcels
- Ponds
- Proposed Signal

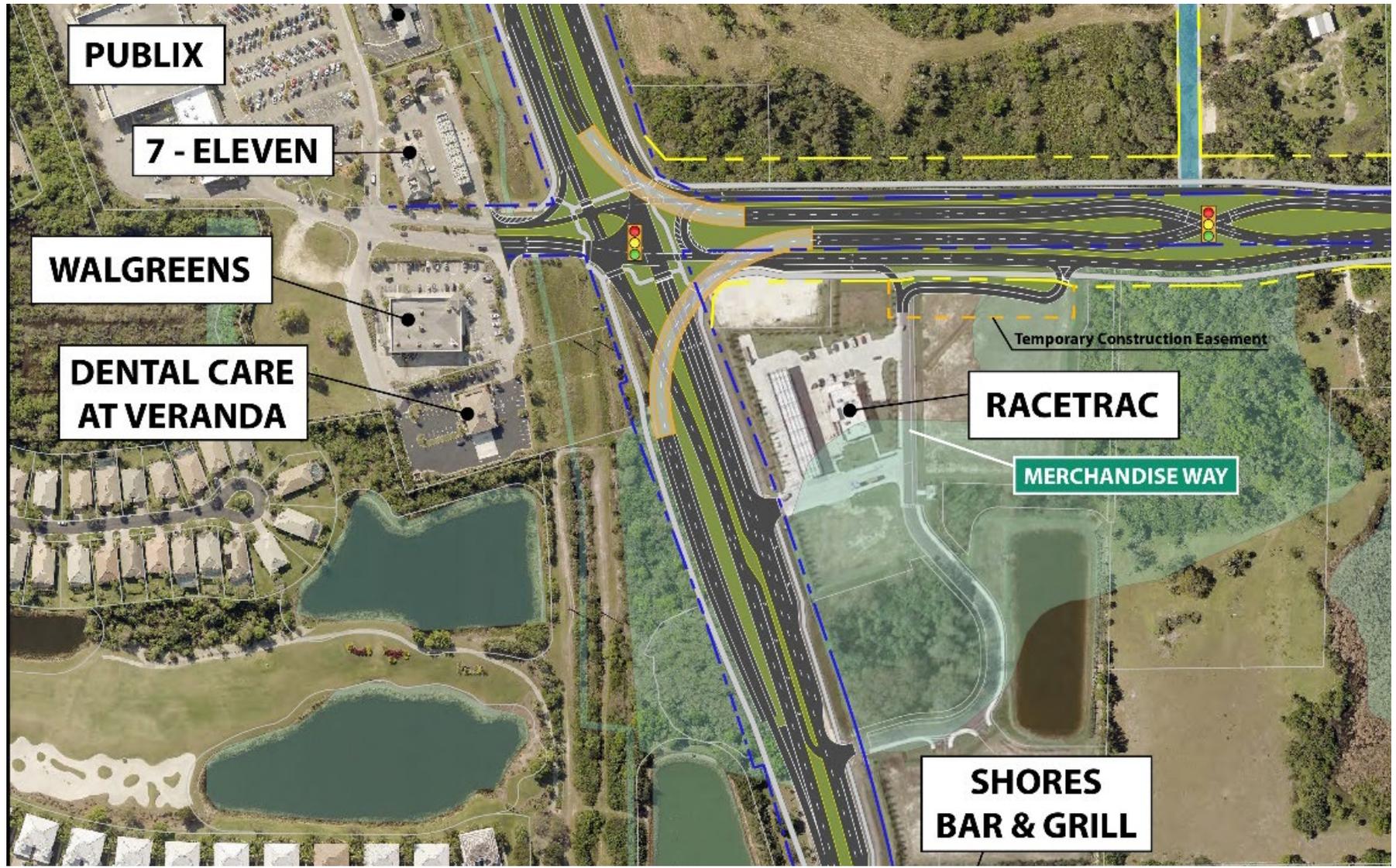


SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



SR 31-SR 80 INTERSECTION FLY OVER ALTERNATIVE



SR 31 from SR 80 to SR 78

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ALTERNATIVES EVALUATION MATRIX

EVALUATION FACTORS	ALTERNATIVE	Alternative 1A	Alternative 1B	Alternative 2A	Alternative 2B	No-Build
	Roadway	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	Widen SR 31 to 6 Lanes	No Widening
	Bridge	Replace bridge with high-level fixed	Replace bridge with high-level fixed	Replace bridge with mid-level movable (drawbridge)	Replace bridge with mid-level movable (drawbridge)	No Widening and No Replacement
	Intersection	Conventional signal at SR 80	Flyover at SR 80	Conventional signal at SR 80	Flyover at SR 80	No Improvements
ABILITY TO MEET PURPOSE AND NEED						
Accommodate future traffic demand						
Address bridge deficiencies						
Improve emergency evacuation/response						
POTENTIAL RIGHT OF WAY IMPACTS						
Relocations (#Business #Residential #Other)	0	0	0	0	0	0
Parcels (#Business #Residential #Other)	6 13 6	8 12 6	6 13 6	8 12 6	0	0
Right of Way to be acquired (acres)	33.8	31.8	33.8	31.8	0	0
POTENTIAL ENVIRONMENTAL IMPACTS						
Archaeological/Historic Resources Potential	Low	Low	Low	Low	N/A	N/A
Wetlands (acres)	13.3	13.1	13.3	13.1	0	0
Surface Waters (acres)	1.17	1.18	1.17	1.18	0	0
Floodplains (acres)	34.7	36.1	34.7	36.1	0	0
Noise Sensitive Receptors (#)	0	0	0	0	0	0
Public Recreation Resources (#)	0	0	0	0	0	0
Threatened/Endangered Species Potential	Moderate	Moderate	Moderate	Moderate	N/A	N/A
Utilities	Yes	Yes	Yes	Yes	0	0
Contamination Sites (#High #Medium Risk)	0 1	0 1	0 1	0 1	0 0	0 0
TRAFFIC OPERATIONS						
SR 80 Intersection 2045 Ave. Delay+Travel Time (sec. AM PM)	152.5 164.8	97.9 100.8	152.5 164.8	97.9 100.8	Over Capacity	Over Capacity
Bridge Opening	No Openings	No Openings	Reduced Openings	Reduced Openings	No Change	No Change
ESTIMATED PROJECT COSTS (2022 \$)						
Right-of-Way for Roadway and Stormwater Pond	\$10,990,000	\$11,160,000	\$10,990,000	\$11,160,000	\$0	\$0
Wetland Mitigation	\$2,930,000	\$2,880,000	\$2,930,000	\$2,880,000	\$0	\$0
Final Design and Construction	\$131,000,000	\$149,140,000	\$173,390,000	\$189,700,000	\$0	\$0
Construction Engineering and Inspection	\$15,720,000	\$17,900,000	\$20,810,000	\$22,760,000	\$0	\$0
Preliminary Estimate of Total Project Cost*	\$160,640,000*	\$181,080,000*	\$208,120,000*	\$226,500,000*	*	*

*Source: FDOT Long-Range Estimating System. Preliminary Estimate of Total Project Cost does not include maintenance costs; No-Build would result in higher maintenance costs.



SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



PUBLIC INVOLVEMENT

- Kickoff Newsletter - 2019
- Alternatives Public Meeting
 - December 6th, 2022 Public Meeting postponed due to Hurricane Ian
 - January 31st, 2023 In-person (119 attendees)
 - February 7th, 2023 Virtual (35 attendees)
 - 34 comments received
 - Overall project support
 - High-Level Fixed Bridge (13 comments in support, 0 objections)
 - Intersection Flyover (4 comments in support, 2 objections)



SR 31 from SR 80 to SR 78

FPID #441942-1-22-01



PREFERRED ALTERNATIVE RECOMMENDATION

- Alternative 1B (SR 80/SR31 Flyover with High-Level Fixed Bridge)
 - Notable community support
 - Locally preferred (Lee County preference)
 - Lowest long-term maintenance bridge (Caloosahatchee River Fixed Bridge)
 - Minimal impacts to community
 - Best and longest viability to accommodate traffic
 - Additional coordination at SR 31/SR 80 intersection to address at-grade access proposed



SR 31 from SR 80 to SR 78

FPID #441942-1-22-01





Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Ave
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

June 26, 2023

Ms. Alissa S. Lotane, Director
Florida Division of Historical Resources
Florida Department of State
R.A. Gray Building
500 South Bronough Street
Tallahassee, FL 32399-0250

Attn: Transportation Compliance Review Program

RE: Cultural Resources Assessment Survey for the State Road (SR) 31 Project Development and Environment (PD&E) Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) Lee County, Florida
Financial Project ID No. 441942-1-22-01
Federal Aid Project No. TBD

Dear Ms. Lotane:

The Florida Department of Transportation, District One conducted a Cultural Resources Assessment Survey (CRAS) for the State Road (SR) 31 Project Development and Environment (PD&E) Study from SR 80 (Palm Beach Boulevard) to SR 78 (Bayshore Road) in Lee County, Florida. The objective of the survey was to identify cultural resources within the project area of potential effects (APE) and assess the resources in terms of their eligibility for listing in the *National Register of Historic Places* (National Register) according to the criteria set forth in 36 CFR Section 60.4.

This assessment complies with Section 106 of the National Historic Preservation Act (NHPA) of 1966 (Public Law 89-665, as amended), as implemented by 36 CFR 800 -- Protection of Historic Properties (incorporating amendments effective August 5, 2004); Stipulation VII of the *Programmatic Agreement among the Federal Highway Administration (FHWA), the Advisory Council on Historic Preservation (ACHP), the Florida Division of Historical Resources (FDHR), the State Historic Preservation Officer (SHPO), and the FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida* (Section 106 Programmatic Agreement, effective March 2016, amended June 7, 2017); Section 102 of the National Environmental Policy Act (NEPA) of 1969, as amended (42 USC 4321 et seq.), as implemented by the regulations of the Council on Environmental Quality (CEQ) (40 CFR Parts 1500–1508); Section 4(f) of the Department of Transportation Act of 1966, as amended (49 USC 303 and 23 USC 138); the revised Chapter 267, *Florida Statutes (F.S.)*; and the standards embodied in the FDHR's *Cultural Resource Management Standards and Operational Manual* (February 2003), and Chapter 1A-46 (*Archaeological and Historical Report Standards and Guidelines*), *Florida Administrative Code*. In addition, this report was prepared in conformity with standards set forth in Part 2, Chapter 8 (*Archaeological and Historical Resources*) of the *FDOT Project Development and Environment Manual* (effective July 1, 2020).

The Preferred Alternative includes a combination of widening existing SR 31 from SR 80 for about 0.7 miles, then shifting 300 feet east prior to the Wilson Pigott Bridge to minimize impacts to the existing Florida Gas Transmission (FGT) line. The project would tie into the proposed SR 31 project at the northern terminus. The Preferred Alternative raises the profile above the current 100-year floodplain. The profile will be raised approximately three feet above existing SR 31 due to the updated 100-year floodplain elevation (from seven feet to ten feet) in the project corridor. A new high-level fixed bridge would be constructed to replace the existing Wilson Pigott Bridge. The proposed bridge will meet United States Coast Guard (USCG) vertical clearance requirements for a high-level fixed bridge. The Preferred Alternative also includes reconfiguring the existing intersection of SR 31/SR 80 to a grade-separated intersection. The grade-separation would introduce two new flyover bridges for SR 31 and SR 80 movements and would also include a new signal on SR 31.

Stormwater runoff from the project would be collected and conveyed in closed drainage systems to one proposed offsite pond for water quality treatment and attenuation per state and federal requirements. The pond would discharge at or near the same outfall ditch that conveys the roadway runoff in the existing condition. An additional 13.5 acres of right-of-way (ROW) would be required for the proposed pond and associated access easements.

The project APE was established in accordance with 36 CFR 800.16(d). The archaeological APE included the footprint of the existing and proposed ROW containing the proposed improvements. It also included a stormwater management facility (Pond 1E) and its two associated outfalls, as well as several small areas where the proposed roadway improvements extend outside of the existing/proposed ROW.

The historic resources APE varied depending on the nature of the improvements. Where the improvements were minor or limited (i.e., improvements like milling and resurfacing, pavement marking, etc. within existing ROW), the historic resources APE consisted of the existing ROW containing the proposed improvements and the small areas where the improvements extended outside of the existing/proposed ROW. The historic resources APE expanded in areas of proposed ROW and roadway widening to the footprint of the existing and proposed ROW containing the proposed improvements, as well as adjacent parcels/resources for a distance of up to 150 feet from the edge of the existing/proposed ROW. The historic resources APE also expanded in the area of the newly proposed roadway alignment to the footprint of the existing and proposed ROW containing the proposed improvements, as well as a buffer of 250 feet from the edge of the associated existing/proposed ROW. In addition, the historic resources APE expanded out 250 feet from the footprint of the proposed flyovers and 500 feet from the footprint of the proposed high-level bridge. The historic resources APE for Pond 1E included the footprint of the pond and a buffer of 150 feet. The APE for the outfalls was limited to their footprints.

Much of the archaeological APE is within areas of existing and proposed ROW that have been previously surveyed for archaeological resources (Florida Master Site File [FMSF] Manuscript Nos. 20161, 27269, 12279, and 2165). No archaeological sites were recorded within or adjacent to the current APE during the prior survey efforts and the SHPO concurred with these findings. The current survey also identified no archaeological sites or archaeological occurrences within the APE.

The CRAS identified six historic resources within the APE. Four of these were previously recorded (8LL1898, 8LL2586, 8LL2615, and 8LL2845) and two were newly recorded (8LL2948 and 8LL2949). The Caloosahatchee River Canal (8LL1898) was determined eligible for the National Register by the SHPO in 2012 under Criterion A for its association with late-19th-Century efforts to drain the Everglades and the

Ms. Alissa S. Lotane, Director
SR 31 PD&E from SR 78 to SR 80
Lee County, Florida
Financial Project ID: 441942-1-22-01
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Page 3 of 4

agricultural development of South Florida. The Seaboard Air Line Railroad Grade (8LL2586) and Wilson Pigott Bridge (8LL2615) have been determined ineligible by the SHPO. SR 31 (8LL2845) was previously determined ineligible outside of the APE. The section within the current APE exhibits modern improvements and lacks historic associations. It is considered ineligible for the National Register. The two newly recorded structures include 16400 SR 31 (8LL2948) and the Sweetwater Landing Marina (8LL2949). The structures exhibit common architectural styles in South Florida and lack historical associations. Therefore, they are considered ineligible for the National Register.

As noted, a new bridge will be constructed east of the current bridge, which will be removed. The new bridge will cross over the National Register-eligible Caloosahatchee River Canal (8LL1898). As part of these improvements, the new bridge construction will include new supports/concrete piers within the Caloosahatchee River Canal and rip rap will be installed immediately adjacent to the bridge ends at the shoreline. Based on these improvements, there will be no adverse effects on the Caloosahatchee River Canal and the linear resource will remain eligible for inclusion in the National Register due to its importance to drainage of the Everglades. The improvements will not involve changes that would compromise the integrity of the canal, such as rerouting, cutting off or filling in, widening, severing from other waterways, change of function, or removal of ancillary structures or features that contribute to its significance.

This information is being provided in accordance with the provisions of the National Historic Preservation Act of 1966 (as amended), which are implemented by the procedures contained in 36 CFR, Part 800, as well as the provisions contained in the revised Chapter 267, *F.S.*

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022 and executed by the FHWA and FDOT.

The CRAS report is provided for your review and comment. If you have any questions or if I may be of assistance, please contact me at (954) 336-3625 or matthew.marino@dot.state.fl.us.

Sincerely,



Matt Marino, M.A., RPA
Cultural Resource Coordinator

CC: Jeffrey James, FDOT District 1
Patrick Bateman, FDOT District 1
Lindsay Rothrock, FDOT OEM

Ms. Alissa S. Lotane, Director
SR 31 PD&E from SR 78 to SR 80
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The Florida State Historic Preservation Officer (SHPO) finds the attached Cultural Resources Assessment Survey Report complete and sufficient and concurs/ does not concur with the recommendations and findings provided in this cover letter for SHPO/FDHR Project File Number 202304024. Or, the SHPO finds the attached document contains insufficient information.

In accordance with the Programmatic Agreement among the FHWA, ACHP, FDHR, SHPO, and FDOT Regarding Implementation of the Federal-Aid Highway Program in Florida, if providing concurrence with a finding of No Historic Properties Affected for a project as a whole, or to No Adverse Effect on a specific historic property, SHPO shall presume that FHWA will proceed with a de minimis Section 4(f) finding at its discretion for the use of land from the historic property.

SHPO Comments:

Kelly L Chase
for

Alissa S. Lotane, Director
State Historic Preservation Officer
Florida Division of Historical Resources

7.24.2023
Date

APPENDIX F – CONTEXT CLASSIFICATION MEMORANDUM

MEMORANDUM

Date: May 22, 2018

Project #:
20166.04

To: Deborah Chesna
FDOT Intermodal Systems Development, District One
801 North Broadway Avenue
Bartow, Florida 33830

From: Patty Hurd, Margaret Kent, Hailey Amundson, Jennifer Musselman

Project: Context Classification

Subject: SR 31 at Babcock Ranch

INTRODUCTION

FDOT recently adopted a context classification system that describes the general characteristics of the land use, development patterns, and roadway connectivity along a roadway. The FDOT context classification system broadly identifies the various built environments existing in Florida. The context classification of a roadway will inform FDOT's planning, Project Development and Environment (PD&E), design, construction, and maintenance approaches to ensure that state roadways are supportive of safe and comfortable travel for their anticipated users. FDOT developed a set of criteria and created a matrix to help analysts determine context classification along state roadways (Appendix A). Identifying the context classification is a preliminary step in planning as it provides cues to the types of uses and user groups that will likely use the roadway and will ultimately inform the design criteria and standards for any proposed improvements.

The eight FDOT context classifications are:

- C1 – Natural
- C2 – Rural
- C2T – Rural Town
- C3R – Suburban Residential
- C3C – Suburban Commercial
- C4 – Urban General
- C5 – Urban Center
- C6 – Urban Core

The eight FDOT context classifications and their criteria are detailed in Appendix A.

This memorandum summarizes the context classification for SR 31 from Bermont Road to SR 80. This 16.8 mile segment passes through the Babcock Ranch Reserve. Plans are underway to develop a new, master planned town center south of Babcock Ranch Reserve with several new villages and hamlets. FDOT's PD&E study for SR 31 from North of N. River Rd (CR 78) to North of Cook Brown Rd encompasses the proposed development area.

A memo presenting preliminary context classification, prepared on April 4, 2018, evaluated the context classification to include:

- Existing contexts
- Future contexts under usual growth (without Babcock Development)
- Future contexts under Babcock Development proposal

Future contexts under the two scenarios were evaluated by comparing existing conditions to the Charlotte County and Lee County Comprehensive Plans and Land Development Codes, as well as the master development plan for Babcock Ranch.

FDOT District 1 staff reviewed the initial recommendation with Charlotte County and Lee County. Lee County provided feedback on the future context based on their comprehensive plan. Based on this input, FDOT staff agreed to revise the context classification to better support the intent of the comprehensive plan and future land use. Charlotte County suggested, and FDOT staff agreed, to update the context classification for the northernmost segment SR 31 from C1 to C2. The changes are described in **Table 3**. The approved context classification is illustrated in **Figure 1**.

This memo documents the primary and secondary measures for the approved roadway segmentation and the approved existing and future context classification for SR 31 from North of N. River Rd (CR 78) to North of Cook Brown Rd.

CONTEXT CLASSIFICATION EVALUATION

The adjacent land use along this section of SR 31 is natural and rural in the north half and low-density residential with isolated commercial and institutional establishments in the southern portion. The primary context classification measures are summarized in **Table 1**. The segments being studied in FDOT’s PD&E study for SR 31 from North of N. River Rd (CR 78) to North of Cook Brown Rd are shaded in grey.

Table 1: SR 31 from Bermont Road to SR 80 Context Classification Evaluation – Primary Measures

From	To	Existing Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Block Length	Block Perimeter	Intersection Density
		<i>Land use mix for >50% of the fronting uses</i>	<i>Range in building heights for >50% of the properties (stories)</i>	<i>Location of buildings in terms of setbacks (ft) for >50% of parcels</i>	<i>>50% of buildings have front doors accessible from the sidewalk</i>	<i>Location of parking in relation to the building</i>	<i>Avg. distance between intersections (ft)</i>	<i>Avg. perimeter of blocks adjacent to the roadway on either side (ft)</i>	<i>Number of intersections per square mile</i>
Bermont Road	Hercules Grade Road (southern limit of Babcock Ranch Reserve)	Conservation (Babcock Ranch Reserve) with interspersed rural land	N/A (no buildings)	N/A	N/A	N/A	32,314	132,237	0
Hercules Grade Road (southern limit of Babcock Ranch Reserve)	Lee County Line (670 feet from S of Suzan Drive)	Rural with isolated commercial and industrial establishments	1 story	Large setbacks (ranges approximately 100 to 1,000 feet)	None	Most in front, some on side or in rear	4,844	22,579	1.9
Lee County Line (670 feet from S of Suzan Drive)	Shirley Lane	Rural with residential	1 story	Large setbacks (ranges approximately 175 to 375 feet)	None	In front where existing	4,000	16,000	2.6
Shirley Lane	North River Road (CR 78)	Rural with commercial, residential	1 story	Large setbacks and no consistent pattern of setbacks (ranges approximately 30 to 220 feet)	None	Mostly in front, some on side	2,709	11,382	5.2

From	To	Existing Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Block Length	Block Perimeter	Intersection Density
		<i>Land use mix for >50% of the fronting uses</i>	<i>Range in building heights for >50% of the properties (stories)</i>	<i>Location of buildings in terms of setbacks (ft) for >50% of parcels</i>	<i>>50% of buildings have front doors accessible from the sidewalk</i>	<i>Location of parking in relation to the building</i>	<i>Avg. distance between intersections (ft)</i>	<i>Avg. perimeter of blocks adjacent to the roadway on either side (ft)</i>	<i>Number of intersections per square mile</i>
North River Road (CR 78)	SR 78 Junction (Bayshore Road)	Rural with public facility, residential and agricultural establishments	1 story except for Lee Civic Center, which is approximately four stories tall	Large setbacks and no consistent pattern of setbacks (ranges approximately 50 to 805 feet)	None	Most in front, some on side or in rear	3,372	15,053	3.6
SR 78 Junction (Bayshore Road)	SR 80 (Palm Beach Blvd)	Undeveloped except for a marina and 1 commercial establishment	1 story	Large setbacks (100 feet)	None	Front	2,480	29,597	7.8

The secondary context classification measures are summarized in **Table 2**.

Table 2: SR 31 from Bermont Road to SR 80 Context Classification Evaluation – Secondary Measures

From	To	Population Density (Existing) ¹	Employment Density (Existing) ²	Allowed Residential Density ³	Allowed Office/Retail Density ³
		<i>Population per acre based on the census block group (Persons/Acre)</i>	<i>Total number of jobs per acre (Jobs/Acre)</i>	<i>Maximum allowed residential density by adopted zoning (Dwelling Units/Acre)</i>	<i>Maximum allowed office or retail density in terms of Floor Area Ratio (FAR)</i>
Bermont Road	Hercules Grade Road (southern limit of Babcock Ranch Reserve)	0.003	0.001	0.03	0.1
Hercules Grade Road (southern limit of Babcock Ranch Reserve)	Lee County Line (670 feet from S of Suzan Drive)	0.01	1.9	16	0.1 to 0.8 (AG); 1,000 minimum lot area with minimum setbacks of 10 ft (front), 5 ft (side for mixed-use) and 0 ft (side for non-residential), and 4 ft (rear) in Planned Development, no FAR listed for Planned Development
Lee County Line (670 feet from S of Suzan Drive)	Shirley Lane	0.08	0.75	max. 1	0.25 (AG-2) to 1 (MPD)
Shirley Lane	North River Road (CR 78)	0.08	2.2	max. 0.4	0.25 (AG-2) to 1 MPD
North River Road (CR 78)	SR 78 Junction (Bayshore Road)	0.08	1.3	max. 1	0.25 (AG-2) to 0.35 (CF)
SR 78 Junction (Bayshore Road)	SR 80 (Palm Beach Blvd)	0.3	0.46	2 to 6	0.25 (AG-2) to 0.45 (CM)

Sources:

¹ 2010 Census Data

² 2014 Longitudinal Employer-Household Dynamics (LEHD) Data

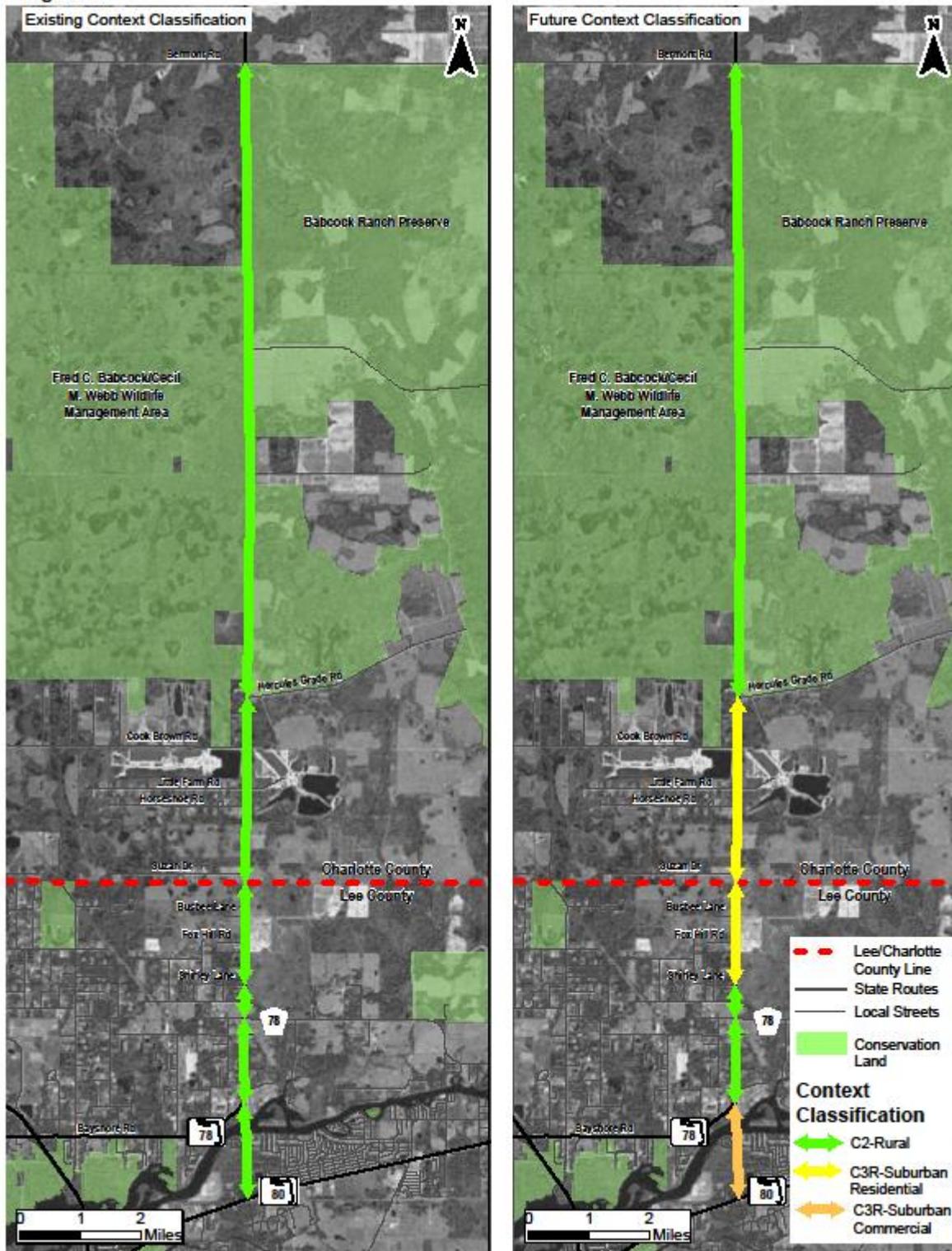
³ Charlotte County Zoning Districts; Charlotte County Future Land Use Map Series (2030); Charlotte County Land Use Regulations; Lee County Future Land Use Map (Updated 2017); Lee County Zoning Districts; Lee County Land Use Regulations – See Appendix B

Table 3 summarizes the approved context classification SR 31 from SR 80 to Hercules Grade Road. The context classification will inform the design criteria and standards for any proposed improvements based on the **2018 FDOT Design Manual**. **Figure 1** presents the approved context classification SR 31 from SR 80 to Hercules Grade Road.

Table 3: SR 31 Summary of Context Classification Recommendation

From	To	Existing Context Classification		Future Context Classification	
Bermont Road	Hercules Grade Road (southern limit of Babcock Ranch Reserve)	C2	Conservation areas adjacent to roadway.	C2	No change expected.
Hercules Grade Road (southern limit of Babcock Ranch Reserve)	Lee County Line (670 feet from S of Suzan Drive)	C2	Rural and low-density residential with long driveways and sparse roadway network.	C3R	Though Babcock Overlay Zoning district allows 16 du/acre in some areas, the road network structure in the development plans is suburban, with limited access points along SR 31.
Lee County Line (670 feet from S of Suzan Drive)	Shirley Lane	C2	Rural and low-density residential with sparse roadway connection. Area is outside of the 2010 smoothed urbanized boundary.	C3R	Area Lee Plan Future Land Use Map designation is same as North River Road to Shirley Lane. The Babcock plan clusters most of the residential units and all of the commercial within a mile of SR 31 and north of Shirley Lane. As Babcock Ranch Community approaches buildout of the Mixed Use areas adjacent to SR 31 the adjacent area may obtain an overall density above 1 DU/Ac and transition to suburban.
Shirley Lane	North River Road (CR 78)	C2	Rural and low-density residential with sparse roadway connection. Area is outside of the 2010 smoothed urbanized boundary.	C2	Area Lee Plan Future Land Use Map designation is Density Reduction Groundwater Recharge (max 0.1 DU/ac in uplands, 0.05 in wetlands) west of SR 31. East of SR 31 the Babcock Property Holdings is designated New Community (specifically max 0.4 DU/AC overall) east of SR 31. Adjacent parcels west of SR 31 have AG-2 (agricultural) Zoning. Babcock Ranch Community has MPD (Mixed Use Planned Development) zoning. However the adjacent Babcock land along SR 31 is depicted on the MPD plan as open space or preserve.
North River Road (CR 78)	SR 78 Junction (Bayshore Road)	C2	Rural and low-density residential with sparse roadway connection. Area is outside of the 2010 smoothed urbanized boundary.	C2	Area Lee Plan Future Land Use Map designation is Rural except for 97 AC (containing the Lee Civic Center) designation of Public Facilities. Adjacent parcels have AG-2 (max. 1 DU/ac) zoning except for Community Facilities for the Lee Civic Center.
SR 78 Junction (Bayshore Road)	SR 80 (Palm Beach Blvd)	C2	Caloosahatchee River bridge and mostly vacant land. Area is within the 2010 FHWA/FDOT smoothed urbanized boundary.	C3C	Area Lee Plan Future Land Use Map designation is Suburban except for a 45 acre parcel east of SR 31 which has a Rural designation. Most adjacent parcels have a mixture of residential and commercial Zoning approvals displaying a suburban development pattern..

Figure 1: SR 31 Context Classification
Figure 1.



Appendix A Context Classification Matrix

CONTEXT CLASSIFICATION MATRIX

Table 1 Context Classification Matrix presents a framework to determine the context classifications along state roadways. This Context Classification Matrix outlines (1) distinguishing characteristics, (2) primary measures, and (3) secondary measures.

The distinguishing characteristics give a broad description of the land use types and street patterns found within each context classification. The primary and secondary measures provide more detailed assessments of the existing or future conditions along the roadway. These measures can be evaluated through a combination of a field visit, internet-based

TABLE 1 CONTEXT CLASSIFICATION MATRIX

Context Classification	(1) Distinguishing Characteristics	(2) Primary Measures		
		Land Use	Building Height	Building Placement
		Description	Floor Levels	Description
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi-Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with large (>75') setbacks on all sides
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no or shallow (<20') front setbacks
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or minimal (<10') front setbacks

More information on measures with undefined thresholds (N/A) are included in Appendix B. The thresholds presented in Table 1 are based on the following sources, with modifications made based on Florida case studies:

1) *2008 Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities*, New Jersey Department of Transportation and Pennsylvania Department of Transportation;

aerial and street view imagery, map analysis, and review of existing or future land use or existing zoning information. The Context Classification Matrix presents the primary and secondary measures thresholds for the eight context classifications.

Appendix A illustrates the eight FDOT context classifications through case studies. These case studies present examples of real-world values for the primary and secondary measures that determine a roadway's context classification.

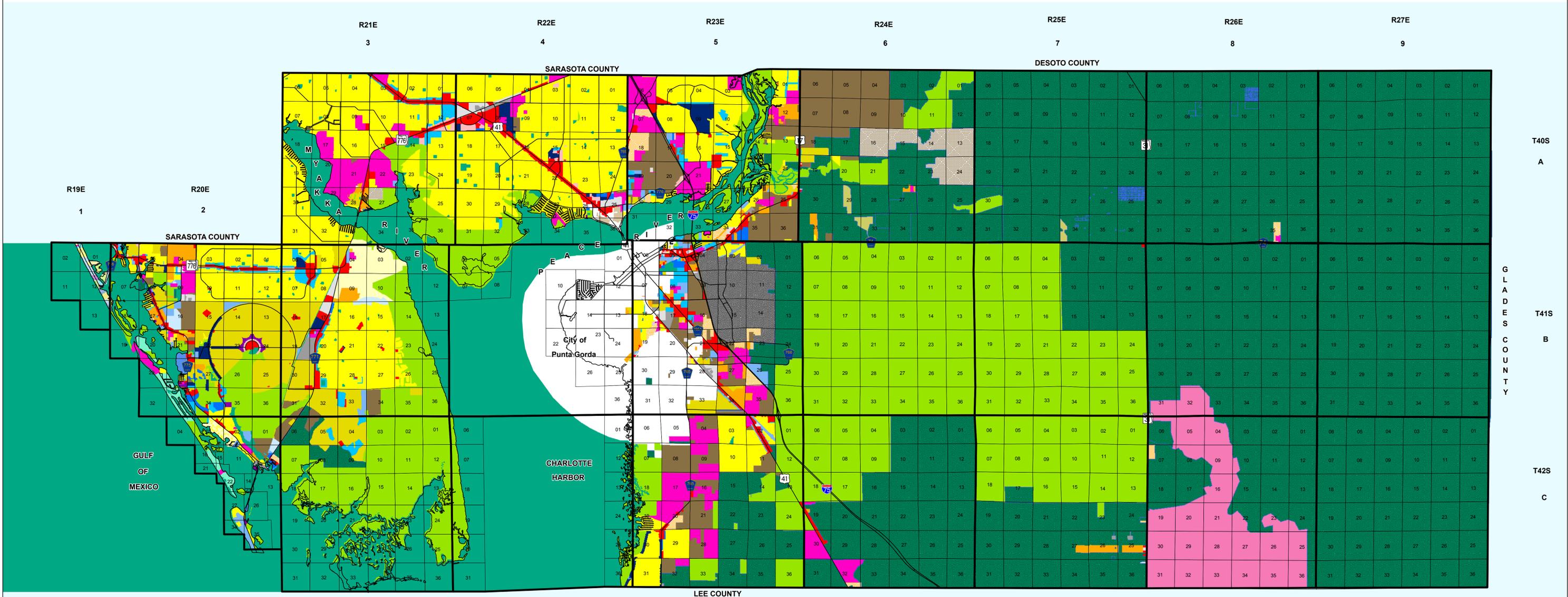
					(3) Secondary Measures			
Fronting Uses	Location of Off-street Parking	Roadway Connectivity			Allowed Residential Density	Allowed Office/Retail Density	Population Density	Employment Density
		Intersection Density	Block Perimeters	Block Length				
Yes/No	Description	Intersections/Square Mile	Feet	Feet	Dwelling Units/Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
No	N/A	<20	N/A	N/A	<1	N/A	<2	N/A
Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	>0.25	N/A	>2
No	Mostly in front; occasionally in rear or side	<100	N/A	N/A	1 to 8	N/A	N/A	N/A
No	Mostly in front; occasionally in rear or side	<100	>3,000	>660	N/A	<0.75	N/A	N/A
Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	N/A	>5	>5
Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilities	>100	<2,500	<500	>8	>0.75	>10	>20
Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660	>16	>2	>20	>45

2) [2012 Florida TOD Guidebook](#), Florida Department of Transportation;
 3) [2009 SmartCode Version 9.2.](#), Duany, Andres, Sandy Sorlien, and William Wright; and
 4) [2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach](#), Institute of Transportation Engineers and Congress for the New Urbanism.

Appendix B Land Use and Zoning



CHARLOTTE COUNTY Zoning Districts



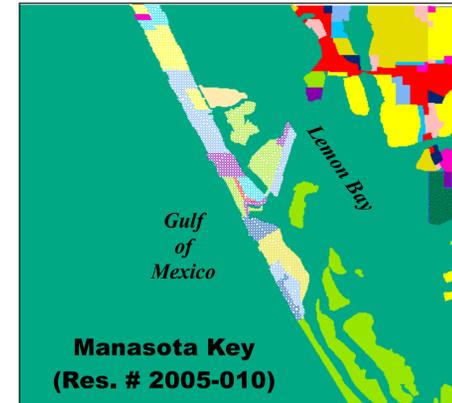
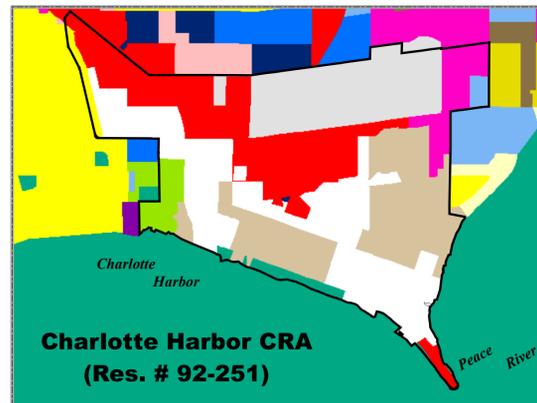
LEGEND

Open Space & Rural	AG	ES	EM	MES	BBI	MHC
Residential	RE1	RE5	RE5	RE5	RE5	RE5
	MMF7.5	MMF10	MMF12	MSF1	MSF3.5	MSF5
	RSF3.5	RSF5	RSF5	RSF2	RSF2	RSF2
	RMF3.5	RMF5	RMF10	RMF12	RMF15	RMF-T
	Commercial	CG	CN	CT	OMI	OMI
	Industrial	MHP	MCT	ECAP	IG	II
	New Zoning	MCG	MU	NBR	PD	PKR
		BOZD	CR3.5			

Stateplane Projection
Datum: NAD83
Units: Feet

Source: Community Development,
CCGIS

Metadata available upon request



(NOT TO SCALE)

This map is a representation of compiled public information. It is believed to be an accurate and true depiction for the stated purpose, but Charlotte County and its employees make no guarantees, implied or otherwise, to the accuracy, or completeness. We therefore do not accept any responsibilities as to its use. This is not a survey or is it to be used for design. Reflected Dimensions are for Informational purposes only and may have been rounded to the nearest tenth. For precise dimensions, please refer to recorded plats and related documents. Zoning boundaries are assumed to meet at the centerline of the road right of way unless otherwise determined by the Community Development Director.



CHARLOTTE COUNTY

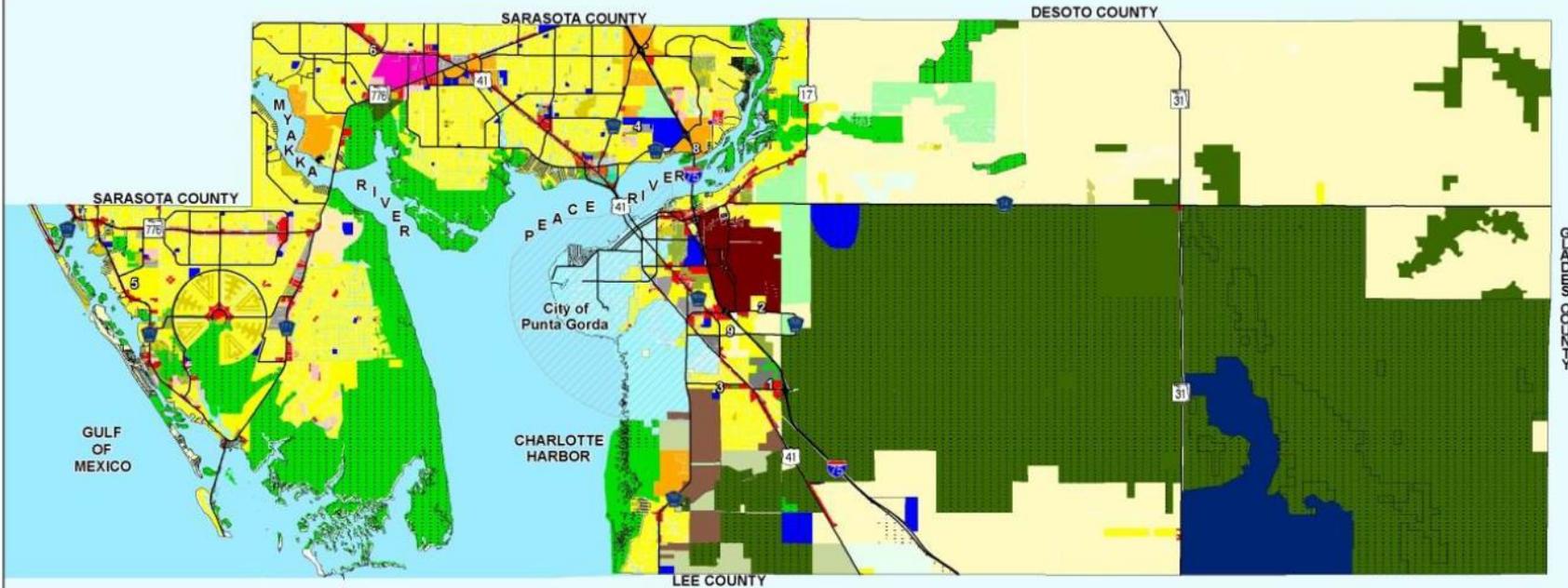
Future Land Use Map Series

Map #1: 2030 Future Land Use

Charlotte County Government

"To exceed expectations in the delivery of public services."

www.CharlotteCountyFL.gov



Stateplane Projection
Datum: NAD83
Units: Feet

Source: Community Development

Metadata available upon request

- | | | | |
|-----------------------------------|-----------------------------|--------------------------------------|--|
| Agriculture | Mineral Resource Extraction | Compact Growth Mixed Use | Charlotte Harbor Mixed Use |
| Babcock Mixed Use | Low Density Residential | Parks & Recreation | Charlotte Harbor Commercial |
| Burnt Store Limited Development | Medium Density Residential | Preservation | Charlotte Harbor Industrial (inactive) |
| Burnt Store Village Residential | High Density Residential | Public Lands & Facilities | Recreational Vehicle Park (inactive) |
| City | Low Intensity Industrial | Resource Conservation | Coastal Residential (inactive) |
| Commercial | High Intensity Industrial | Rural Community Mixed Use | Rural Estate Residential (inactive) |
| Office & Institutional | Murdock Village Mixed Use | US 41 Mixed Use | Conservation Overlay |
| Enterprise Charlotte Airport Park | DRI Mixed Use | Charlotte Harbor Coastal Residential | #S See Related Map Appendix for Conditions |



(Not To Scale)

This map is a representation of compiled public information. It is believed to be an accurate and true depiction for the stated purpose, but Charlotte County and its employees make no guarantee, implied or otherwise, to the accuracy, or completeness. We therefore do not accept any responsibility as to its use. This is not a survey or is it to be used for design. Reflected Dimensions are for informational purposes only and may have been rounded to the nearest tenth. For precise dimensions, please refer to recorded plats and related documents.

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Updated: 10/22/2014 9:33:04 AM by: JMacDonald
M:\Department\GIS\Projects\SmartCharlotte_EAR\FLU_SeriesMap1FLUMFLUM2030.mxd

Land Development Regulations
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 Article II. District Regulations

Sec.3-9-30. AG

1 b. Similar to another use either explicitly permitted in that district or allowed by Special
 2 Exception.

3 c. Not specifically prohibited in that district.

4 The Board of Zoning Appeals shall review a favorable determination of the Zoning Official under this
 5 provision at the time the Special Exception application is presented to it. An unfavorable
 6 determination of the Zoning Official or his/her designee shall be appealable pursuant to Sec. 3-9-6.
 7 Board of Zoning Appeals.

8 (g) *Development Standards:*

9

	AG
Lot (min.)	
Area (acres)	10
Width (ft.)	250
Setbacks (min. ft.)	
Front	40
Side	20
Rear	20
Abutting water	20
Bulk (max.)	
Lot Coverage of All Buildings	10%
Lot Coverage of Structures Related to Process of Hydroculture or Similar Uses Excluding Warehouses	80%
Height (ft.)	38
Density (units/acres)	1 per 10 acres

10

11 Where properties lie anywhere on a barrier island or within 1,200 feet of the water of Charlotte
 12 Harbor, the Gulf of Mexico, Lemon Bay, Gasparilla Sound, Placida Harbor, Red Fish Cove, the
 13 Myakka River, the Peace River, or Coral Creek, structures must also be constructed in accordance
 14 with Sec. 3-9-88. Waterfront Property.

15 (h) *Off-street parking.* Off-street parking shall be in accordance with Sec. 3-9-79.

16 (i) *Signs.* Signs shall be in accordance with Sec. 3-9-85.

1
2
3
4
5

6 **Sec. 3-9-51. Babcock Overlay Zoning District**

7 **(a) General**

8

9 (A) *Establishment; Short title.* The Babcock Overlay Zoning District is hereby established. The short title
10 of this section shall be the "Babcock Zoning Code."

11

12 (B) *District Boundary.* The area affected by this Babcock Overlay Zoning District shall be the area as
13 shown in the zoning atlas.

14

15 (C) *Intent.* The intent of the Babcock Overlay Zoning District ("District") is to establish the regulations for
16 design and development that address the qualities of nature and community that are envisioned for
17 the Babcock Community. The District is intended to accommodate compact development patterns,
18 interconnected open space, native habitat, and recreation. The intended activities within the District
19 include a mix of residential, retail and office commercial, light industrial, civic and educational
20 facilities, open space, parks and recreational and institutional uses.

21

22 (D) *Applicability; Conflict with other Ordinances; Exemptions.* The maximum development within this
23 zoning overlay classification is controlled by the Development of Regional Impact Master
24 Development Order, Incremental Development Orders and the comprehensive plan. All new
25 development and future redevelopment within the District shall be subject to these regulations. The
26 terms development and redevelopment shall be construed liberally and shall include any plat, special
27 exception, variance, site plan approval, building or sign permit, or any other official action of Charlotte
28 County that has the effect of permitting development and/or redevelopment or any application for any
29 of the preceding matters. Except where expressly provided herein, the terms of the Babcock Zoning
30 Code shall supersede and control in the event and to the extent of a conflict between the Babcock
31 Zoning Code and another provision of the County Code. Due to the unique circumstances of the
32 property, the following specific exemptions are granted:

33

34 1. *Landscape and Tree Requirements.* Approximately 7,725 acres within the District are to be
35 developed, the majority of which were agricultural lands at the time of adoption of this Babcock
36 Zoning Code, and over 5,700 acres within the District are to be preserved, the majority of which
37 are wooded. This results in 5,975,492 Removal Tree Points and 32,002,479 Preservation Tree
38 Points (not including Palmettos and Wax Myrtles). Due to the unique circumstances of the
39 property and the excess of Preservation Tree Points, all development within the District is exempt
40 from the County tree removal permit process and Article XVIII of Chapter 3-5, Landscaping and
41 Buffers requirements of the County Code and Article IX of Chapter 3-2, Tree Requirements, of
42 the County Code. The Landscape Requirements of the Babcock Zoning Code provided herein
43 are applicable.

44

45 (E) *Use of Pattern Books for Development.* Pattern Books may be submitted to define development
46 parameters and design standards applicable within a defined site, area or subdistrict to establish
47 some or all of the governing design parameters and standards, which may constitute waivers of



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1 submittal requirements and deviations, including but not limited to: setbacks, building heights,
2 building orientation, parking, loading, landscaping, lighting, signage, density, intensity, lot sizes,
3 coverages, and standards for roadway design and rights-of-way. Approval of Pattern Books shall be
4 issued by the Zoning Official or designee (Zoning Official) upon finding that standards, waivers, and
5 deviations are consistent with public health, safety and welfare. An amendment to an approved
6 Pattern Book may be requested at any time, to be approved by the Zoning Official. Approval of
7 Pattern Books and Pattern Book amendments shall not be unreasonably withheld, and if approval is
8 not granted by the Zoning Official within 30 days of submittal, the Pattern Book shall be subject to
9 review and approval by the Board of County Commissioners. Where standards defined in an
10 approved Pattern Book conflict with provisions of the Babcock Zoning Code or the County Code, the
11 Pattern Book shall apply. Development in areas that are not subject to a Pattern Book shall be
12 governed by the standards and provisions set forth in this Babcock Zoning Code.

13
14 (F) *Existing Uses.* The Babcock Zoning Code shall not render an existing use, including, but not limited to
15 mining, silviculture, agriculture and sod farming, on a parcel as nonconforming, even if such existing
16 use is not a principal use or a permitted accessory use in the applicable subdistrict. Any such
17 existing use shall not be considered nonconforming, and may be continued and expanded with
18 appropriate permitting as required.

19
20 (G) *Establishment of Subdistricts.* The following subdistricts are established to allow for different forms of
21 development within the District, as depicted on the Babcock Overlay Zoning District - Subdistrict Map:

- 22
23 • Mixed Use Residential Commercial (MURC)
24 • North Babcock
25 • Greenways

26
27 **(b) Definitions**

28
29 Terms used in this Section shall have their commonly accepted meaning unless they are defined in (b).
30 When terms are defined both in this Section and elsewhere in the County Code, definitions for such terms
31 in this subsection shall control. The following terms shall have the meanings set forth in this subsection:

32
33 *Agriculture uses:* Agriculture uses within the District includes such uses as agricultural production (crops,
34 citrus, landscape nursery, ranching, livestock raising and animal specialties, pasture, sod and grazing);
35 silviculture, agricultural services, cultural, educational and/or eco-tourism uses and support facilities and
36 their related modes of transporting participants, viewers, or patrons; tour operations, such as, but not
37 limited to airboats, swamp buggies, horse and similar modes of transportation; agricultural labor housing;
38 excavation and earthmoving incidental to agricultural operations; farm products warehousing and storage;
39 single-family detached dwelling unit; forestry; hunting; riding stables; research facilities; non-commercial
40 kennels; telecommunication towers; outdoor shooting ranges; and aquaculture.

41
42 *Alley:* A right-of-way providing a secondary means of access and service to abutting property. For
43 purposes of determining setbacks or required yards, the lot line along an alley is never a front lot line.

44
45 *Building height:* The vertical distance measured from the greater of: (1) the FEMA first habitable floor
46 elevation requirement, (2) 18 inches above the elevation of the average crown of the adjacent roads; or
47 (3) the average natural grade (the natural contours of a land area generally unaltered by human
48 intervention) to the highest point of a flat roof, the deck line of a mansard roof, or the mean height
49 between the eaves and ridge of a gable, hip or gambrel roof.

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1 *Civic, government, and institutional uses:* Structures developed for and/or used by established
2 organizations or foundations dedicated to public service or cultural activities including, but not limited to,
3 the arts, education, government and religion.

4
5 *District:* shall mean the Babcock Overlay Zoning District.

6
7 *Eco-Tourism:* The practice of touring natural habitats and support facilities thereof in a manner meant to
8 minimize ecological impact. Eco-tourism is considered a commercial enterprise located in an agricultural
9 or preservation area intended to attract tourists and provide supplemental income for the property owner.
10 Eco-tourism uses include, but are not limited to: transient guest lodging, hunting, nature trails, canoeing,
11 fishing, wildlife observation, and birding.

12
13 *Encroachments:* Physical structures that reach into or above a required yard or a right-of-way or roadway
14 easement. Encroachments are not allowed unless identified as permissible.

15
16 *Guest unit, accessory:* An accessory dwelling which is attached to or detached from a principal dwelling
17 located on the same residential parcel and which serves as an ancillary use providing living quarters and
18 which may contain kitchen facilities. Accessory guest units are not considered dwelling units for purposes
19 of density.

20
21 *Pathway:* A defined corridor within the District's overall transportation network designed to accommodate
22 pedestrians and other alternative modes of transportation.

23
24 *Parking lot:* An outdoor area or space, paved or unpaved, designed and constructed for the purpose of
25 motor vehicle parking or storage. A driveway that does not contain or provide access to delineated
26 parking spaces is not a parking lot.

27
28 *Pattern book:* A set of development parameters and design standards applicable within a defined site,
29 area or subdistrict to establish some or all of the governing design parameters and standards, which may
30 constitute waivers of submittal requirements and deviations, including but not limited to: setbacks,
31 building heights, building orientation, parking, loading, landscaping, lighting, signage, density, intensity, lot
32 sizes, coverages, and standards for roadway design and rights-of-way.

33
34 *Setback:* The minimum distance between a right-of-way line, property line, bulkhead line, shoreline,
35 seawall, ordinary high water line (OHWL), access easement line or other defined location whichever is
36 the most restrictive, and the beginning point of the buildable area. Setbacks may be measured from the
37 legal boundary of a lot and are inclusive of easements with the exception of easements that comprise a
38 road right-of-way. For purposes of determining setbacks, the lot line along an alley is never a front lot
39 line.

40
41 *Transient guest lodging:* A building or group of buildings operated for commercial purposes, and therefore
42 not considered residential units for purposes of density, in which sleeping accommodations and sanitary
43 facilities are offered to guests and intended for use on a daily or weekly basis, irrespective of the form of
44 ownership, and which may include kitchens in each unit.

45
46 **(c) Subdistricts within the Babcock Overlay Zoning District**

47
48 (A) *Mixed Use Residential Commercial (MURC).* The MURC Subdistrict shall be the most diverse
49 subdistrict, with a full range of uses to support a live, work, shop, play environment. The MURC
50 Subdistrict may include residential, commercial, recreational, civic, industrial, and mixed uses. The
51 MURC is to be developed according to a Town Center, Village and Hamlet framework that is further

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defined by Pattern Book. Buildings may be single or multi-use. Parking shall be provided on-street, off-street, and within parking structures.

1. *Permitted Principal Uses and Structures.* Permitted principal uses within the MURC Subdistrict include any and all uses not listed as prohibited uses in (d)(C), including, but not limited to: commercial businesses and services, retail, office, civic, education (elementary, middle, high schools, colleges and universities), institutional, light industrial and manufacturing, mining, earthmoving, nurseries, essential services, single family and multifamily residential, assisted living facilities, continuing care retirement communities, transient guest lodging including hotel, motel and bed and breakfast, home occupations per (d)(K), parks, recreation, manufacturing, distribution, wholesale, warehouse, processing and packaging, laboratories and clinics, research, design and product development. Mixed use buildings and single use buildings are permitted. Any use not listed may be deemed permitted by the Zoning Official by a finding that the use is reasonable according to the intent of the subdistrict; similar to another permitted use in the subdistrict; and not specifically prohibited in the subdistrict.

2. *Permitted Accessory Uses and Structures.* Permitted accessory uses and structures include all uses that support or relate to principal uses, including accessory guest units that are attached or detached in conjunction with single family residential dwellings, except as otherwise prohibited herein.

3. *MURC Development Standards.*

Table 1. MURC Development Standards						
Land Use	Min. Lot Area (sq. ft.)	Min. Setbacks (ft.)(1)			Max. Height (ft.)	Min. Off-street Parking Spaces (per DU for residential or per 300 s.f. for non-residential) (10)
		Front	Side	Rear		
TOWN CENTER						
RESIDENTIAL						
Single-family, Detached	3,000	10 (5)	5 (2)	4	45	1
Single-family, Attached or Two-Family	1,000	10 (5)	0 (3)	4	60	1
Multi-family	1,000	10 (5)	10	4	100	1-1.5 (9)
MIXED-USE/ AMENITY/SCHOOL(4) (11)						
Single-family, Attached or Two-Family	1,000	10 (5)	0 (3)	4	60	1
Multi-family	1,000	10 (5)	5 (2)	4 (12)	100	1-1.5 (9)
Mixed Use	1,000	10 (5) (7)	5 (2)	4 (12)	140	1 (9)
Non-residential	1,000	10 (5) (7)	0 (3)	4 (12)	140	1
VILLAGES						
RESIDENTIAL						
Single-family, Detached (Small Lots)	3,000	10 (5)	5 (2)	4	45	1
Single-family, Detached (Large Lots)	4,000	10 (5)	5 (2)	4	45	1
Single-family, Attached or Two-Family	1,000	10 (5)	0 (3)	4	60	1
Multi-family	1,000	10 (5)	10	4	100	1-1.5 (9)
VILLAGE CENTER (11)						
Single-family, Detached (Small Lots)	3,000	10 (5)	5 (2)	4	45	1
Single-family, Detached (Large Lots)	4,000	10 (5)	5 (2)	4	45	1
Single-family, Attached or Two-Family	1,000	10 (5)	0 (3)	4	60	1
Multi-family	1,000	10 (5)	5 (2)	4(12)	100	1-1.5 (9)

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Table 1. MURC Development Standards						
Land Use	Min. Lot Area (sq. ft.)	Min. Setbacks (ft.)(1)			Max. Height (ft.)	Min. Off-street Parking Spaces (per DU for residential or per 300 s.f. for non-residential) (10)
		Front	Side	Rear		
Mixed Use	1,000	10 (5) (7)	5 (2)	4 (12)	140	1 (9)
Non-residential	1,000	10 (5) (7)	0 (3)	4 (12)	140	1
HAMLETS						
RESIDENTIAL						
Single-family, Detached (Small Lots)	3,000	20 (6)	7.5	20 (6)	45	1
Single-family, Detached (Large Lots)	4,000	20 (6)	10	20 (6)	45	1
Single-family, Attached or Two-Family	1,000	20 (6)	0 (3)	20 (6)	60	1
Multi-family	1,000	20 (6)	10	20 (6)	60	1-1.5 (9)
NEIGHBORHOOD CENTER (8)						
Non-residential	No less than the min. lot area of the smallest abutting lots	Equal to the smallest of the adjacent lots	10	20	45	1
Mixed Use	No less than the min. lot area of the smallest abutting lots	Equal to the smallest of the adjacent lots	10	20	38	1 (9)

- 1 Notes:
- 2 (1) Unless otherwise noted, setbacks apply to principal and accessory structures. Structures will comply with sight
- 3 distance requirements. Building separation shall be at least 10 ft., subject to access requirements for emergency
- 4 services and fire code.
- 5 (2) May be reduced as long as sum of side setbacks is 10 ft. minimum.
- 6 (3) Setback applies to interior lots. If not connected to an adjoining structure, side setback is 5' which may be
- 7 reduced as long as sum of side setbacks is 10 ft. minimum.
- 8 (4) Schools are exempt from this setback table, school development is according Charlotte County School District
- 9 policy.
- 10 (5) Encroachments into front yards are allowed for porches, stoops, awnings, colonnades, or other elements that
- 11 serve as transition from the public to the private realm.
- 12 (6) It must be demonstrated that driveways can accommodate space for parking for at least two vehicles on the
- 13 driveway without overhanging onto the adjoining sidewalk, or onto vehicle travelway where no sidewalk exists. If
- 14 on-street parking spaces are available in the right-of-way within 300 ft., on-street parking may substitute for
- 15 driveway parking.
- 16 (7) Building entrances are required on the primary street.
- 17 (8) Maximum area per use is 3,000 sq. ft. Total neighborhood goods and services permitted in one location is 15,000
- 18 sq. ft.
- 19 (9) Multi-family buildings with 2 or less bedrooms per unit shall require 1 space per unit. Multi-family buildings with 3
- 20 or more bedrooms per unit shall require 1.5 spaces per unit.
- 21 (10) The amount of required parking may be determined through a parking analysis submitted with a site plan
- 22 application.
- 23 (11) At the Town Center entries, the shopping and entertainment areas shall be set back a minimum of 100 ft. from the
- 24 ultimate road right of way of SR 31. For the remainder of the Town Center, the shopping and entertainment areas
- 25 shall be set back a minimum of 250 ft. from the ultimate road right of way of SR 31. The shopping and
- 26 entertainment areas of the Villages and Hamlets shall be located in the interior portion of those areas. (Ref. Sierra
- 27 Club Settlement Agreement Sec. B.8.)
- 28 (12) Encroachments are allowed for structures such as boardwalks, docks, and accessory structures providing views
- 29 and access to water, subject to approval from agencies with jurisdiction.
- 30

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1 a. *Encroachments*: The following standards pertain to yard and right-of-way encroachments:
2

3 i. *Yard encroachments*. Every part of every required yard shall be open and unobstructed by the
4 principal structure from 30 inches above the ground, as measured from the average elevation
5 of the crown of road along the property frontage. Permissible encroachments into required
6 yards are limited to the following: pool equipment, generators, air conditioning equipment,
7 cornices, overhangs, decorative awnings, gutters, eaves, chimneys, bay windows, balconies,
8 means of egress, and any other structure deemed similar in nature by the Zoning Official.
9 Accessory structures including, but not limited to, refuse containers, loading docks, flagpoles,
10 play equipment, fences, walls, wires, lights, mailboxes, open air arbors, open air trellises, open
11 air pergolas, open air chickees and outdoor furniture are not considered encroachments and
12 are therefore allowed. Structures less than 30 inches in height, including but not limited to
13 pools, bermed earth, plant materials, driveways and pathways, are not considered
14 encroachments in required yards and are therefore allowed.

15
16 ii. *Right-of-way or roadway easement encroachments*. Allowable encroachments into rights-of-
17 way or roadway easements are limited to the following: awnings, arcades, colonnades,
18 pedestrian bridges, balconies, planters, outdoor dining, and any other structure deemed similar
19 in nature by the Zoning Official. A minimum 6-foot clear pedestrian way shall be maintained and
20 not obstructed by any encroachment. Encroachments shall maintain a clear distance of 9 feet
21 above the sidewalk and 15 feet above the street measured from the elevation of the crown of
22 the street if the encroachment passes over vehicle travel lanes.

23
24 b. *Density*. Maximum net density for residential is 24 units per acre in Town Center and 16 units per
25 acre in Villages and Hamlets. Accessory guest units, attached or detached, in conjunction with
26 single family residential dwellings are not considered toward density calculations.

27
28 c. *Parking*: A parking needs analysis may be approved by the Zoning Official to determine the
29 appropriate number and location of parking spaces for any use based on characteristics of the
30 use, hours of operation, sound planning principles, shared parking agreements or trip
31 management techniques to be implemented. In the absence of a parking needs analysis, the
32 following number of parking spaces shall be provided on-site, unless otherwise provided:
33

34 i. *Single family detached, zero lot line, two-family and single family attached*: Minimum of one
35 on-site parking space inclusive of driveways and garage space. One additional parking space
36 is required for an accessory guest unit, which may be on-site or dedicated on-street parking
37 within 300 feet of the unit it serves.

38
39 ii. *Multifamily*: A minimum of one on-site parking space is required for units with two or fewer
40 bedrooms. A minimum of 1.5 on-site parking spaces is required for units with three or more
41 bedrooms. Additional parking may be provided on-site or as dedicated on-street parking
42 within 300 feet of the unit it serves.

43
44 iii. *Non-residential*: Non-residential uses shall provide a minimum of one on-site parking space
45 per 300 square feet of gross floor area.

46
47 iv. *Mixed use*: Mixed use buildings shall provide the total number of parking spaces required for
48 the residential and non-residential occupancies.

49
50 d. *Minimum landscape requirements*:

51
52 i. *General tree planting requirements* shall be:

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- 1
2 (a) For every lot, a minimum of one tree shall be planted in the front yard or in the right-of-way
3 in front of the lot; or
4
5 (b) Street trees planted in or adjacent to the right of way with a minimum spacing of one tree
6 every 60 feet on average.
7
8 ii. The following perimeter landscaping requirements apply to development requiring site plan
9 review:
10
11 (a) A minimum of one shrub per 10 linear feet of front property line shall be planted in a
12 hedge row or otherwise clustered within the front yard.
13
14 (b) For landscape buffer areas that serve as transition between intense uses and residential
15 uses per (c)(A)3.e.ii, a minimum of one shrub per ten linear feet of property line shall be
16 planted in a hedge row or otherwise clustered in the transitional landscape buffer area.
17
18 (c) Substitution of trees for shrubs is permitted at a rate of 1 tree per three shrubs.
19
20 (d) The location of required plantings may be any of the following: in-ground planting areas,
21 raised planters, or planter boxes.
22
23 (e) In addition to the preceding provisions (a) through (d), wherever a parking lot abuts public
24 rights-of-way along a front property line, a hedge, or durable non-vegetative barrier, or
25 combination thereof, at least three feet in height, shall be placed along the entire length of
26 the front property line, except within sight triangles. Wherever non-vegetative barriers are
27 employed, one shrub or vine shall be planted for every eight linear feet, distributed evenly
28 or in clusters.
29
30 iii. Parking area requirements: For parking constructed of impervious material, planter islands
31 shall be constructed to interrupt rows of parking. The maximum number of parking spaces
32 between planter islands is 15 spaces. Minimum dimension for a planter island is nine feet.
33 Each planter island must contain at least one tree maintained with a minimum six feet of clear
34 trunk measured from the ground up. Planter islands are not required for parking constructed
35 of pervious material.
36
37 e. *Standards specific to Mixed Use and Non-residential uses:*
38
39 i. Loading docks and refuse containers and facilities shall generally be placed to the rear or side
40 yard of the building. Refuse containers shall be hidden by an opaque wall or fencing of
41 sufficient height to screen the bin and any appurtenances, but not less than five feet in height.
42 Walls shall be constructed of a material compatible with the principal structure it is serving.
43 Trash containers serving nonresidential uses shall be screened from view from abutting
44 residential property, but refuse area enclosures are not required to be gated or otherwise
45 closed off.
46
47 ii. *Transition of Intensity.* Transition between intense uses (including industrial, manufacturing,
48 distribution, repair shops, car washes, wholesale, warehouse, processing and packaging,
49 mining, laboratories and clinics, research, design and product development, and gas stations)
50 and residential uses should be addressed through building orientation, site design, landscape
51 buffering or the placement of less intense uses to provide transition, such as commercial, office,
52 civic, institutional, governmental or recreation.

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(B) *North Babcock Subdistrict.* The North Babcock Subdistrict is envisioned to be an educational and recreational center with uses that represent a long-term preservation and development plan. The subdistrict is intended to provide opportunities for the public to explore and enjoy ecosystems and natural resources.

1. *Permitted Principal Uses and Structures.* Permitted uses within the North Babcock Subdistrict include: Caretakers and operating staff quarters; Eco-tourism lodge; Sports lodge; Hunting club; Transient guest lodging; Environmental education and research center (excluding bio-genetic research on animals and/or plants); Riding stables; Equestrian facility and accessory uses; Recreational Vehicle (RV) Park; Youth camp; Open storage for vehicles, recreational vehicles (RVs), boats, trailers, recreational equipment, and similar items; Civic; Institutional; Schools; Churches; Agricultural; Conservation Areas and associated boardwalks, observation decks, restroom facilities, and paved or unpaved trails including trails to accommodate multi-modal transit, such as golf carts or other electric vehicles; Land management activities including but not limited to, hunting, ecological burning, ecosystem restoration, hydrologic restoration, transportation and utility crossings, stormwater management, habitat restoration, earthmoving and other similar uses; Alternative Energy Use: alternative energy and ancillary facilities including, but not limited to support offices; Maintenance facilities to support the uses found in this section; Community infrastructure uses and facilities, including utilities and fill storage, stock piling, and clearing; Parks; Cell towers; Temporary uses customarily associated with development such as sales centers and modular buildings; Commercial uses which are customarily associated with the uses permitted within the subdistrict. Any use not listed that is deemed by the Zoning Official to be reasonable according to the intent of the subdistrict; similar to another permitted use in the subdistrict; and not specifically prohibited in the subdistrict per (d)(C).

2. *Permitted Accessory Uses and Structures.* Permitted accessory uses and structures include all uses customarily incidental to principal uses and structures.

3. *North Babcock Development Standards*

Table 2. North Babcock Development Standards					
NORTH BABCOCK					
Land Use	Min. Lot Area (sq. ft.)	Min. Setbacks (ft.) for Principal and Accessory Structures			Max. Ht. (ft.)
Non-residential	10,000	25	10	25	60

a. *Yard Encroachments:* Every part of every required yard shall be open and unobstructed by the principal structure from 30 inches above the ground, as measured from the average elevation of the crown of road along the property frontage, except for the following encroachments permitted to extend into the required setback a maximum distance of 50% of the required setback: pool equipment, generators, air conditioning equipment, cornices, overhangs, decorative awnings, gutters, eaves, chimneys, bay windows, balconies, means of egress, and any other structure deemed similar in nature by the Zoning Official. Accessory structures including, but not limited to, loading docks, refuse containers, flagpoles, play equipment, fences, walls, wires, lights, mailboxes, open air arbors, open air trellises, open air pergolas, open air chickees and outdoor furniture are not considered encroachments and are therefore allowed. Structures less than 30 inches in height, including but not limited to pools, bermed earth, plant materials, driveways and pathways, are not considered encroachments in required yards and are therefore allowed.

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1 b. *Parking and Loading*: The following parking and loading standards apply in the North Babcock
2 Subdistrict:

3
4 i. *Number of Off Street Parking*. A parking needs analysis may be approved by the Zoning
5 Official to determine the appropriate number of parking spaces for any use based on
6 characteristics of the use, hours of operation, sound planning principles, or trip management
7 techniques to be implemented. In the absence of a parking needs analysis, a minimum of
8 one off-street parking space inclusive of garage space shall be provided per:

- 9 (a.) lodge unit
10 (b.) caretaker quarters unit
11 (c.) riding stable
12 (d.) every 10 recreational vehicle (RV) spaces
13 (e.) every six campsites
14 (f.) 400 square feet of assembly use
15 (g.) 1,000 square feet of equestrian facility.

16
17 ii. *Parking Surface Material*. Gravel, shell, and other permeable surface materials are
18 encouraged for the North Babcock Area. Paving is permitted in areas that otherwise, without
19 paving, would create a detrimental health, safety, or welfare impact.

20
21 iii. *Loading docks and refuse containers*. Loading docks and refuse containers and facilities
22 shall generally be placed to the rear or side yard of the building. Refuse containers shall be
23 hidden by an opaque wall or fencing of sufficient height to screen the bin and any
24 appurtenances, but not less than five feet in height. Walls shall be constructed of a material
25 compatible with the principal structure it is serving, but refuse area enclosures are not
26 required to be gated or otherwise closed off.

27
28 c. *Landscaping*: For parking lots constructed of impervious material, planter islands shall be
29 constructed to interrupt rows of parking. The maximum number of parking spaces between
30 planter islands is 15 spaces. Minimum dimension for a planter island is nine feet. Each planter
31 island must contain at least one tree maintained with a minimum six feet of clear trunk
32 measured from the ground up. Planter islands are not required for parking constructed of
33 pervious material. No other landscaping or tree points are required for development within the
34 North Babcock Subdistrict, as the area is surrounded by Greenways which contain preserved
35 natural areas.

36
37 (C) *Greenway Subdistrict*. The Greenway Subdistrict consists of all lands within the overall boundary of
38 this District that are not otherwise within the limits of any other subdistrict identified herein.
39 Greenways may be environmentally sensitive lands, natural resource areas, or trails. The Babcock
40 Overlay Zoning District - Subdistrict Map conceptually depicts four greenway categories (Active,
41 Passive, Observation and Corridor) based on functional level of public use and natural resource
42 protection.

43
44 1. *Permitted Principal Uses and Structures*. Permitted uses within all greenways include essential
45 services, hunting, passive recreation, ecological burning, ecosystem restoration and hydrologic
46 restoration. Permitted activities in each greenway category are described further below:

47
48 a. Active greenways provide passive and active recreational opportunities. Permitted uses include
49 neighborhood parks, picnic areas and playgrounds, camping, equestrian use, boardwalks and
50 observation decks, paved trails to accommodate multi-modal transit, such as golf carts or other
51 electric vehicles, active parks with ball fields (including restrooms and concession facilities), golf
52 courses, education facilities and similar uses. Other permitted activities include nurseries,

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1 transportation and utility crossings, stormwater management, habitat restoration, earthmoving,
2 renewable energy systems and facilities, such as, but not limited to, a solar photovoltaic (PV)
3 electrical generation facility or wind generation turbines, and other similar uses. All uses shall
4 be designed to minimize impacts to native vegetation, flowways and wetlands as permitted by
5 the appropriate state or federal review agency having jurisdiction, if any.

6
7 b. Passive greenways provide passive recreational opportunities. Permitted uses include
8 neighborhood parks, picnic areas and playgrounds, primitive camping, equestrian use, hiking
9 trails, boardwalks and observation decks, paved trails and similar uses. Other allowable uses
10 may include transportation and utility crossings, stormwater management, habitat restoration,
11 earthmoving and other similar uses. All uses shall be designed to minimize impacts to native
12 vegetation, flowways and wetlands as permitted by the appropriate state or federal review
13 agency having jurisdiction, if any.

14
15 c. The Corridor greenway is a wildlife corridor between Telegraph Swamp and the Curry Lake area
16 intended to promote the movement of wildlife, and to be protected in perpetuity by an
17 appropriate conservation easement. Permitted uses are limited to passive recreation, hiking
18 trails, boardwalks, observation decks, land management, habitat restoration, earthmoving and
19 similar uses.

20
21 d. Observation greenways consist primarily of native vegetative communities and are largely un-
22 impacted by agricultural activities. Permitted uses are limited to conservation, hiking trails,
23 boardwalks and observation decks, and pathways. Other allowable uses may include
24 transportation and utility crossings, earthmoving and habitat restoration. All uses shall be
25 designed to minimize impacts to native vegetation, flowways and wetlands as permitted by the
26 appropriate state or federal review agency having jurisdiction, if any.

27
28 2. *Minimum Landscape requirements:* No landscaping or tree points are required for projects within
29 the Greenways, as overall the Greenways contain thousands of acres of preserved trees and
30 natural plants.

31
32 **(d) Provisions and Uses Common to the District**

33
34 (A) *Intent.* The provisions of this subsection shall apply to the Babcock Overlay Zoning District. Uses and
35 standards included in this subsection apply throughout all areas of the District.

36
37 (B) *Principal Uses and Structures:* Certain uses and structures are permitted by right throughout the
38 District.

39
40 1. Maintenance facilities, community services, including required infrastructure and public facilities,
41 nurseries, co-op farmland, civic uses, education, research and eco-tourism facilities, agriculture,
42 mining, earthmoving, parks, cell towers, ropes courses, tree houses, utilities, and temporary uses
43 customarily associated with development such as sales centers, models, temporary housing for
44 construction workers are permitted throughout the District.

45
46 2. Babcock Ranch Community Master Development of Regional Impact Development Order is
47 approved for land encompassing the District. State and federal permits are issued for a series of
48 lakes to be constructed within the District. Charlotte County shall issue permits and or permit
49 extensions for those lakes permitted by the state or federal agencies without regard to the
50 limitations contained within the Charlotte County Earthmoving Code, provided that the fill from
51 those lakes currently permitted under EarthSource Mine Permit #07-EX-16, or an extension or

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1 modification thereof, may be removed from the District, but those lakes not yet under a County
2 earthmoving permit shall retain the fill material within the District.

3
4 (C) *Prohibited Uses:* Explosives manufacturing, animal slaughterhouses, and sexually oriented
5 businesses.

6
7 (D) *Fill Storage, Stockpiling, and Clearing.*

8
9 1. *Fill Storage:* Fill storage is generally permitted as a principal use throughout the District. Fill
10 material may be transported to and stockpiled upon areas that have been disturbed or farmed or
11 are shown as development areas on an approved site plan or final plat. Following approval of a
12 site plan, or final plat, development areas including building pads, shall be allowed to be cleared
13 prior to the issuance of the building permits. A re-vegetation bond shall not be required for
14 clearing of development areas included in an approved site plan or final plat.

15
16 2. *Stockpile:* Stockpile areas shall be designated as one of the following:

17
18 a. *Long-term stockpile area* defined as a stockpile area to be left in place for a period greater
19 than six months. Such long-term stockpile areas shall be sodded or hydroseeded and erosion
20 control devices installed when such stockpile is not actively in use.

21
22 b. *Temporary stockpile area* defined as a stockpile area to be left in place for a period of six
23 months or less. Contractor shall employ methods in accordance with Sec. 3-5-95 of the
24 County Code or best management practices to prevent erosion of stockpiles.

25
26 c. *Fencing* (plastic barricading, silt fence or other similar visible barriers) shall be provided in
27 accordance with applicable state and federal permitting.

28
29 (E) *Setbacks to Water.* For any manmade or natural lake, pond, and stormwater facility within the District,
30 standard setbacks are zero (0) feet; buildings and structures may extend over water.

31
32 (F) *Bulkhead/Retaining Walls.* Bulkhead/retaining walls are allowed as permitted in the Environmental
33 Resources Permit (ERP) process.

34
35 (G) *Fences and walls.* Fences and walls shall be permitted throughout the District. All fences and walls,
36 including refuse or trash container enclosures, are not considered accessory structures and shall be
37 permitted throughout the District. Fences and walls shall be located and constructed in accordance
38 with Sec. 3-9-72 of the County Code except as may be otherwise provided in this Babcock Zoning
39 Code or as approved through a Pattern Book. Fences and walls shall not exceed 12 feet in height,
40 measured relative to the greater of the crown of the adjacent roadway or the adjacent minimum
41 finished floor, as applicable. Fencing and wall materials may be made of wood, vinyl, iron, or masonry
42 products.

43
44 (H) *Landscaping.* Due to the unique circumstances of the property and the excess of Preservation Tree
45 Points, all development within the District is exempt from the County tree removal permit process and
46 is subject only to the Landscape Requirements of the Babcock Zoning Code provided herein.

47
48 (I) *Roadway Sections, Access Standards and Block Length.*

49
50 1. Design of roadways, paths, rights-of-way, or roadway easements shall be according to Florida
51 Greenbook Standards, with deviations and modifications permitted by approval by the County
52 Engineer or approval of a Pattern Book.

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2 3. The minimum number of access points for vehicular ingress and egress serving a subdivision is
3 one.
4
5 4. Sidewalks are required on at least one side of roadways within the Town Center.
6
7 5. There are no minimum or maximum block lengths.
8
9 (J) *Signs.* All signs shall conform to the following general sign provisions applicable throughout the
10 District:
11
12 1. For signs proposed within a County or State dedicated right-of-way, a right-of-way permit is
13 required.
14
15 2. Signs are not subject to setbacks, as long as the signs are located so as not to cause sight line
16 obstructions.
17
18 3. Sign area shall be calculated as the area within the smallest regular geometric shape or
19 combination of shapes that incorporates the advertised use. Only one side of a multi-sided sign
20 shall be calculated as "sign area."
21
22 4. Sign illumination shall not exceed ten candlepower per square foot, as measured ten feet from
23 the sign. Lights must be shielded from direct view.
24
25 5. Primary non-residential sign standards. Primary signs include any permanent freestanding or
26 building sign. Primary signs shall not exceed 20 feet in height above the crown of the adjoining
27 roadway. Primary signs may have either digital or mechanical changeable copy, provided the
28 message is not animated and that the message remains static for at least fifteen seconds
29 between cycles. The following primary signs are permitted to be arranged within a cumulative
30 maximum sign area allowance per unit equal to three times the unit's linear feet of right-of-way or
31 building frontage, whichever is greater, not to exceed 750 square feet of signage:
32
33 a. Non-residential freestanding signs: Each commercial unit is allowed one sign per roadway
34 frontage, with a sign area not to exceed 150 square feet. For multitenant commercial
35 properties, each individual storefront unit qualifies as a commercial unit, provided that a
36 multitenant parcel shall not be entitled to more than one freestanding primary sign per right-
37 of-way. For properties with multiple right-of-way frontages, signs must be located to provide
38 a minimum separation of 100 feet.
39
40 b. Non-residential building signs: Each commercial unit is allowed unlimited building signage so
41 long as the cumulative maximum sign area allowance is not exceeded, with no individual
42 building sign area to exceed 300 square feet.
43
44 6. Secondary non-residential sign standards. In addition to primary signs, the following secondary
45 signs are allowed for each commercial unit:
46
47 a. Wall placard – A placard sign affixed directly to an exterior wall or fence with maximum sign
48 area of 24 square feet.
49
50 b. Projecting – A sign which projects from and is supported by a wall of a building with the
51 display of the sign perpendicular to the building wall, with a maximum sign area of 20 square
52 feet.

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- c. Hanging – A sign attached to and located below any eave, canopy or awning, with a maximum sign area of 12 square feet.
 - d. Awning – A sign or graphic attached to or printed on an awning or umbrella, with a maximum sign area of 20% of the awning or umbrella area.
 - e. Directional, Wayfinding or Educational Signage – A sign that is secured to a base which is built directly upon the ground or mounted on railings or observation decks, with a maximum sign area of 20 square feet, exclusive of the base.
 - f. Sandwich Boards – a portable sign comprised of two sign panels hinged together at the top, with maximum sign area of 12 square feet (two faces at 12 square feet each).
7. Primary residential sign standards.
- a. Boundary Marker: One boundary marker or monument may be located at each corner of neighborhoods or subdivisions to include the name of the neighborhood or subdivision, and the insignia or logo, provided that the sign area, comprising name, insignia and logo, may not exceed 120 square feet and may not exceed the height or length of the monument or structure upon which it is located.
 - b. Entrance Signs: A maximum of three ground or wall-mounted entrance signs may be located at a neighborhood or subdivision entrance. Such signs may be used to identify the location of neighborhoods, districts, recreation areas, etc. Sign area shall not exceed 200 square feet, and the sign shall not exceed the height or length of the wall or monument upon which it is located.
8. Other signs. In addition to the signs listed above, the following other signs are allowed throughout the District:
- a. Temporary Signs: Temporary signs are permitted, including project identification, boundary marker, real estate, sales center identification, and directional signs. Each sign may not exceed 160 square feet in area, and may not exceed 20 feet in height. Temporary signs may remain in place simultaneously with primary signage until the Babcock Charlotte community reaches 99 percent build-out.
 - b. Special Event Signs: Special event signs, with sign area not to exceed 32 square feet, may be displayed to announce or advertise such activities as open houses, grand openings, community fairs or programs or charitable, or educational events.
 - c. Construction Entrance Signs: Two construction entrance signs may be located at appropriate distances ahead of each construction entrance. Each sign area shall not exceed 20 square feet.
 - d. Traffic Signs: Traffic signs such as street signs, stop signs, and speed limit signs may be designed to reflect a common architectural theme. Traffic signs shall meet all FDOT safety standards.
 - e. Community gateways shall be considered where the District interfaces with the external community along State Road 31. Community gateway signage shall be approved as part of a Pattern Book.

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(K) *Home Occupations.* Home occupations shall be allowed in conjunction with any residential use subject to the standards provided herein.

1. Home occupations shall be subordinate and incidental to the primary residential use.
2. Home occupations shall be conducted by the residents of the principal dwelling unit and not more than one nonresident employee.
3. Home occupations shall be conducted entirely within a dwelling unit or accessory structure.
4. No home occupation shall utilize any process or equipment with a potential for creating a life/safety hazard, as may be determined by the Zoning Official or Fire Marshall.
5. The floor area of the home occupation within the principal building shall be limited to 25 percent of the total residential floor area.
6. No merchandise shall be stored on the premises, except such merchandise that can be produced on the premises. Other merchandise may be kept on the premises temporarily prior to distribution to the consumer. No merchandise, goods, supplies, equipment, or materials shall be displayed or stored outdoors.
7. No alterations to the exterior or interior of structures, temporary or permanent, that change the essential residential character of the land or structures on a lot shall be permitted, except that one non-illuminated nameplate or wall placard, not to exceed two square feet in area, may be attached to the building on or next to the entrance.
8. The creation of noise, vibration, glare, fumes, odors, or electrical interference that has an adverse impact on nearby properties is not permitted.
9. The creation of visual or audible interference with any radio, television, phone, or internet connection off the premises, or the creation of fluctuations in line voltage off the premises, is not permitted.
10. The following are not permitted as home occupations: detailing, servicing or repairing of motor vehicles; grooming, treating, boarding or propagating animals, poultry or livestock; production of pornographic material; or the medical care or treatment of persons such as medical practices or nursing facilities (however, home child daycare services, Certified Massage Therapists and licensed psychologists and psychiatrists are allowed).

(e) Special provisions for development approval within the District

- (A) An inter-departmental review team may be established to ensure orderly consideration of all applications subject to review and to streamline the review process for projects within the District.
- (B) Any application for County development permit within the District must be accompanied by documentation of approval by the Master Developer, or its successor or assign, in order for the application to be accepted by the County.
- (C) *Subdivision/Construction Plans.* Subdivision — Construction plans and plats shall follow the procedures and authorization provisions of Chapter 3-7 of the County Code, subject to exceptions enumerated herein and modifications and waivers granted through approval of a Pattern Book.

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- 1
- 2 1. Submission, review, and approval of subdivision plats for the project may be accomplished in
- 3 phases to correspond with the planned development of the property.
- 4
- 5 2. Construction plans may be submitted, reviewed, and approved concurrently with plat applications.
- 6
- 7 3. Preliminary and final plat applications may be concurrently reviewed and processed for approval.
- 8
- 9 4. Determination of the adequacy of public facilities may be stipulated at time of construction plan
- 10 approval and plat approval on the condition that connection to water and sewer service facilities is
- 11 demonstrated at time of Certificate of Occupancy.
- 12

13 (D) *Assurance of completion of improvements.* Subdivision plats may be accepted if all infrastructure is
14 not constructed, provided that security in the form of a surety or cash performance bond is posted
15 with the Board of County Commissioners and made payable to the County in an amount equal to 110
16 percent of the full cost of installing the remaining required improvements approved by the County for
17 each phase of development. In the event that the improvements are not completed per the applicable
18 Development Agreement, it is understood that: (1) the County may request and/or utilize the full
19 amount of the bond at its sole and absolute discretion, (2) because there are no Third Parties to this
20 agreement, no Third Parties can or should rely on this agreement and/or bond, including but not
21 limited to future lot owners, successor and assigns, and (3) nothing shall be construed as the County
22 voluntarily assuming the obligation to perform any act of construction or maintenance under this
23 Agreement and/or the bond. Upon County acceptance of any portion of the infrastructure, the surety
24 or cash performance bond may be adjusted and renewed at any time at 110 percent of the cost of
25 completing remaining required improvements until completion. The Board may also accept letters of
26 credit or escrow account agreements or other forms of security provided the County Attorney
27 approves the document.

28

29 (E) *Construction trailers, sales centers and model homes.* Model homes, sales centers, sales offices,
30 construction offices, and other uses and structures related to the promotion and sale of real estate
31 shall be permitted as either "wet" or "dry" facilities. A "dry" facility allows for the issuance of a building
32 permit for a structure to be used temporarily under a conditional certificate of occupancy for sales,
33 display and promotion before connections to a central water and wastewater utility are
34 available. "Dry" facilities are not to be occupied by sales staff. Connections to a central water and
35 wastewater utility are required for a "dry" facility to be converted for permanent certificate of
36 occupancy as a dwelling unit. A "wet" facility is equipped with water and wastewater and can be
37 occupied by sales staff and used for sales, display and promotion under a conditional certificate of
38 occupancy. "Wet" facilities may use septic tanks or holding tanks for waste disposal subject to the
39 Florida Administrative Code, and may use potable or irrigation wells. Connections to a central water
40 and wastewater utility are required for a "wet" model home to be converted for permanent certificate
41 of occupancy as a dwelling unit.

- 42
- 43 1. For each subdivision, the maximum allowable number of model homes is ten or ten percent of
- 44 proposed dwelling units within the subdivision, whichever is greater.
- 45
- 46 2. Both "wet" and "dry" facilities may be constructed upon building permit approval following the first
- 47 round of County review for plat approval, prior to final plat.
- 48
- 49 3. A "wet" facility may be served by a temporary utility system with ultimate connection to the central
- 50 system. Interior fire protection facilities in accordance with NFPA requirements are required
- 51 unless a permanent water system is available.
- 52

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- 1 4. A water management plan shall be provided which accommodates water run-off from the facility,
2 parking areas, access road/driveway and other impervious surfaces.
- 3
- 4 5. Site Plan approval is required for sales centers and for "wet" models to function as sales offices.
5 Site Plan approval is not required for single family "dry" models or construction trailers.
- 6
- 7 (F) *Site Plan Approval.* The site plan approval process shall follow the procedures and authorization
8 provisions of Sec. 3-9-7 of the County Code, subject to exceptions herein and modifications and
9 waivers granted through approval of a Pattern Book.
- 10
- 11 (G) *Special Exceptions.* Special exceptions shall be subject to the procedures set forth in Sec. 3-9-6.2 of
12 the County Code.
- 13
- 14 (H) *Waivers and Deviations.*
- 15
- 16 1. Waivers for relief from submittal requirements may be granted by the Zoning Official through
17 approval of a Pattern Book or upon request at time of plan or plat application submittal to reduce
18 the submittal requirements of Chapter 3-7 and Sec. 3-9-7 of the County Code. Once official
19 copies of federal, state or regional permits and development approval records in effect for the
20 District are established on file with the Department of Community Development, requirements to
21 submit copies of those permits or development approvals with plat, construction plan or site plan
22 applications shall be waived to reduce the waste associated with duplication of multiple copies of
23 documents as long as they are unchanged, because of the unique nature of the District, which
24 will develop in a succession of phases, subject to multiple and extensive agency permitting
25 documents.
- 26
- 27 2. Waivers and deviations may be granted through approval of Pattern Books as authorized in
28 subsection (a)(E), which may define development and design standards applicable within a
29 defined site, area, or subdistrict for matters including but not limited to setbacks, building heights,
30 building orientation, parking, loading, landscaping, lighting, signage, density, intensity, lot sizes,
31 coverages, standards for roadway design and rights-of-way, waiver of submittal requirements,
32 and deviations. Approval of Pattern Books shall be issued by the Zoning Official upon finding that
33 standards, waivers, and deviations are consistent with public health, safety and welfare. An
34 amendment to an approved Pattern Book may be requested at any time by the developer or
35 applicant authorized by the developer, to be approved by the Zoning Official. Approval of Pattern
36 Books and Pattern Book amendments shall not be unreasonably withheld, and if approval is not
37 granted by the Zoning Official within 30 days of submittal, the Pattern Book shall be subject to
38 review and approval by the Board of County Commissioners. If standards defined in an approved
39 Pattern Book conflict with provisions of this Babcock Zoning Code or the County Code, the
40 Pattern Book shall apply.
- 41
- 42 (I) *Summary Phasing Plan.* A Phasing Plan is established to set forth the minimum non-residential
43 square footage required for the number of dwelling units at the time of issuance of certificate of
44 occupancy of the last dwelling unit of any particular threshold. The Phasing Plan is subject to
45 adjustment through the DRI, State, Federal, or local permitting process. DRI Incremental
46 Development Orders shall establish the detailed phasing of development within the Increment. The
47 DRI Incremental Development Orders shall determine the amount of residential and non-residential
48 development allocated within the Town Center, each Village, and each Hamlet, respectively, to
49 ensure that development is orderly, maximize efficiency of infrastructure, and provide for specific
50 infrastructure improvements needed to meet prescribed levels of service. The intent is that non-
51 residential uses will be provided to serve the occupancy of dwelling units.
- 52

Land Development Regulations
 Chapter 3-9. Zoning
 Article II. Districts Regulations

Sec. 3-9-51. BOZD

Table 3. Summary Phasing Plan

Residential Dwelling Units (C/O)	Non-Residential s.f. (Cumulative)* ¹
2,500	10,000
4,000	300,000
7,000	600,000
10,000	1,000,000
12,000	1,250,000
14,000	1,550,000
16,000	2,000,000
17,870	3,000,000* ²

1 *1 – All non-residential square footage is cumulative by Certificate of Occupancy threshold.
 2 *2 – Non-residential square footage threshold is minimum.
 3

Land Development Regulations
Chapter 3-9. Zoning
Article II. Districts Regulations

Sec. 3-9-51. BOZD

1 **Sec. 3-9-51.1 Babcock Community Pattern Book**

- 2 (A) Pattern Books may be submitted to define development parameters and design standards applicable
3 within a defined site, area or subdistrict to establish some or all of the governing design parameters
4 and standards, which may constitute waivers of submittal requirements and deviations, including but
5 not limited to: setbacks, building heights, building orientation, parking, loading, landscaping, lighting,
6 signage, density, intensity, lot sizes, coverages, and standards for roadway design and rights-of-way.
7 Approval of Pattern Books shall be issued by the Zoning Official or designee (Zoning Official) upon
8 finding that standards, waivers, and deviations are consistent with public health, safety and welfare.
9 An amendment to an approved Pattern Book may be requested at any time, to be approved by the
10 Zoning Official. Approval of Pattern Books and Pattern Book amendments shall not be unreasonably
11 withheld, and if approval is not granted by the Zoning Official within 30 days of submittal, the Pattern
12 Book shall be subject to review and approval by the Board of County Commissioners. Where
13 standards defined in an approved Pattern Book conflict with provisions of the Babcock Zoning Code
14 or the County Code, the Pattern Book shall apply. Development in areas that are not subject to a
15 Pattern Book shall be governed by the standards and provisions set forth in this Babcock Zoning
16 Code. Approved Pattern Books shall be available for inspection at the Community Development
17 Department.
18
- 19 (B) The initial Pattern Book, submitted to Charlotte County in July 2014, is hereby approved by the Board
20 of County Commissioners on November 25, 2014.



FLORIDA DEPARTMENT *of* STATE

RICK SCOTT
Governor

KEN DETZNER
Secretary of State

December 1, 2014

Ms. Barbara T. Scott
Clerk of the Circuit Court
Charlotte County
18500 Murdock Circle, Room 416
Port Charlotte, Florida 33948

Attention: Ms. Michelle L. DiBerardino, Deputy Clerk Commission Minutes

Dear Ms. Scott:

Pursuant to the provisions of Section 125.66, Florida Statutes, this will acknowledge receipt of your electronic copy of Charlotte County Ordinance No. 2014-077, which was filed in this office on December 1, 2014.

Sincerely,

Ernest L. Reddick
Program Administrator

ELR/lb

SUN NEWSPAPERS

Charlotte • DeSoto • Englewood • North Port • Venice

PUBLISHER'S AFFIDAVIT OF PUBLICATION
STATE OF FLORIDA
COUNTY OF CHARLOTTE:

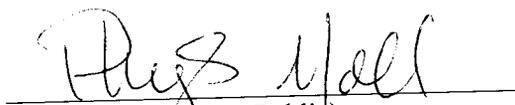
Before the undersigned authority personally appeared Casandra Cancelliere, who on oath says that she is legal clerk of the Charlotte Sun, Englewood Sun, and North Port Sun, a newspaper published at Charlotte Harbor in Charlotte County, Florida; that the attached copy of advertisement, being a Notice of Public Hearing, was published in said newspaper in the issues of:

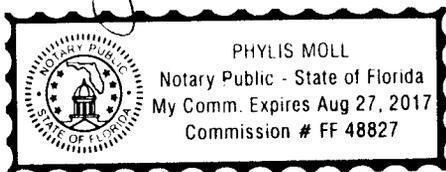
November 10, 2014

Affiant further says that the said newspaper is a newspaper published at Charlotte Harbor, in said Charlotte County, Florida, and that the said newspaper has heretofore been continuously published in said Charlotte County, Florida, Sarasota County, Florida and DeSoto County, Florida, each day and has been entered as periodicals matter at the post office in Punta Gorda, in said Charlotte County, Florida, for a period of one year next preceding the first publication of the attached copy of advertisement; and affiant further says that he or she has neither paid nor promised any person, firm or corporation any discount, rebate, commission or refund for the purpose of securing this advertisement for publication in the said newspaper.


(Signature of Affiant)

Sworn and subscribed before me this 10th day of November, 2014.


(Signature of Notary Public)



Personally known OR Produced Identification

Type of Identification Produced _____

Page 1
1102.50

[Page Two of Two]

Home Occupations

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-79, Home Occupations in its entirety, and creating a new section 3-9-74, Home Occupations; providing for purpose and intent; provide for general conditions for home occupations; provide for minor home occupations; provide for major home occupations; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Industrial General (IG) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-46, Industrial Office Park (IOP) and Section 3-9-47, Industrial Light (IL) in their entirety, and creating new Section 3-9-43, Industrial General (IG) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Industrial Intensive (II) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-48, Industrial General (IG) in its entirety and creating new Section 3-9-44, Industrial Intensive (II) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Junklike Conditions Prohibited

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-61, Abandoned Vehicles, Section 3-9-62, Watercraft Abandoned, Derelict or a Hazard to Navigation, Section 3-9-81, Junkyards and automobile Wrecking Yards and Section 3-9-82.1, Junk and Junkyard Conditions Prohibited in their entirety, and creating new Section 3-9-76, Junklike Conditions Prohibited, providing for the dumping or storage of junk; providing for a single unlicensed motor vehicle parking requirement; providing for conditions to remove junk; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Legal Nonconformities

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by revising Section 3-9-10, Nonconformities and renaming this Section to Legal Nonconformities; providing for revised development requirements for nonconforming lots of record; providing for current nonconforming use; providing for conforming uses; providing revised development requirements for nonconforming structures; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Manufactured Home Conventional (MHC) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-36, Mobile Home Subdivision (MHS) and Section 3-9-37, Mobile Home Conventional (MHC) in their entirety, and creating new Section 3-9-37, Manufactured Home Conventional (MHC) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Manufactured Home Park (MHP) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-35, Mobile Home Park (MHP) in its entirety and creating new Section 3-9-36, Manufactured Home Park (MHP) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Model Homes

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by revising Section 3-9-87, Model Residential Units and renumbering to Section 3-9-78, and renaming to Model Homes; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Office, Medical and Institutional (OMI) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-39, Office, Medical and Institutional (OMI) in its entirety and recreating Section 3-9-39, Office, Medical and Institutional (OMI) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Parks and Recreation (PKR) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-29, Marine Park (MP) in its entirety and creating new Section 3-9-29, Parks and Recreation (PKR) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Places of Worship

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by revising Section 3-9-80.1, Houses of Worship, renumbering and renaming as Section 3-9-82, Places of Worship; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Residential Estates (RE) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-31, Residential Estates (RE) in its entirety and creating new Section 3-9-32, Residential Estates (RE) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Residential Multi-Family Tourist (RMF-T) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-34, Residential Multi-Family Tourist (RMF-T) in its entirety and creating new Section 3-9-35, Residential Multi-Family Tourist (RMF-T) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Residential Multi-Family (RMF) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-33, Residential Multi-Family (RMF) in its entirety and creating new Section 3-9-34, Residential Multi-Family (RMF) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Residential Single Family (RSF) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-32, Residential Single Family (RSF) in its entirety and creating new Section 3-9-33, Residential Single Family (RSF) zoning, providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Recreational Vehicle Park (RVP) Zoning District

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-38, Recreational Vehicle Park (RVP) in its entirety and recreating Section 3-9-38, Recreational Vehicle Park (RVP) zoning; providing for intent; providing for permitted uses and structures; providing for accessory uses and structures; providing for conditional uses and structures; providing for prohibited uses and structures; providing for special exceptions; providing for development standards; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Accessory Outdoor Retail Sales, Display and Storage

Legislative

Countywide

An Ordinance amending Charlotte County Code Chapter 3-9, by creating new Section 3-9-61, Accessory Outdoor Retail Sales, Display and Storage; providing for purpose and applicability; providing for requirements for accessory outdoor retail sales, display and storage; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Section 3-9-5

An Ordinance amending Charlotte County Code Chapter 3-9, by deleting Section 3-9-68, Authority to Enter Upon Private Property, Section 3-9-72, Deed Restrictions, Section 3-9-75, Exception to Required Yards, Section 3-9-5.2, Expedited Permitting Process for Certified Affordable Housing Development, Section 3-9-76, Exclusions from Height Limitations, Section 3-9-78, Form of Ownership, Section 3-9-86, Moving of Structures and Section 3-9-93, Property Frontage in their entirety, and creating new Section 3-9-5.1, Authority to Enter Upon Private Property, Section 3-9-5.2, Deed Restrictions, Section 3-9-5.3, Exceptions to Required Yards, Section 3-9-5.4, Expedited Permitting Process for Certified Affordable Housing Development, Section 3-9-5.5, Exclusions from Height Limitations, Section 3-9-5.6, Form of Ownership, Section 3-9-5.7, Moving of Structures and Section 3-9-8, Property Frontage, and revising Section 3-9-5, Administration and Enforcement, Building Permits; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Legislative**Countywide****Section 3-9-27**

An Ordinance amending Charlotte County Code Chapter 3-9, by revising Section 3-9-27, Application of District Regulations; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Legislative**Countywide****Site Plan Review**

An Ordinance amending Charlotte County Code Chapter 3-9, by revising Section 3-9-5.1, Site Plan Review and renumbering to Section 3-9-7, Site Plan Review; providing for applicability and procedure; providing for initiation; providing for application requirements; providing for requirements of amendments and changes to land Development Regulations; providing for preliminary site plan review; providing for final site plan review; providing for conformity to plan; providing for modification of site plans; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Legislative**Countywide****Temporary Uses**

An Ordinance amending Charlotte County Code Chapter 3-9, by revising Section 3-9-95.1, Temporary Uses, and renumbering as Section 3-9-87; providing for revised application process and fees; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Land Development Regulations**Legislative****Countywide****Table of Contents**

An Ordinance amending Charlotte County Code Chapter 3-9, by reorganizing the table of contents; deleting some sections in their entirety; creating new sections; revising some sections; renumbering sections in alphabetic order in Article III, Special Regulations; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Use Table – Commercial Districts**Legislative****Countywide**

An Ordinance amending Charlotte County Code Chapter 3-9, by adding new Section 3-9-26.3, Use Table – Commercial Districts; providing for a list of permitted uses and structures under Office, Medical and Institutional (OMI), Commercial Neighborhood (CN), Commercial General (CG) and Commercial Tourist (CT) Zoning Districts; providing for a list of conditional uses and structures under OMI, CN, CG and CT Zoning Districts; providing for a list of Special Exception uses under OMI, CN, CG and CT Zoning Districts; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Use Table – Environmental and Agricultural Districts**Legislative****Countywide**

An Ordinance amending Charlotte County Code Chapter 3-9, by adding new Section 3-9-26.1, Use Table – Environmental and Agricultural Districts; providing for a list of permitted uses and structures under Environmentally Sensitive (ES), Parks and Recreations (PKR), Agriculture (AG) and Excavation and Mining (EM) Zoning Districts; providing for a list of conditional uses and structures under ES, AG and EM Zoning Districts; providing for a list of Special Exception uses under ES, AG and EM Zoning Districts; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Use Table – Industrial Districts**Legislative****Countywide**

An Ordinance amending Charlotte County Code Chapter 3-9, by adding new Section 3-9-26.4, Use Table – Industrial Districts; providing for a list of permitted uses and structures under Industrial General (IG) and Industrial Intensive (II) Zoning Districts; providing for a list of conditional uses and structures under IG and II Zoning Districts; providing for a list of Special Exception uses under IG and II Zoning Districts; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Use Table – Residential Districts**Legislative****Countywide**

An Ordinance amending Charlotte County Code Chapter 3-9, by adding new Section 3-9-26.2, Use Table – Residential Districts; providing for a list of permitted uses and structures under Residential Estate (RE), Residential Single-family (RSF), Residential Multi-family (RMF), Residential Multi-family Tourist (RMF-T), Manufactured Home Park (MHP), Manufactured Residential Estate (RE), Residential Single-family (RSF), Residential Multi-family (RMF), Residential Multi-family Tourist (RMF-T), Manufactured Home Park (MHP), Manufactured Home Conventional (MHC), and Recreational Vehicle Park (RVP) Zoning Districts; providing for a list of conditional uses and structures under RE, (RSF), RMF, MHP, MHC, and RVP Zoning Districts; providing for a list of Special Exception uses under RE, (RSF), RMF, MHP, MHC, and RVP Zoning Districts; providing for conflict with other ordinances; providing for severability; and providing for an effective date. Applicant: Charlotte County Board of County Commissioners.

Z-14-08-12**Quasi-Judicial****Commission District 1**

An Ordinance pursuant to Section 125.66, Florida Statutes, amending the Charlotte County Zoning Atlas from Residential Single-family 3.5 (RSF-3.5) to Residential Estates I (RE-1), for property located at 1374 Blanot Drive and 27347 San Carlos Drive, in the Harbor Heights area, containing 1.46+ acres; Commission District 1; Petition No. Z-14-08-12; Applicants: Kendall V. and Trace A. Baird; providing an effective date.

SHOULD ANY AGENCY OR PERSON DECIDE TO APPEAL ANY DECISION MADE BY THE BOARD WITH RESPECT TO ANY MATTER CONSIDERED AT SUCH MEETING A RECORD OF THE PROCEEDING AND FOR SUCH PURPOSE A VERBATIM RECORD OF THE PROCEEDING IS REQUIRED WHICH RECORD INCLUDES THE TESTIMONY AND EVIDENCE UPON WHICH THE APPEAL IS TO BE BASED.

Charlotte County Board of County Commissioners does not discriminate on the basis of disability. This nondiscrimination policy involves every aspect of the County's functions, including access to and participation in meetings, programs and activities. EM Sound Enhancement Units for the Hearing Impaired are available at the Front Security Desk, Building A of the Morlock Administration Complex. Anyone needing other reasonable accommodation or auxiliary aids and services please contact our Office at 941-764-4191, TDD/TTY 941-743-1274, or by email to Terri.Hendriks@charlottefl.com.



Increment 1 North Area

Increment 1 Utility Easement Area

Increment 1 South Area

Babcock Ranch Preserve State of Florida

Babcock Ranch Preserve State of Florida

Cook Brown Rd

Horseshoe Rd

Charlotte County Lee County

Town Center

Babcock Ranch Preserve Lee County

SR-31

CR 78 / North River Rd

LEGEND

DRI Land Use Summary

- Greenway / Flowway / Agriculture (± 6,920 ac)
- Conservation Easement Corridor (± 320 ac)
- Future Conservation Area / Agriculture
- Solar Array Area (± 443 ac)
- Regional / Community Park (369 ac)
- Major Park (Acreage included in Regional / Community Park - Location subject to change)
- North Babcock Area (± 276 ac) (note: Includes Eco-Tourism Lodge, Environmental Education and Research Center, Riding Stables and Equestrian Facility and Accessory Uses, a General Store, RV Park, and a 4-H Camp. All Known As Educational and Recreation Uses.)
- Higher Education / University (± 71 ac)
- Educational Service Center (± 25 ac)
- Mixed-Use/Residential/Commercial (MURC) (± 5,357 ac)
- Mining Operation (± 835 sc)
- Utility Site (± 90 ac)
- S.R. 31 300' R.O.W. (± 127 ac)
- Primary Roadway
- Conceptual Trail System
- Limited Transportation, Pedestrian, and Utility Corridor
- Town Center
- Increment Boundary
- Fire / EMS / Sheriff / Communication Tower
- Babcock Ranch Community DRI Boundary (± 13,631 ac)

FIXED AND VARIABLE DEVELOPMENT CRITERIA FOR PROPOSED DEVELOPMENT OF +/- 13,631 ACRES LOCATED ON S.R. 31 IN CHARLOTTE COUNTY, FLORIDA
BABCOCK RANCH

FIXED DEVELOPMENT CRITERIA

1. Development of the subject property shall not exceed: 17,870 dwelling units; 6,000,000 square feet of non-residential uses, including commercial/office/retail space, light industrial, government/civic space (not including schools or churches), assisted living units, hospital beds, and hotel rooms. Ancillary facilities such as education service center, library, park buildings, schools, places of worship, and university research facilities and regional and community park sites will not be attributed to other development components and will not require use of the equivalency matrix.
2. Agricultural uses shall be permitted throughout the Babcock Ranch Community.
3. There shall be a minimum of thirty-five (35%) percent Open Space provided overall.
4. Open Space/Conservation Easements shall be addressed during subsequent incremental submittals, and recorded in the Public Records following final permitting.

VARIABLE DEVELOPMENT CRITERIA

1. The following items will be refined during subsequent incremental reviews and/or final permitting:
 - a. Final acreages of all proposed uses;
 - b. Native habitat preservation, alteration, enhancement, mitigation, and conservation acreages may be modified based on stormwater lake design, other engineering requirements and final permitting;
 - c. The final location and allocation of civic facilities (i.e. internal parks, schools, emergency services buildings, etc.);
 - d. The internal road alignments and circulation;
 - e. The configuration and detail associated with the agriculture areas;
 - f. The final location, allocation, alignment and use of the conceptual trail system;
 - g. The location of vehicular access points, including existing temporary entry ways, to external public roadways; and
 - h. The limited transportation, pedestrian, and utility corridor between the northern most mixed use/residential/commercial area and North Babcock Area.
2. The existing mining operations, including areas currently planned or permitted, will be allowed to continue, consistent with mining permits for these areas. Additional mining areas may be allowed consistent with subsequent permitting. These areas will be shown on updated maps provided through the DRI monitoring process or through subsequent DRI increments.
3. The boundaries of the areas shown as "Mixed Use/Residential/Commercial" (MURC) including Town Center, are conceptual in nature, and may be modified through the subsequent incremental review process. Specific uses to support "mixed use" or "residential" or "commercial", included, but not limited to: parking, stormwater lakes, preservation areas, parks, or other space may be identified and refined during the review and/or through subsequent permitting consistent with local land development regulations.
4. Golf course/Recreation is allowed in MURC.

\\US1227-101\N\2156\active\2156123001\gdr\mrd\BabcockRanch_MasterDevelopmentPlan_20170106_v04_100702.mxd Revised: 2017-04-14 By: cammine

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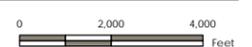


Babcock Ranch Community

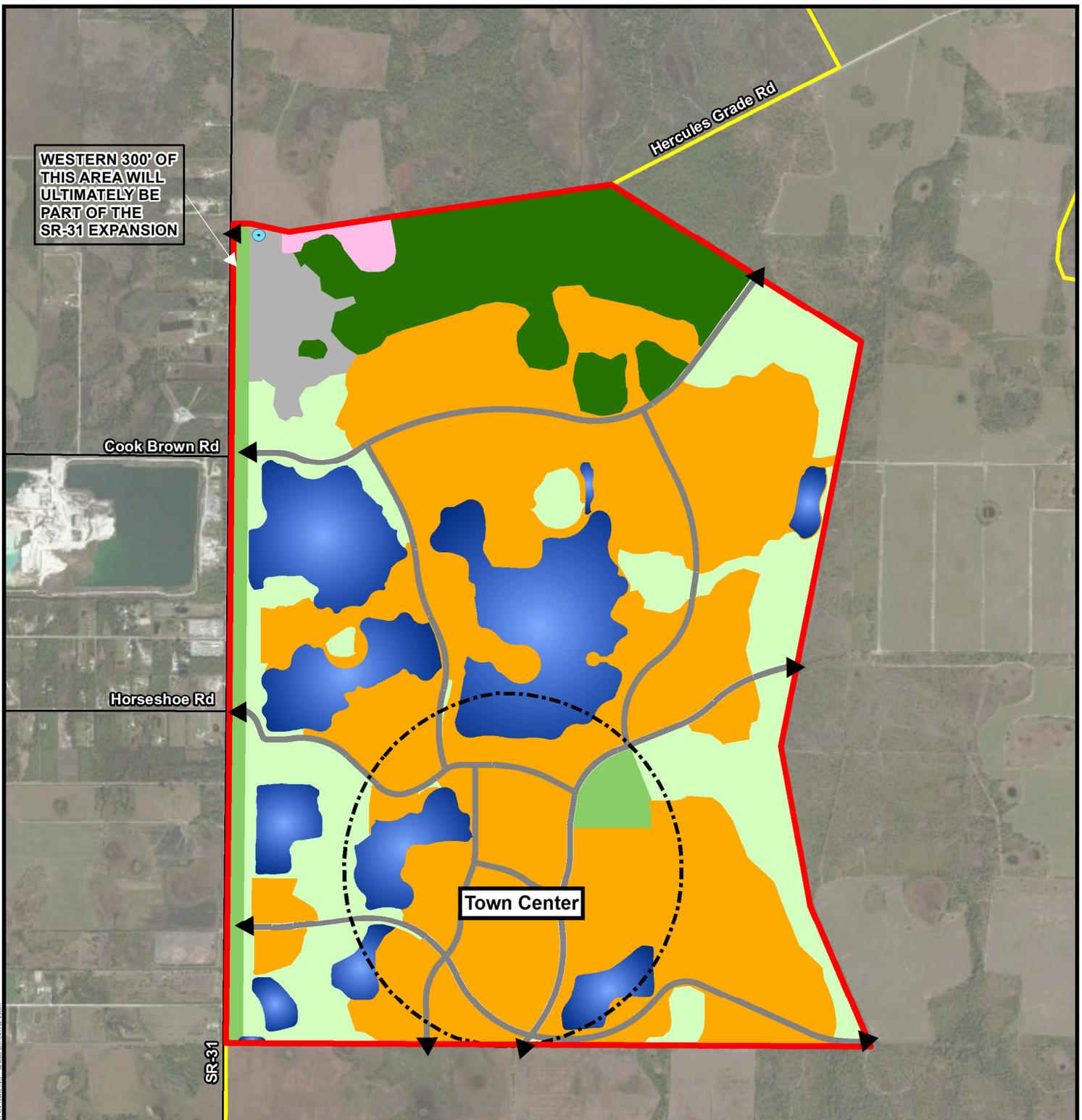
Map H - Master Development Plan

January 2017

Stantec Consulting Services Inc.
6900 Professional Parkway East
Sarasota, FL 34240
tel 941.907.6900
fax 941.907.6911



Prepared by: CAA 01/25/17



WESTERN 300' OF THIS AREA WILL ULTIMATELY BE PART OF THE SR-31 EXPANSION

Cook Brown Rd

Horseshoe Rd

Town Center

SR-31

Hercules Grade Rd

LEGEND

- Babcock Ranch Community DRI Boundary
- Increment 1 South Boundary, ±3621 ac
- Town Center
- Active Greenway, ±651 ac
- Observation Greenway, ± 369 ac
- Open Space, ± 136 ac
- Lake, ± 563 ac
- Mixed Use / Residential / Commercial, ± 1664 ac
- Educational Service Center, 25 ac
- Utility, ± 90 ac
- Internal Roadway Circulation System, ± 123 ac
- Parcel Access
- Fire / EMS / Sheriff/ Communication Tower

INCREMENT 1		TOTAL
RESIDENTIAL	D.U.	2,000
RETAIL	S.F.	50,000
OFFICE(GEN./MED.)	S.F.	125,000
ELEMENTARY SCHOOL	A.C.	20
CIVIC/GOVT/CHURCH	S.F.	30,000

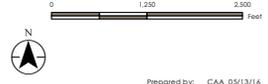
ADDITIONAL UNITS AND SQUARE FOOTAGE WILL BE ADDED TO THE INCREMENT IN THE FUTURE THROUGH AN AMENDMENT TO THIS INCREMENT.



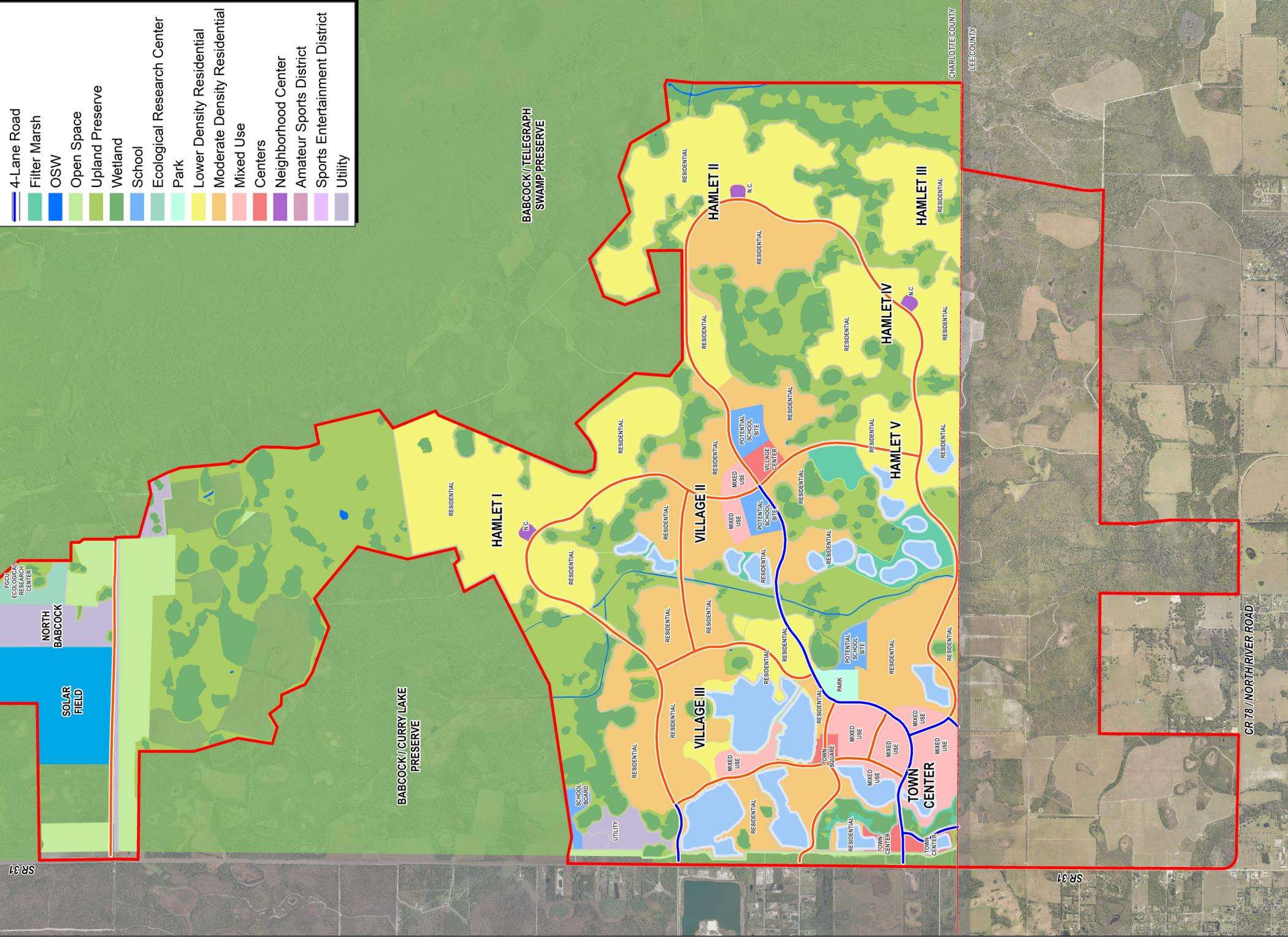
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Exhibit B-2
Babcock Ranch
 Map H-1 Increment 1 Overall Land Use Concept Map
 April 2017

Stantec Consulting Services Inc.
 6900 Professional Parkway East
 Sarasota, FL 34240
 tel 941.907.6900
 fax 941.907.6911



- 4-Lane Road
- Filter Marsh
- OSW
- Open Space
- Upland Preserve
- Wetland
- School
- Ecological Research Center
- Park
- Lower Density Residential
- Moderate Density Residential
- Mixed Use
- Centers
- Neighborhood Center
- Amateur Sports District
- Sports Entertainment District
- Utility



Sec. 3-9-45. - Planned development (PD).

- (a) *Intent.* The planned development (PD) district is intended to encourage concentrated, energy-efficient land development through the use of innovative land use planning and structural design techniques. Conventional zoning requirements are replaced by flexible performance criteria intended to accomplish as many as reasonable of the following goals:
- (1) Provide for the planning, review and approval of one (1) or a combination of residential, commercial, public and industrial land uses and structures which result in an organized, compatible development within and with surrounding land uses in density and intensity of use.
 - (2) Allow a diversification of uses, structures and spaces compatible with existing or proposed sales and structures on surrounding properties, while promoting convenience in the location of related uses and amenities and to reduce travel costs.
 - (3) Minimize infrastructure costs through a more efficient arrangement of structures, utilities, on-site circulation, and ingress and egress than is permitted under conventional zoning and subdivision regulations.
 - (4) Preserve, where feasible, environmental assets and natural amenities as scenic and functional open-space areas.
 - (5) Encourage an increase in the amount and usability of open space by permitting a more concentrated building area than is allowed under conventional zoning and subdivision regulations.
 - (6) Encourage imaginative and innovative site planning and land development concepts in order to create an aesthetically pleasing and functionally desirable living environment.
 - (7) Assure the county and other public agencies that development of the project will occur in accordance with the approved concept plan, final plan(s) and final plat(s).
 - (8) Assure the applicant that development may be undertaken and carried out in accordance with approved concept plan, final plan(s) and final plat(s).
 - (9) Promote flexibility and efficiency in site design to reduce infrastructure costs, improve interior circulation patterns, and promote open space.
 - (10) Promote development that is adapted to natural features, including wetlands, trees and other vegetation and habitat, and which avoids the disruption of natural drainage patterns.
 - (11) Promote the economy of development to encourage the provision of low-and moderate-cost housing.
- (b) *Uses and structures permitted.* Any residential, commercial, industrial, or public land uses and structures are permitted in this district, provided the proposed development is shown to be consistent with the goals, objectives and policies of the comprehensive plan, and consistent with the future land use element, and the standards and criteria contained in the following sections.
- (c) *Design criteria and development standards.* Because of the unique characteristics of a PD, conventional zoning requirements are inappropriate. Instead, the following design criteria and development standards shall apply in this district:
- (1) *Design criteria.*
 - a. *Generally.* The location and arrangement of buildings and other facilities shall be compatible to development in the general vicinity. Compatibility shall be ensured between the site plan and approved and existing development in the vicinity of the PD and among different uses that may be proposed within the PD.
 - b. *Natural features.* The natural topography, soils and vegetation should be preserved and utilized where economically and physically feasible through the careful location and design of structures, parking areas, recreation areas, open spaces, utilities, drainage and other

facilities. Preservation of natural features (i.e., free clusters, vegetation, wetlands, etc.) through flexibility provided in the siting of structures and parking facilities.

- c. *Landscaping.* Where appropriate landscaping shall be provided consisting of any combination of trees, shrubs, vines, ground cover, etc. The use of native plant materials, the use of xeriscaping, and retention of undisturbed areas is encouraged. Irrigation facilities may be required in high-visibility areas of the PD.
 - d. *Relation to transportation facilities.* PDs shall be so located with respect to adequate transportation facilities so as to meet the adopted service levels and standards on all roads.
 - e. *Relation to utilities, public facilities, and services.* PDs shall be located in proximity to sanitary sewers, water lines, storm and surface drainage systems, and other applicable utilities systems and installations. The preceding sentence shall not apply if the developer:
 1. Provides private facilities, utilities or services approved by appropriate public agencies as substantially similar to public services which would otherwise be provided to the development under conventional zoning.
 2. Assures their satisfactory, continuing operation during the period of development.
 3. Makes provision for their continued operation thereafter, or until public facilities, utilities and services are available for use.
- The purpose of this paragraph is that there be no undue public cost of the development higher than would be incurred for a development of similar size and scope in compliance with conventional zoning requirements.
- f. *Relation to levels of service.* PDs shall demonstrate consistency with all adopted levels of service standards for concurrency.
 - g. *Other requirements.* Certain additional design criteria and development standards set forth in article III of this chapter, "Special Regulations," shall apply when relevant to all or portions of proposed planned developments. These criteria and standards are:
 1. Section 3-9-69, "Base setback line," as it applies to the perimeter of the planned development and to any arterial or collector routes within the planned development.
 2. Section 3-9-65.1, "Boats used for living purposes; houseboats."
 3. Section 3-9-100, "Buffers, landscaping, and tree requirements."
 4. Section 3-9-78, "Model homes."
 5. Section 3-9-89, "Visibility at road intersections."
 6. Section 3-9-67, "Area of special and shallow flood hazard."
 7. Section 3-9-79, "Off-street parking and loading facilities."
 8. Section 3-9-75, "Industrial performance standards."

The above requirements do not preclude the application of other special regulations (article III of this chapter) to the planned development where appropriate.

(2) *Development standards.*

- a. *Maximum base density.* The maximum base density permitted within a PD shall be:
 1. Limited to the density indicated on the future land use map for the underlying land use except where additional density bonuses are authorized in the subsequent section and policy 9.4(b) of the comprehensive plan, land use element.
 2. Limited to fifteen (15) units per acre, except in high-density PDs which have a maximum density of thirty (30) units per acre in appropriate locations. Such high-

density PDs shall be contingent upon prior adoption and amendment to the future land use map and shall not be located on barrier islands or in a category I hurricane vulnerability zone and may only be located in areas that can be shown to have sufficient infrastructure to support such densities.

3. Residential density shall be computed by dividing the total gross acreage of the PD parcel, less any acreage proposed for commercial or industrial uses, by the total number of proposed dwelling units therein.

b. *Density bonus.* In addition to the base density permitted in subparagraph a, bonus density to a maximum of twenty (20) percent of base density may be granted upon concept plan approval on the basis of the following:

Percent Over Base	Action
1. Up to 20	Extension of water and sewer facilities
2. Up to 20	Redesign and replatting of previously recorded subdivisions
3. Up to 20	Preservation of prime agricultural lands
4. Up to 10	Underground electric, telephone and cable television systems
5. Up to 20	Preservation of environmentally sensitive areas, natural land cover or habitats in excess of 20% of the entire PD parcel or phase
6. Up to 10	Inclusion of low-and moderate-income housing units, in accordance with the housing element of the comprehensive plan
7. Up to 20	Contributions of land, facilities or equipment to public use in excess of those required by impact fees.

Final approval of bonus units may be granted when concept plan and supplemental documents assure actions proposed at the time of concept plan approval.

c. *Cumulative bonus.* In no event shall the cumulative density granted exceed the maximum density permitted under the underlying land use in the comprehensive plan.

d. *Minimum lot and yard requirements.* There are no minimum lot and yard requirements for this district, provided no structure shall be located closer to the peripheral property line of the PD than twenty-five (25) feet or as required by section 3-9-88, "Waterfront property," as the same may be amended, whichever is greater. If the PD abuts water, the minimum setback shall be twenty (20) feet. However, minimum lot and yard requirements other than those contained in this section and section 3-9-88 may also be established through the final site plan approval process.

- e. *Maximum height of structures.* There is no maximum height for structures in this district, except as required by section 3-9-88, "Waterfront property," as the same may be amended. Maximum height limits other than those contained in section 3-9-88 may also be established through the PD review process.
- f. *Open space.* A minimum of twenty (20) percent of the entire PD parcel or phase shall be open space, which may include vegetated areas unencumbered by an impervious surface.
- g. *Utilities.* Potable water supply, sewage treatment and water management systems, utility lines and easements shall be designed in accordance with requirements of the county subdivision regulations except as modified in subsection (c)(1)e. of this section, "Relation to utilities, public facilities and services."
- h. *Internal circulation.* Streets to be dedicated to the public shall be designed and constructed in accordance with the subdivision regulations or other appropriate design standards. All streets shall be designed to provide safe, efficient and convenient access to land uses within the development and to roadways adjacent to the development. In addition to vehicular thoroughfares, functional pedestrian and bicycle-path systems are required in accordance with the master plan.
- i. *Modification of standards.*
 - 1. In its concept plan review pursuant to section 3-9-45(d)(4)b.3., the board may allow a modification of the standards of section 3-9-45 upon an applicant showing that the modification is necessary and will achieve innovative, creative, compatible and site-sensitive design. The applicant must demonstrate that measures for mitigating potential adverse impacts have been taken and the proposed development will be better than that required by existing and conventional zoning.
 - 2. In its concept plan review pursuant to section 3-9-45(d)(4)b.3., the board may allow modification of the height limitations of 3-9-88 regarding waterfront property, based on the applicant showings described in i.1, above, as follows: height may be modified up to a maximum of sixty-five (65) feet, provided that a corresponding amount of additional outdoor open space, beyond that required by existing law, is created at the ground level to offset by a one-to-one ratio the additional cumulative square footage of all floors over thirty-five (35) feet high. For example, if twenty thousand (20,000) square feet of space above thirty-five (35) feet is allowed, an additional twenty thousand (20,000) square feet of open space shall be provided on the ground.
 - 3. All modifications pursuant to this section will be clearly described within the applicant's petition narrative and the growth management department staff report and clearly articulated as part of the presentation to the BCC. The BCC shall be requested to respond negatively or positively to each modification request or continue the application in order to receive additional information and review from staff and/or the applicant.
 - 4. The PD application shall identify all requests for additional height above thirty-five (35) feet, the square footage of each floor which will exceed thirty-five (35), and identify and tabulate additional open space furnished in return for any such increase in height. Pavers and green roofs shall not count towards open space.
 - 5. No modification pursuant to this section shall be made to or for any development on property located on a key, a barrier island or within the Manasota Key overlay district.
 - 6. In order to allow public input early in the concept review process, prior to the scheduling of the concept plan review before the DRC, the applicant for any proposed PD seeking to modify height above the thirty-five-foot limit will hold a neighborhood public meeting with notice given to any property owner within one thousand (1,000) feet of the proposed PD as to the height to be added and the open space to be provided in mitigation thereof.

7. If there has been a modification from previously approved plans there shall be an application for modification if the modification is not minor. Any modification of mitigation measures provided pursuant to subsection i.1 or i.2 above shall always be considered a major modification.
8. Requests to allow modifications to section 3-9-47.5, Permitted Uses, Charlotte Harbor Community Development Regulations, as may be amended, is prohibited.

(d) *Procedures for rezoning to PD.*

- (1) *Planned developments approved prior to this section.* All PDs granted concept or detail plan approval prior to the effective date of this section, as amended, shall have the option of either applying for further approvals and modifications in accordance with the procedures in effect at the time of original approval; or applying for further approvals and modifications in accordance with the procedure set forth herein. The applicant must inform the zoning official of the selected process to proceed.
- (2) *Approval process for planned developments.* The approval process for a PD shall be divided into two (2) phases: concept approval and final approval. The following diagram tracks the two (2) phases through the required review procedure from the project's inception through the final approval.
 - a. *Concept review.*
 1. Preapplication conference with development review committee (DRC).
 2. Development review committee.
 3. Planning and zoning board, public hearing.
 4. Board of county commissioners, public hearing.
 - b. *Final review.*
 1. Development review committee.
 2. Board of county commissioners (nonpublic hearing).
- (3) *Preapplication conference.*
 - a. *Purpose.* The purpose of this meeting is to discuss with the development review committee early and informally the purpose and intent of the planned development, and the criteria and standards which may apply. It will also familiarize the applicant with the objectives and policies of appropriate elements of the comprehensive plan.
 - b. *Procedure.* The applicant shall meet with the development review committee or their designees prior to formally submitting a request for a PD. The zoning official shall schedule the meeting to be held within fifteen (15) working days of the applicant's request for such meeting.
 - c. *Requirements.* The applicant shall prepare for the preapplication conference a generalized sketch plan for the proposed development which shall include preliminary data regarding proposed land use, intensity of use, residential density, lot coverage, project amenities, natural resources, stormwater retention and disposal, sewage treatment, and potable water supply. The applicant shall be advised at the preapplication conference of existing plans and policies to be considered in the preparation of subsequent PD concept or final plans, and any other information relevant to the proposed PD.
- (4) *Concept approval.*
 - a. *Definition.* The purpose of concept approval is to approve the density and intensity of land use prior to proceeding to final site plan review.

All PD projects must receive concept approval of the entire PD project prior to any phase receiving final approval. Concept approval is an agreement in principle between the

developer and the board of county commissioners indicating general acceptance of the proposed uses, size, type and intensity of the PD. Approval of the concept plan shall constitute an amendment to the official zoning map, and the subject parcel shall be labeled with the description "PD" (PD number and date of board of county commissioners approval). The granting of concept approval shall not authorize any development activity to take place on the newly designated PD site.

- b. *Review procedure.* Applications for concept approval shall include an application, supportive materials, and concept plans as set forth in this subsection (d). The original application package, along with copies of the application package, shall be filed with the zoning department, where it will be reviewed for sufficiency. If the application package is found sufficient, the zoning director will schedule the concept review before the DRC. Additional copies of the application package shall then be submitted to the planning department for the purposes of securing a public hearing date before the planning and zoning board. If deficient, the application will be returned to the applicant no later than ten (10) working days after submission with a written explanation of deficiencies.

If platting is required, the preliminary plat may be reviewed simultaneously with review of the final PD plan. Plats shall meet all requirements of the subdivision regulations. In the event of conflict between the subdivision regulations and the zoning regulations, unless a variance to the subdivision regulations is approved by the planning and zoning board and county commissioners, the zoning regulations and the approved final PD plan shall prevail. The final plat shall be reviewed to ensure conformity with the subdivision regulations and as specified by the density and intensity of use defined in the PD. Upon approval, the PD final plan shall be filed with the concept plan and entered on the official zoning map. Following the effective date of such approval, the arrangement and use of all buildings, structures and other improvements within the PD shall be in accordance with the approved final PD plan.

1. *Development review committee (DRC).* The DRC will review the application for technical compliance to county codes and may attach appropriate conditions and safeguards it deems necessary. The DRC recommendation will be forwarded in writing to the planning and zoning (P&Z) board for their consideration and review. In order to have sufficient time for preparation of packet materials, the minimum amount of time between the DRC and the P&Z board meeting shall be three (3) weeks.
2. *Planning and zoning board (P&Z) review.* The P&Z board will review the application for concept approval upon review and consideration of the recommendation of the DRC. The planning department upon completion of its review shall issue a staff report and recommendation which will be forwarded to the P&Z members and the applicant no later than one (1) week prior to the public hearing. The staff report shall discuss the rationale behind the recommendation.

The hearing before the P&Z board shall be a public hearing in accordance with section 3-9-11. The P&Z board shall attach any conditions of approval it deems appropriate, and its recommendation will be forwarded to the board of county commissioners.

The P&Z board shall recommend approval of the proposed project to the board of county commissioners upon a finding in the affirmative of the following:

- (i) The concept development plan is consistent with the intent and purpose of the PD section.
- (ii) The benefits, combination of various land uses (if applicable), physical design, and the interrelationship with the land uses in the surrounding area justify the PD designation.
- (iii) The proposed project is consistent with the comprehensive plan.

- (iv) The proposed project is compatible with adjacent land uses.
 - 3. *Board of county commissioners (BCC) review.* Upon receipt of the P&Z board's recommendation, the BCC shall conduct a public hearing with due public notice. The BCC shall then grant approval or disapproval based upon the criteria listed within this Code. If disapproved, the BCC shall state the reasons for denial. In approving the concept, the BCC may establish reasonable conditions and may require modifications deemed necessary to protect the public health, safety or general welfare. These conditions shall be binding upon the applicant or any successors in interest.
 - c. *Time limitation.* Concept approval shall be valid for a period not to exceed twelve (12) months after approval (calculated from the BCC approval date). Failure to submit an application for final approval for a portion or a phase of the PD within twelve (12) months shall cause concept approval to expire. However, the applicant may petition the zoning official for a one-year extension of the concept plan approval. Such request must be received by the zoning department not later than one (1) month before the approval expires, and shall be accompanied by a fee as established by the board of county commissioners. The zoning official may grant a one-year extension for good cause but shall grant no more than one (1) such extension.
 - d. *PD concept plan application requirements.* In addition to the PD rezoning application form, a concept plan shall accompany such application and shall include the following:
 - 1. The title of the project and the names of the representatives of the landowner of record.
 - 2. Scale, date, north arrow and general location map.
 - 3. Legal description of the property.
 - 4. Map showing all existing streets, buildings, watercourses, easements, and other important physical features in and adjoining the property.
 - 5. Overall concept design map showing general locations, acreage, density, and intensity for each proposed land use.
 - 6. Map showing points of access and general traffic flow.
 - 7. Tabulations of total gross acreage in the proposed development, the percentage of total acreage to be devoted to each proposed use, projected density of dwelling types, and intensity of use.
 - 8. Development time schedule and phasing plan for the entire PD.
 - 9. Additional information identified at the preapplication conference or requested by the zoning official or planning director.
- (5) *Final approval.*
- a. *Definition.* Final approval authorizes construction of the project. The approved final plan and supporting documentation become the official and enforceable zoning. The applicant may apply for and be granted final approval for the entire PD or any phase of the project.
 - b. *Review procedure.* Application for final approval shall include an application, supportive materials, and plans as set forth in herein. The original package shall be filed with the zoning department. The zoning department will conduct a sufficiency review of the application package; and if found sufficient, the zoning official will schedule the final application and site plan review before the DRC. If deficient, the application will be returned to the applicant no later than ten (10) working days after submission with a written explanation of deficiencies.
 - 1. *Development review committee (DRC) review.* The DRC will review the application for technical compliance to county codes and consistency with the approved concept plan and any conditions, and may attach appropriate conditions and safeguards

relating to deviations to the concept plan. The DRC recommendation will be forwarded in writing to the board of county commissioners for their review in a nonpublic hearing. The zoning director shall forward to the board of county commissioners the appropriate materials in a timely fashion.

2. *Board of county commissioners (BCC) review.* The BCC shall consider the application for final approval in a nonpublic hearing. The BCC shall render a decision at this time and may impose whatever conditions are deemed appropriate to ensure consistency with the comprehensive plan. The decision of the BCC shall be by resolution. A resolution which grants final approval shall state all of the terms and conditions for approval, including the projected period of development.

Annual progress report. Following final approval, the developer of the PD shall be required to submit an annual progress report through buildout to the zoning official on or before the anniversary date of the BCC final approval or until the project is complete. The intent is to maintain an updated inventory of the current status of development within the PD by establishing a reporting requirement. At a minimum, the annual progress report shall include the following information:

- (i) A site plan for the entire development indicating the status of approvals, phasing schedule, undeveloped areas, and within developed areas, the number, size, type, and locations of all structures and improvements.
- (ii) The names of any subsequent developers or owners of any increments, phases, or portions of the PD project.

- c. *Time limitation.* The resolution approving the final plan shall include a schedule for the project from commencement to buildout. Local government staff shall review land subject to a development agreement at least once every twelve (12) months to determine if there has been demonstrated good-faith compliance with the terms of the development agreement. If construction does not remain consistent with the approved schedule, the applicant may petition the board of county commissioners (BCC) for an extension. The BCC may grant extensions up to five (5) years in accordance with F.S. section 163.3220.

Once construction has commenced, the building permit must remain valid. Should the PD expire, or should the building permit become invalid, the BCC in its discretion shall do one (1) of the following:

1. The PD designation for the entire area be continued with revised time limits.
2. The PD designation be continued for part of the area with revised time limits and the remainder rezoned to an appropriate zoning district.
3. The entire area be rezoned from PD to an appropriate zoning district.

The recommendation may also include proposals for appropriate action in respect to any legal instruments involved in the PD. The recommended action would require a public hearing before the planning and zoning board and the board of county commissioners.

- d. *Building permits.* No building permit or certificate of occupancy or certificate of zoning compliance shall be issued for a PD except in conformity with all provisions of the approved final plan, as amended. All buildings and improvements in a particular phase need not be complete before the issuance of a certificate of occupancy for a completed building in that phase unless otherwise required by the final plan as approved.
- e. *Application requirements.* The final PD application package shall include a site plan and narrative containing the following information:
 1. A copy of any deed restrictions, protective covenants, and other statements or devices which will be used to control the use, development and maintenance of the land and

improvements thereon, including those areas which are to be commonly owned and maintained.

2. In areas involving isolated wetlands, these wetlands shall be identified and delineated, and shall be determined by application of department of environmental regulations (DER) vegetative insurance rule (Ch. 17.4.022, FAC).
 3. The location and sizes of lots, location and proposed density of dwelling units, nonresidential building intensity, final building configurations, structures and improvements, areas in acres, and other features of the development site for the phase to be reviewed.
 4. A schedule of the development of units to be constructed in progression and general description of the buildings and streetscapes; tabulation of the number of housing units proposed by type; and standard for height, open space, building density, parking area, and public improvements proposed for each section of the development whenever the applicant has proposed an exception from the standard zoning ordinance, subdivision regulations, or other features of the development site for the phase to be reviewed.
 5. A site plan which contains the following:
 - (i) Name of the project.
 - (ii) Names of the project's planner, engineer, and/or architect.
 - (iii) Name of the developer.
 - (iv) Date.
 - (v) North arrow.
 - (vi) Boundaries for the property.
 - (vii) Existing streets, buildings, watercourses, easements and section lines.
 - (viii) The location of all buildings and structure, proposed access and traffic flow.
 - (ix) The manner in which the vehicular traffic will be separated from pedestrian traffic.
 - (x) Off-street parking and loading areas and facilities.
 - (xi) Recreational facilities and open space.
 - (xii) Screens, fences, walls and landscape buffers.
 - (xiii) Refuse collection areas.
 6. Letters of availability and commitment to provide potable water and/or sanitary sewage disposal if these utilities are to be provided by an entity other than the developer.
 7. Plans showing the stormwater management plan and water and sanitary sewer mains by location and size, fire suppression facilities and utility easements.
 8. Any additional material and material deemed reasonably appropriate by the zoning official and/or planning director.
- f. *Modification of PD plans.*
1. *General.* All PD plans submitted for approval shall be reviewed by the zoning official to determine whether a major modification from previously approved plans or conditions has occurred. If such a variation has occurred, the applicant shall apply for a modification of PD plans. The applicant may also initiate an application for modification of PD plans to propose changes to the PD.

The zoning official is authorized to approve minor changes in the approved PD plan, as long as they are in harmony with the originally approved PD plan, but shall not have the power to approve changes that constitute a major modification of the approval. A major modification shall require approval of the BCC, and shall be handled as a new application.

2. *Major modification.*

- (i) Generally, additions, deletions, changes in the use, density, sequence of development or other specifications of an approved PD plan are to be viewed as a major modification.
- (ii) *Procedure.* Once a determination has been made that a proposed modification constitutes a major modification, the applicant shall follow the same procedure as a new PD request. An application for a major modification shall be filed in the zoning department, where the item will be placed on the development review committee agenda.

Applications for a major modification of PD plans shall require: 1) a narrative description of the modification and reasons such a change is necessary; 2) an updated, revised PD plan indicating the effect of the proposed change; and 3) additional information as required by the zoning official to adequately review the proposed modification.

3. *Minor modification.*

- (i) Any modification to an approved PD plan which does not constitute a major modification shall be considered a minor modification. Generally, minor variations, extensions, alterations or modifications of proposed uses, buildings/structures or other improvements which are consistent with the purpose and intent of the approved PD plan are considered minor modifications.
- (ii) *Procedure.* Upon determination that the proposed modification is a minor modification, the zoning official shall render a decision to the applicant within fifteen (15) working days after submission of a complete application. Applications for a minor modification shall include an updated, revised PD plan indicating the effect of the proposed change and the reasons why such a change is necessary.

4. *PD expansion.* Any addition or reduction to the area of a PD shall require a major modification of the conceptual and final plan.

5. *Modification review criteria.* In reaching a decision as to whether or not the change(s) are substantial enough to be considered a major modification, and subject to reapplication as a new development plan, the zoning official shall, after reviewing the record of the project, determine if any of the following changes are present:

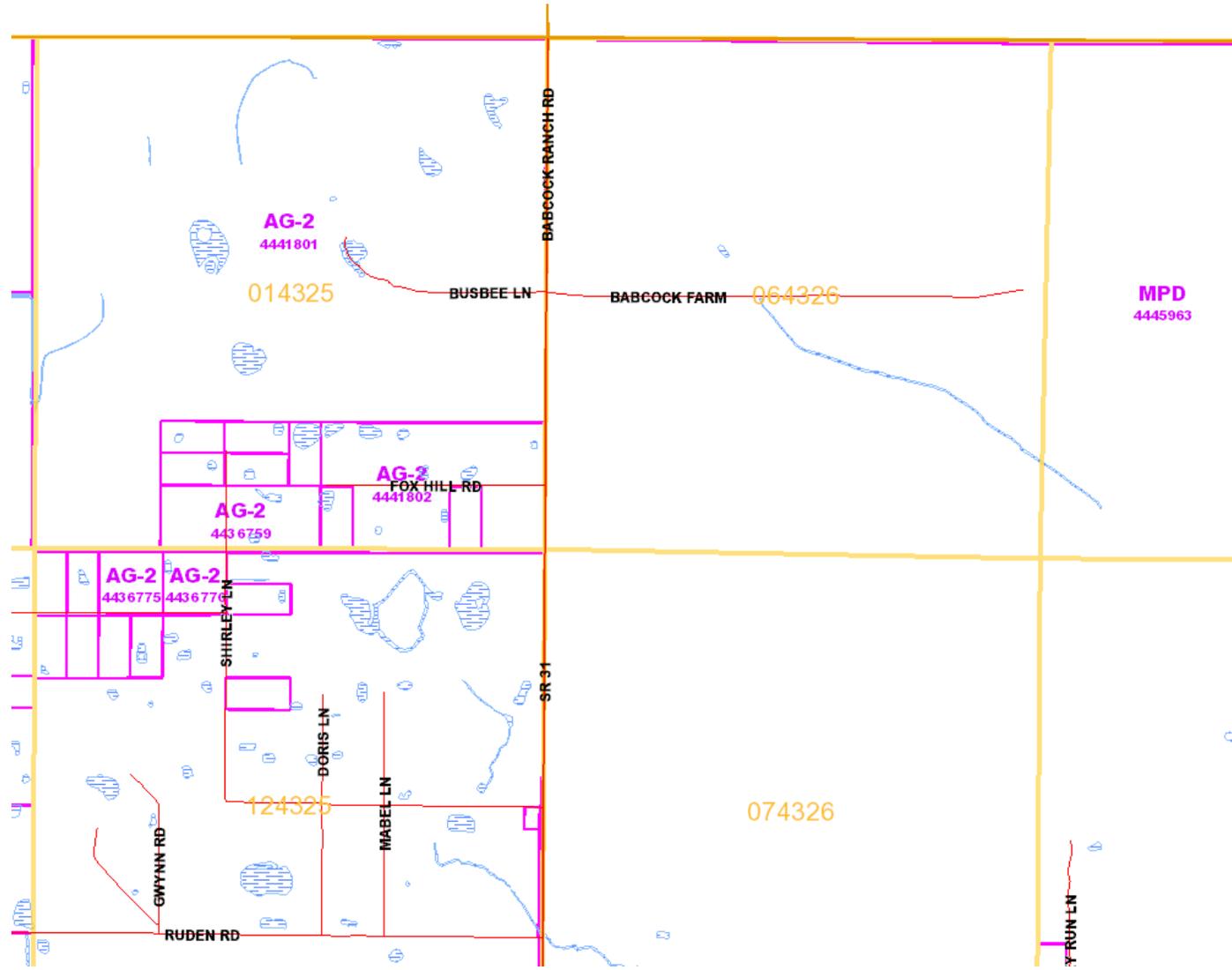
- (i) Increase or decrease in intensity of use. An increase in intensity of use shall be considered to be an increase of more than five (5) percent of usable floor area or an increase of more than five (5) percent in the number of dwelling units or an increase of more than five (5) percent of outside land area devoted to sales, displays, or demonstrations. In no case shall the intensity or density be increased over the maximum permitted by the PD district.
- (ii) Any change in parking areas resulting in an increase or reduction of ten (10) percent or more in the number of spaces approved.
- (iii) Structural alterations significantly affecting the basic size and form of the building(s) as shown on the approved plan. Changes in form will only be considered substantial if they occur within two hundred (200) feet of the boundary of the PD district.

- (iv) Any reduction in the amount of open space of more than five (5) percent or substantial change in the location or characteristics of open space uses.
 - (v) Substantial changes in location or type of pedestrian or vehicular accesses or circulation.
 - (vi) Any change which would increase traffic generation by more than ten (10) percent.
 - (vii) Any change in land use or increase within five hundred (500) feet of the zoning district boundaries or within two hundred (200) feet of any part of the planned district which has been constructed or sold to an owner or owners different from the applicant requesting the change.
 - (viii) Any deviation exceeding twelve (12) inches from the setbacks, height, and any area or dimensional standards approved as part of the concept development plan.
 - (ix) Any change in a condition specifically required by the board of county commissioners as part of the PD approval.
6. *Appeal.* The appeal of a decision rendered by the zoning official as to whether a modification is major or minor shall be filed by the aggrieved applicant within thirty (30) days of such written determination. The appeal would be forwarded to the board of zoning appeals in accordance with section 3-9-6.
- (a) *Vesting.* A planned development (PD) shall only have to comply with the requirements of the prior zoning regulations and not with any new requirements established by this section if an application for rezoning to PD has been filed with the county on or before June 30, 1989, and provided all the other approvals are obtained within the time periods prescribed under the prior zoning regulations.

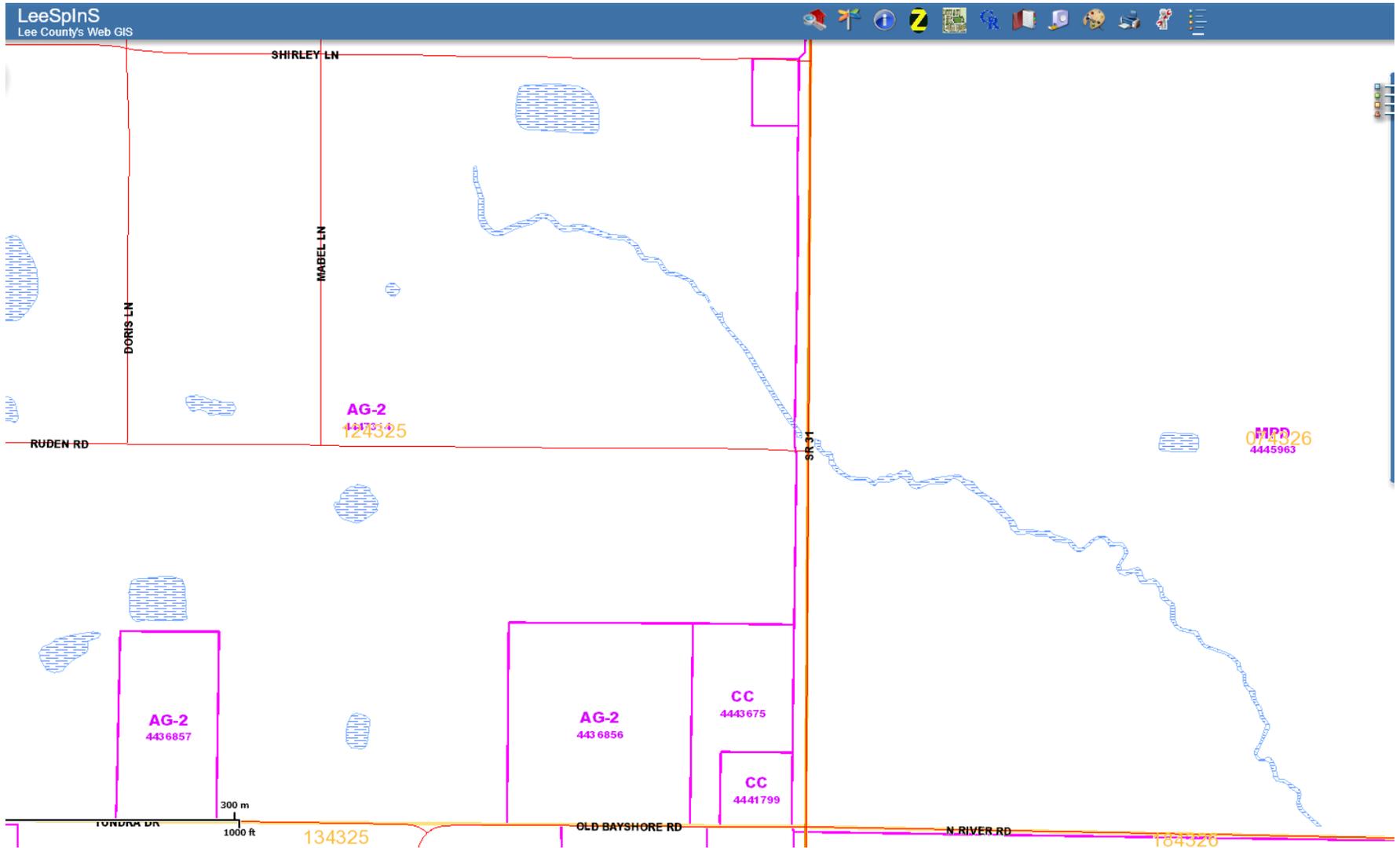
(Minutes of 12-8-81, § 7; Ord. No. 89-46, § 1, 6-22-89; Ord. No. 2002-008, §§ 4, 5, 1-28-02; Ord. No. 2008-053, § 1, 7-8-08; Ord. No. 2014-041, § 1(Exh. A), 11-25-14)

Lee County Zoning Map

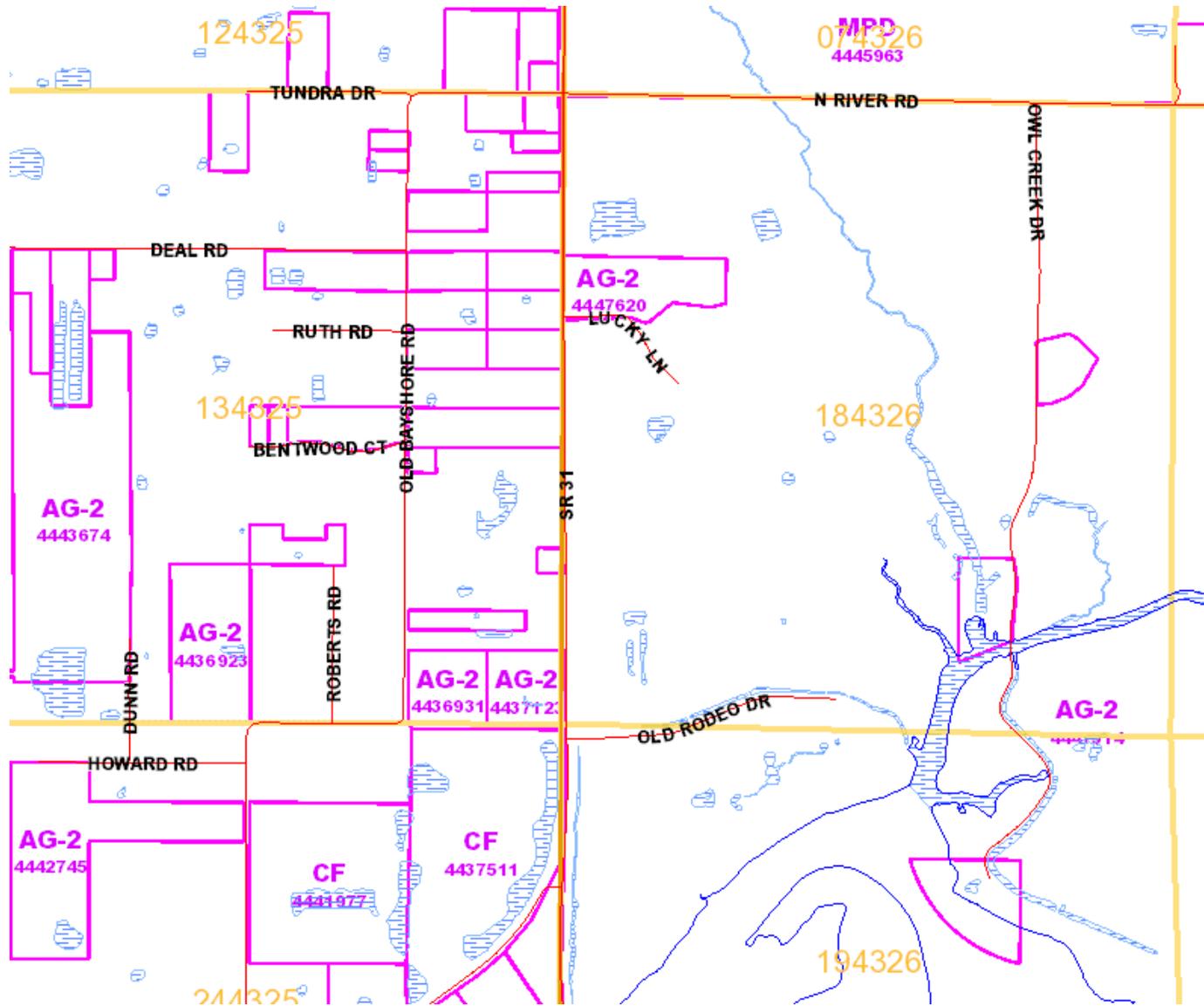
Lee County Line to Shirley Lane:



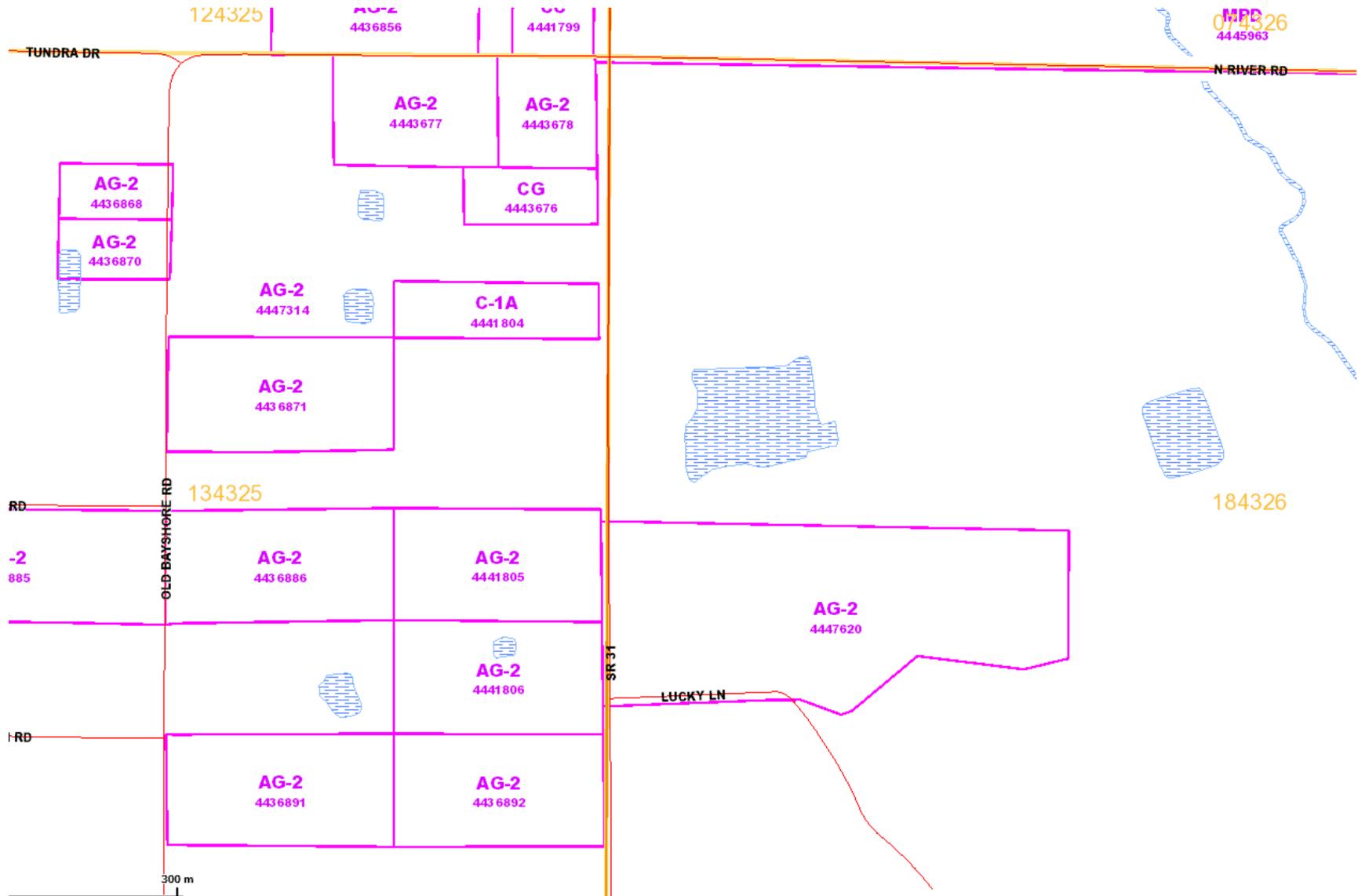
Shirley Lane to North River Rd:



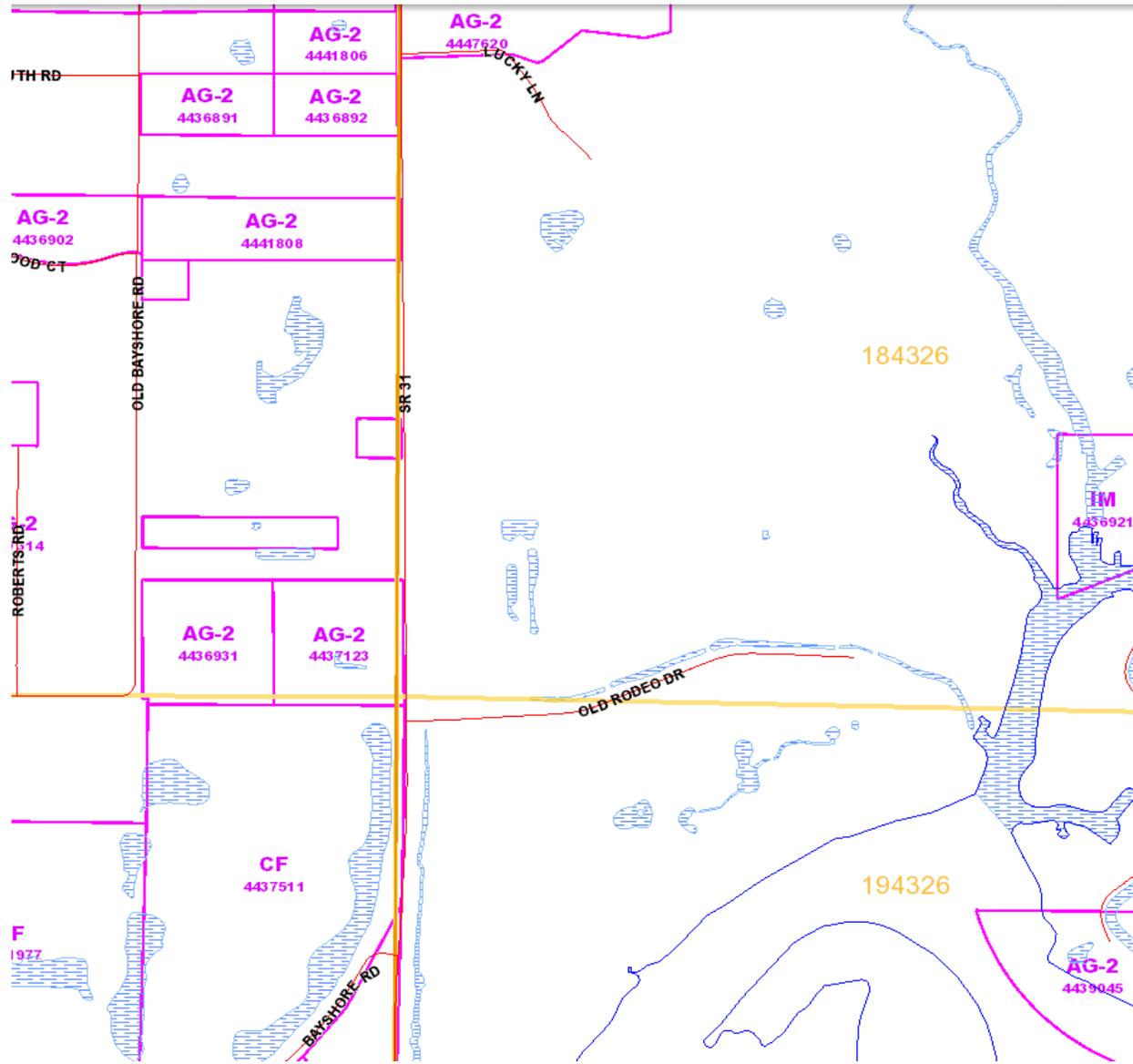
N River Rd to SR 78 Unction (Bayshore Rd):



Zoomed in from N River Rd to Lucky Lane



Zoomed in from Lucky Ln to SR 78 (Bayshore Rd)



FUTURE LAND USE MAP

1. This map is a general representation of the Future Land Use Map as adopted by the Board of County Commissioners On: September 17, 1990
Revised By:

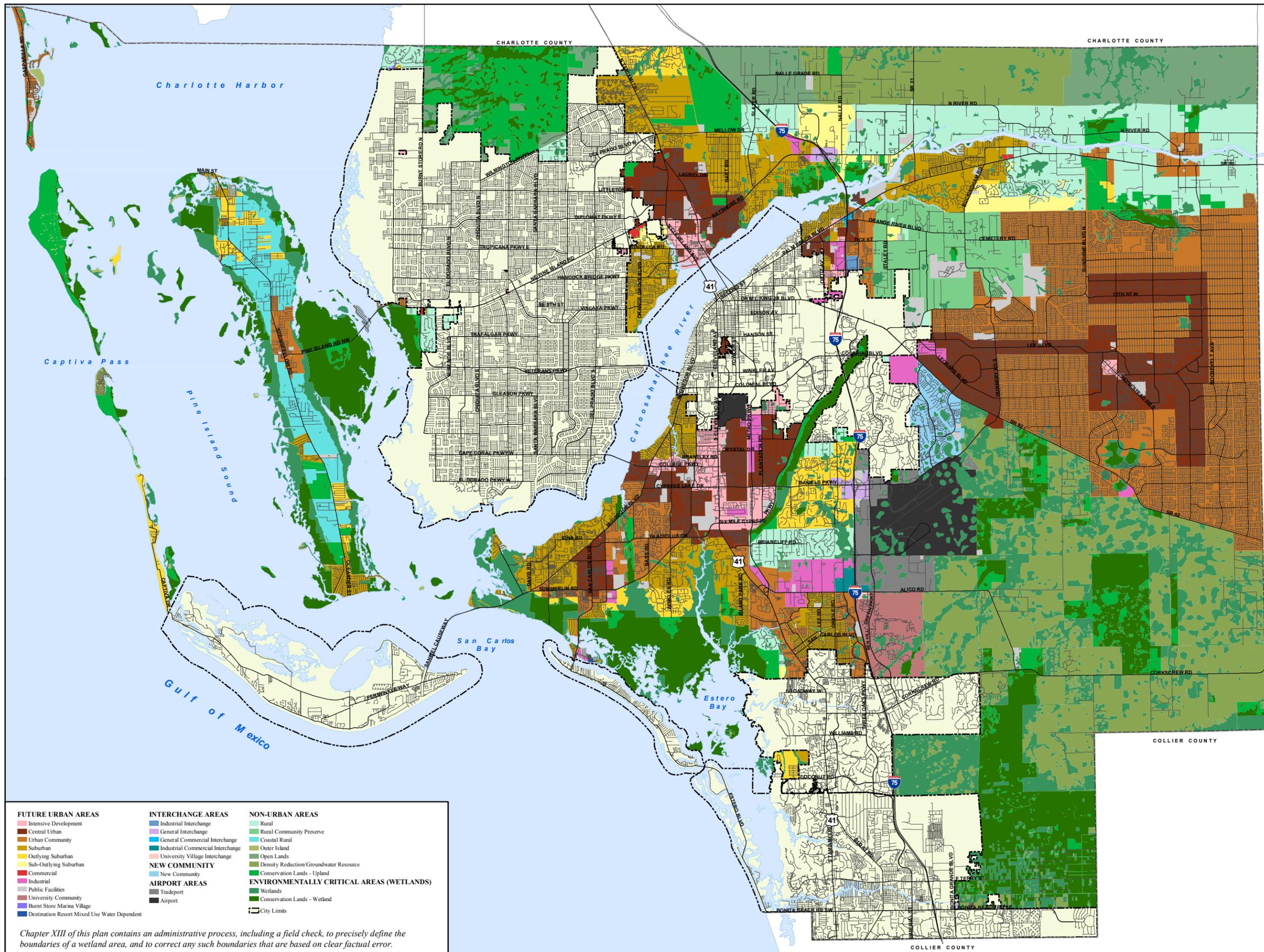
Ordinance Number	Date of Adoption	Effective Date
89-02	1/31/1989	3/1/1989
90-09	3/7/1990	3/14/1990
90-43	9/6/1990	9/17/1990
91-10	4/3/1991	4/10/1991
91-19	7/9/1991	7/18/1991
92-35	8/7/1992	8/18/1992
92-41	9/15/1992	9/21/1992
92-47	10/27/1992	11/9/1992
92-48	10/27/1992	11/9/1992
92-51	12/9/1992	12/31/1992
93-05	2/22/1993	2/26/1993
93-25	9/20/1993	1/24/1994
94-23	8/29/1994	11/14/1994
94-29	10/26/1994	1/9/1995
94-30	11/1/1994	7/25/1996
95-27	12/20/1995	1/20/1996
96-19	10/2/1996	11/2/1996
97-05	3/5/1997	4/23/1997
97-17	8/26/1997	9/30/1997
97-13	6/24/1997	7/25/1997
97-22	11/25/1997	12/26/1997
98-02	1/13/1998	2/13/1998
98-09	6/3/1998	7/30/1998
99-02	4/13/1999	2/4/2000
98-26	11/24/1998	12/25/1998
99-15	11/22/1999	1/19/2000
99-16	11/22/1999	1/19/2000
99-17	11/22/1999	1/19/2000
99-18	11/22/1999	1/19/2000
99-19	11/22/1999	12/23/1999
00-08	5/4/2000	6/26/2000
00-16	8/8/2000	9/8/2000
00-22	11/1/2000	12/26/2000
01-24	12/13/2001	1/13/2002
02-02, 03, 04, 05, 06	1/10/2002	3/27/2002
02-29	10/21/2002	1/9/2003
03-01, 02, 03, 04, 05, 06, 07	1/9/2003	4/1/2003
03-12	5/6/2003	6/6/2003
03-19, 03-20, 03-21	10/23/2003	1/12/2004
03-26	12/15/2003	3/6/2004
04-14	9/20/2004	12/7/2004
04-15	9/22/2004	10/23/2004
05-19, 05-21	10/12/2005	1/9/2006
05-20	10/12/2005	1/14/2006
07-07	4/24/2007	5/24/2007
07-06	4/24/2007	5/24/2007
07-09 thru 07-18	5/16/2007	8/13/2007
08-04	3/11/2008	4/11/2008
08-05	3/11/2008	4/11/2008
09-06 thru 09-17	2/25/2009	5/15/2009
10-10, 11, 12, 16	3/3/2010	6/2/2010
10-19	3/3/2010	10/19/2011 partial
10-27	6/16/2010	7/19/2010
10-34 thru 10-39	10/20/2010	1/5/2011
10-33	10/18/2010	1/11/2011
10-40	10/20/2010	3/14/2011
11-15, 11-17	9/28/2011	11/11/2011
14-14	6/18/2014	7/19/2014
15-10	6/3/2015	11/17/2017
16-08	3/16/2016	4/16/2016
16-14	10/5/2016	11/7/2016
16-17	10/5/2016	11/18/2016
17-12	9/6/2017	10/20/2017

2. Please see the Lee Plan for additional information regarding special restrictions, overlays, or allowances in addition to the requirements of the land use categories.
3. The Planning Communities Map and Acreage Allocation Table (see Map 16 and Table 1(b) and Policies 1.1.1 and 2.2.2) depicts the proposed distribution, extent, and location of generalized land uses for the year 2030. Acreage totals are provided for land in each Planning Community in unincorporated Lee County.



Map Generated: December 2017
City Limits current to date of map generation

Lee Plan Map 1
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FUTURE URBAN AREAS

- Intensive Development
- Central Urban
- Urban Community
- Suburban
- Outlying Suburban
- Sub-Outlying Suburban
- Commercial
- Industrial
- Public Facilities
- University Community
- Burnt Store Marina Village
- Destination Resort Mixed Use Water Dependent

INTERCHANGE AREAS

- Industrial Interchange
- General Interchange
- General Commercial Interchange
- Industrial Commercial Interchange
- University Village Interchange

NEW COMMUNITY

- New Community

AIRPORT AREAS

- Tradeport
- Airport

NON-URBAN AREAS

- Rural
- Rural Community Preserve
- Coastal Rural
- Outer Island
- Open Lands
- Density Reduction/Groundwater Resource
- Conservation Lands - Upland

ENVIRONMENTALLY CRITICAL AREAS (WETLANDS)

- Wetlands
- Conservation Lands - Wetland

City Limits

Chapter XIII of this plan contains an administrative process, including a field check, to precisely define the boundaries of a wetland area, and to correct any such boundaries that are based on clear factual error.

Administrative offices		P	P	P
Agricultural uses (df)	34-2441 et seq.	P	P	P
Agricultural accessory uses and buildings	Note (3), 34-1171 et seq., 34-2441 et seq.	P	P	P
Agritourism activity (df)	34-1711	P	P	P
Aircraft landing facilities, private:				
Lawfully existing:				
Expansion of aircraft landing strip or helistop or heliport landing pad	34-1231 et seq.	SE	SE	SE
New accessory buildings	34-1231 et seq.	P	P	P
New:				
Aircraft landing strip and ancillary hangers, sheds and equipment	34-1231 et seq.	SE	SE	SE
Animals, reptiles, marine life:				
Animals (excluding exotic species)	34-1291 et seq.	P	P	P
Animal clinic (df) or animal kennel (df)	34-1321 et seq.	EO/SE	EO/SE	EO/SE
Keeping, raising or breeding of domestic tropical birds (df) for commercial purposes	Note (12), 34-1291 et seq.	SE	SE	SE
Keeping, raising or breeding of American alligators, venomous reptiles or Class II animals (df)	34-1291 et seq.	SE	SE	SE
Keeping, raising or breeding of marine life which requires the storage of brackish or saline water in man-made ponds	34-1291 et seq.	SE	SE	SE

Assisted living facility	Note (1), (21), 34-1411	EO/SE	EO/SE	EO/SE
Bed and breakfast (df)	Note (16), 34-1494	P	P	—
Boat ramps	Note (14)	EO/SE	EO/SE	EO/SE
Business Services - Group II (limited to Horticultural Services and Lawn and Garden Services)	Note (23)	—	SE	—
Caretaker's residence	Note (22) and (25)	P	P	EO/SE
Cemeteries		EO/SE	EO/SE	EO
Communication facility, wireless	34-1441 et seq.	Refer to 34-1441 et seq. for regulations		
Community residential home	Note (21)	P	P	P
Consumption on premises	34-1261 et seq., 34-3152	AA/SE	AA/SE	AA/SE
Day care center, adult or child	34-206, Notes (15) & (16)	EO/SE	EO/SE	EO/SE
Dwelling unit:				
Mobile home	Note (4) & (17), 34-1921 et seq.	P	P	P
Single-family residence, conventional	Note (17)	P	P	P
Second conventional single-family residence on lot	Note (5) & (17), 34-1180	P	P	P
EMS, fire or sheriff's station	34-3152	SE	SE	SE
Essential services	34-1611 et seq., 34-1741 et seq.	P	P	P
Essential service facilities (34-622(c)(13)):				
Group I	34-1611 et seq., 34-1741 et seq.,	P	P	P

	34-2141 et seq.			
Group II	34-1611 et seq., 34-1741 et seq., 34-2141 et seq.	EO	EO	EO
Excavation:				
Oil or gas	34-1651	SE	SE	SE
Water retention	34-1651, 10-329(c)	P	P	P
Mining	Note (24)	—	—	—
Farm labor housing	Note (20), 34-1891 et seq.	EO/SE	EO/SE	EO/SE
Feed and supply store		—	SE	—
Food and beverage service, limited (df)	Note (18), 34-1711	P	P	P
Forestry tower		SE	SE	SE
Forestry, cypress (<i>Taxodium</i> spp.), for sawtimber use only	34-651 et seq.	SE	SE	SE
Golf course	34-2471 et seq.	EO	EO	EO
Health care facilities (34-622(c)(20)), groups I and II (less than 50 beds)	Note (8), (11) and (16)	EO	EO	EO
Home care facility	Note (16)	P	P	P
Home occupation:	34-1771 et seq.			
No outside help	Note (19)	P	P	P
With outside help	Note (19)	AA	AA	AA
Lawn and garden supply stores	34-2081	SE	SE	SE
Lawn and garden equipment (small engine		SE	SE	SE

parts and repairs)				
LCDOT maintenance facility	Note (6)	EO	EO	EO
Marina	34-1862	EO	EO	EO
Models:	34-1951 et seq.			
Display center		SE	SE	SE
Model home		AA/SE	AA/SE	AA/SE
Paint ball range, outdoor		SE	SE	SE
Parks (34-622(c)(32))				
Group I	Note (9)	P	P	P
Group II	Note (7)	EO/SE	EO/SE	EO/SE
Place of worship	Note (16), 34-2051 et seq.	P	P	P
Post office	Note (6)	EO	EO	EO
Produce stands:	34-1711 et seq.			
Temporary		P	P	P
Permanent		P	P	P
Recreation facilities:				
Commercial - Group III	34-622(c)(38), Note (10)	SE	SE	SE
Personal	Note (28)	P	P	P
Private-Onsite		P	P	P
Private-Offsite		EO/SE	EO/SE	EO/SE

Religious facilities	Note (7) & (16), 34-2051 et seq.	EO/SE	EO/SE	EO/SE
Research and development laboratories, group I	34-622(c)(41)	P	P	P
Schools, noncommercial:				
Lee County School District	Note (16), 34-2381	P	P	P
Other	Note (16), 34-2381	EO	EO	EO
Social services (34-622(c)(46)), groups III and IV	Note (8), (11) & (16), 34-3021	EO	EO	EO
Stable:				
Boarding stable or private stable	34-1291 et seq.	P	P	P
Commercial	34-1291 et seq.	SE	SE	SE
Temporary uses	34-3041 et seq.	TP	TP	TP
U-pick operations	34-1711 et seq.	P	P	—

Notes:

(1) Any expansion which will bring the number of beds to 50 or more requires a special exception.

(2) Any lot created in the rural community preserve land use category (as delineated by policy 17.1.3 of the Lee Plan) after July 9, 1991, must have a minimum area of 43,560 square feet excluding all street rights-of-way or easement areas, water management areas, and natural water bodies. Public utility easement areas may be included in the lot size calculation.

(3) Limited to uses and buildings customarily incidental to agricultural uses, including the processing and packaging of agricultural products primarily grown on the premises.

(4) Mobile home permitted provided it is the only residential unit on the property, and provided further that the property meets the same lot area and dimensions, setbacks, height and maximum lot coverage as set forth in table 34-654 for the AG-1 district.

- (5) Only permitted in compliance with section 34-1180.
- (6) Expansion of facility to ten or more acres requires a special exception.
- (7) Any new facility of ten or more acres or any expansion of an existing facility to ten or more acres requires a special exception.
- (8) Any new facility of 50 or more beds, or any expansion of an existing facility which will bring the number of beds to 50 or more or which changes the use, requires a special exception.
- (9) Recreational halls require a special exception approval.
- (10) Limited to passive and active recreational and educational activities including, but not limited to, hiking and nature trails, paintball and gun ranges, zip lining, paragliding, and similar activities where little or no on site facilities or capital investment are required, and the natural environment, with little or no alteration of the nature landscape, is utilized.
- (11) Not permitted in Coastal High Hazard areas unless in compliance with section 2-485(b)(5)a.
- (12) The keeping of ostrich, cassowary, rhea, or emu for the production of meat, skins, or hides, feathers, or the progeny thereof, as part of a bonafide agricultural operation does not require a special exception.
- (13) Reserved.
- (14) Non-commercial only.
- (15) A day care center, owned by the entity with title to the place of worship, that is operated within the building housing the place of worship is not required to obtain special exception approval.
- (16) Not permitted in Airport Noise Zone B.
- (17) Not permitted in Airport Noise Zone B. See section 34-1004 for exceptions.
- (18) Only when accessory to an agritourism activity permitted in accordance with LDC § 34-1711.
- (19) Not permitted in Airport Noise Zone B unless accessory to a lawful mobile home or single-family residence. See section 34-1004.
- (20) Not permitted in Airport Noise Zone B. Housing units consisting of mobile homes or park trailers are also not permitted in Airport Noise Zone B.
- (21) Not permitted in Airport Noise Zone B unless pre-empted by state law.

(22) Not permitted in Airport Noise Zones B unless required to support a noise compatible use and constructed in compliance with limitations for dwelling unit type set forth in section 34-1004 as applicable.

(23) Minimum of five acres required.

(24) The rights applicable to mining excavations approved prior to September 1, 2008, are set forth in section 12-121.

(25) Only in conjunction with a bona fide agricultural use.

(26) Minimum property size for a picnic pavilion is 10 acres. Structure is limited to 1,000 square feet with less than 100 square feet for an enclosed bathroom.

(Ord. No. 93-24, § 7(table 410.A), 9-15-93; Ord. No. 94-02, § 6, 1-19-94; Ord. No. 94-24, § 49, 8-31-94; Ord. No. 95-07, § 35, 5-17-95; Ord. No. 96-06, § 5, 3-20-96; Ord. No. 96-17, § 5, 9-18-96; Ord. No. 97-10, § 6, 6-10-97; Ord. No. 98-03, § 5, 1-13-98; Ord. No. 00-14, § 5, 6-27-00; Ord. No. 01-03, § 5, 2-27-01; Ord. No. 01-18, § 5, 11-13-01; Ord. No. 02-20, § 5, 6-25-02; Ord. No. 03-11, § 1, 4-8-03; Ord. No. 03-16, § 6, 6-24-03; Ord. No. [05-14](#), § 6, 8-23-05; Ord. No. [06-06](#), § 1, 4-11-06; Ord. No. [07-24](#), § 7, 8-14-07; Ord. No. [08-21](#), § 3, 9-9-08; Ord. No. [09-23](#), § 10, 6-23-09; Ord. No. [10-25](#), § 4, 6-8-10; Ord. No. [11-08](#), § 10, 8-9-11; Ord. No. [12-01](#), § 6, 1-10-12; Ord. No. [13-10](#), § 10, 5-28-13; [Ord. No. 15-11](#), § 1, 6-16-15; [Ord. No. 17-11](#), § 1, 9-5-17)

Footnotes:

--- (8) ---

Editor's note— [The amendments to Table 34-653, specifically "accessory uses on tracts encumbered by easements that created TDR credits," "Compact community" and "Residential subdivision" along with Notes 26, 27 and 28, all as adopted in LCO 10-25, will have no force or effect until the date the Lee Plan amendments adopted by ordinances 10-19 and 10-21 become effective in accordance with F.S. ch. 163.]

Sec. 34-654. - Property development regulations table.⁽⁹⁾

Property development regulations for agricultural districts are as follows:

TABLE 34-654. PROPERTY DEVELOPMENT REGULATIONS FOR AGRICULTURAL DISTRICTS

	Special Notes or Regulations	AG-1	AG-2	AG-3
Minimum lot dimensions and area:	Note (1)			

	Minimum lot area:	Notes (2) and (6)			
	Interior lot	34-2221, 34-2222	4.7 acres	39,500 sq. ft.	20,000 sq. ft.
	Corner lot	34-2221, 34-2222	4.4 acres	33,600 sq. ft.	20,000 sq. ft.
	Minimum lot width (feet)		300	100	100
	Minimum lot depth (feet)		300	130	130
	Minimum setbacks:				
	Street (feet)	Notes (3) and (4), 34-2191 et seq., 34-1261 et seq.	Variable according to the functional classification of the street or road (see section 34-2192), but in no case less than 50 feet in the AG-1 district.		
	Side yard (feet)		25	15	15
	Rear yard (feet)	34-2191 et seq.	25	25	25
	Water body (feet):	34-2191 et seq.			
	Gulf of Mexico		50	50	50
	Other		25	25	25
	Special regulations:				
	Animals, reptiles, marine life	34-1291 et seq.			

Consumption on premises	34-1261 et seq.			
Docks, seawalls, etc.	34-1863 et seq.			
Essential services	34-1611 et seq.	Refer to the sections specified for exceptions to the minimum setback requirements listed in this table.		
Essential service facilities (34-622(c)(13))	34-1611 et seq., 34-2142			
Fences, walls, gatehouses, etc.	34-1741 et seq.			
Nonroofed accessory structures	34-2194(c)			
Railroad right-of-way	34-2195			
Maximum height (feet)	34-2171 et seq.	35	35	35
		Note: Bonita Beach, Captiva, San Carlos Island, Gasparilla Island conservation district, Greater Pine Island and areas within the airport hazard zone have special limitations (see section 34-2175).		
Maximum lot coverage (percent of total lot area)		25%	25%(5)	25%

Notes:

(1) Certain projects in agricultural districts may fall within the DR/GR land use category. In such areas, additional density and use restrictions are applicable as provided in the Lee Plan and this Code (e.g., section 34-653). New residential uses are limited to a maximum density of one dwelling unit per ten acres; however, individual residential parcels may contain up to two acres

DIVISION 2. - AGRICULTURAL DISTRICTS

Sec. 34-651. - Purpose and intent.

The purpose of the agricultural districts is:

- (1) To provide areas for the establishment or continuation of agricultural operations, with residential uses being permitted as ancillary to agricultural uses; and
- (2) To accommodate those individuals who understand and desire to live in an agricultural environment.

(Ord. No. 93-24, § 7(410.01), 9-15-93; Ord. No. [10-25](#), § 4, 6-8-10; [Ord. No. 17-11](#), § 1, 9-5-17)

Sec. 34-652. - Applicability of use and property development regulations.

No land, body of water or structure may be used or permitted to be used and no structure may hereafter be erected, constructed, moved, altered or maintained in the AG districts for any purpose other than as provided in section 34-653, pertaining to use regulations for agricultural districts, and section 34-654, pertaining to property development regulations for agricultural districts, except as may be specifically provided for in article VIII (nonconformities) of this chapter, or in section 34-620.

(Ord. No. 93-24, § 7(410.02), 9-15-93; Ord. No. 98-11, § 5, 6-23-98; Ord. No. [10-25](#), § 4, 6-8-10; [Ord. No. 17-11](#), § 1, 9-5-17)

Sec. 34-653. - Use regulation table.^[8]

Use regulations for agricultural districts are as follows:

TABLE 34-653. USE REGULATIONS FOR AGRICULTURAL DISTRICTS

	Special Notes or Regulations	AG-1	AG-2	AG-3
Accessory uses, buildings, and structures:	34-1171 et seq. and 34-2441 et seq.	P	P	P
Accessory apartments	34-1171 and 34-1180	P	P	P
Amateur radio antennas and satellite earth stations	34-1175	Refer to 34-1175 for regulations		
Entrance gates, gatehouses	34-1741 et seq.	P	P	P
Residential accessory uses	Note (19), 34-622(c)(42), 34-1171 et seq., 34-1863, 34-1741 et seq., 34-2141 et seq.	P	P	P
Signs in compliance with chapter 30		P	P	P

of wetlands without losing the right to have a dwelling unit, provided that no alterations are made to those wetlands.

(2) Any lot created in the rural community preserve land use category (as delineated by policy 17.1.3 of the Lee Plan) after July 9, 1991, must have a minimum area of 43,560 square feet excluding all street rights-of-way.

(3) Modifications to required setbacks for collector or arterial streets, or for solar or wind energy purposes, are permitted only by variance. See section 34-2191 et seq.

(4) Special street setback provisions apply to portions of Colonial Boulevard and Daniels Road. Refer to section 34-2192(b)(3) and (4).

(5) For nonconforming lots, as defined in section 34-3271, the maximum lot coverage will be 40 percent.

(Ord. No. 93-24, § 7(table 410.B), 9-15-93; Ord. No. 94-24, § 50, 8-31-94; Ord. No. 95-07, § 36, 5-17-95; Ord. No. 96-06, § 5, 3-20-96; Ord. No. 96-17, § 5, 9-18-96; Ord. No. 97-10, § 6, 6-10-97; Ord. No. [07-19](#), § 6, 5-29-07; Ord. No. [10-25](#), § 4, 6-8-10; [Ord. No. 17-11](#), § 1, 9-5-17)

Footnotes:

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Note: [The amendments to Note 1 pertaining to chapter 32, as adopted in LCO 10-25, will have no force or effect until the date the Lee Plan amendments adopted by ordinances 10-19 and 10-21 become effective in accordance with F.S. ch. 163.]

Secs. 34-655—34-670. - Reserved.

DIVISION 5. - COMMUNITY FACILITIES DISTRICTS¹²¹

Footnotes:

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Editor's note— Ord. No. [14-13](#), § 7, adopted June 17, 2014, repealed §§ 34-811 and 34-812 of Div. 5, which pertained to purpose and intent, and applicability of use and property development regulations, respectively, and derived from Ord. No. 93-24, § 7(440.01 and 440.02), adopted Sept. 15, 1993, and Ord. No. 98-11, § 5, adopted June 23, 1998.

Sec. 34-813. - Use regulations table.

Use regulations for the community facilities districts are as follows:

TABLE 34-813. USE REGULATIONS FOR COMMUNITY FACILITIES DISTRICTS

	Special Notes or Regulations	CF
Administrative offices		P
Accessory uses, buildings and structures	34-1171 et seq., 34-2441 et seq., 34-2141 et seq.	P
Aircraft landing facilities, private: Lawfully existing		
Expansion of aircraft landing strip; or helistop or heliport landing pad	34-1231 et seq.	SE/EO
New accessory buildings	34-1231 et seq.	P
New helistop	34-1231 et seq.	SE
Assisted living facility	34-1411, Notes (1), (11), & (10)	P/SE
Boat ramps, noncommercial		EO/SE
Bus station/depot	34-1381 et seq.	P

Caretaker's residence	Note (9)	P
Cemetery, columbarium, mausoleum		P
Clubs:		
Country		P
Fraternal		P
Private		P
Communication facility, wireless		Refer to 34-1441 et seq. for regulations.
Consumption on premises	34-1261 et seq.	AA/SE
Cultural facilities	Note (5), 34-622(c)(10), 34-1297	P/SE
Day care center:		
Adult	Note (7)	P
Child	34-206, Notes (6) & (7)	SE
Emergency operations center	Note (2)	P
EMS, fire or sheriff's station		P
Entrance gates and gatehouse	34-1741 et seq.	P
Essential services		P
Essential service facilities:	34-622(c)(13)	
Group I	34-1611 et seq., 34-1741 et seq., 34-2142 et seq.	P

Group II	34-1611 et seq., 34-1741 et seq., 34-2141 et seq.	EO
Excavation:		
Oil or gas		SE
Water retention	34-1651 et seq.	P
Golf driving range		P
Government agencies, offices only		P
Gun range	Note (12)	SE/EO
Health care facilities (34-622(c)(20)):		
Group I (less than 50 beds)	34-1411 et seq., Notes (1), (7) & (10)	P/SE
Group II (less than 50 beds)	34-1411 et seq., Notes (1), (7) & (10)	P/SE
Library	Note (7)	P
Maintenance facility (government)		P
Parking lot:		
Accessory		P
Garage, public		P
Park-and-ride	34-1388	P
Temporary		P
Parks (34-622(c)(32)):		

Group I	Note (2)	P
Group II	Note (2)	P
Place of worship	Note (7), 34-2051 et seq.	P
Post office	Note (2)	P
Recreation facilities:		
Personal		P
Private—On-site		EO/SE
Private—Off-site		EO/SE
Religious facility	Note (2) & (7), 34-2051 et seq.	P
Restaurants, group II	Note (3), 34-622(c)(43)	P
Sanitary landfill	IPD only, 34-1831 et seq.	EO
Schools, noncommercial:		
Lee County School District	Note (7), 34-2381	P
Other	Note (2) & (7), 34-2381	P
Signs in accordance with chapter 30		P
Social services (34-622(c)(46)):		
Group III	Note (1), (7) & (10)	P
Group IV	Note (1), (7) & (10)	P
Specialty retail shops, group I	Note (3), 34-622(c)(47)	P

Storage, indoor only		P
Tactical training (df)		SE/EO
Temporary uses	Note (8)	TP

Notes:

- (1) New facilities of 50 or more beds, or the expansion of an existing facility that will bring the number of beds to 50 or more, or which changes the use, must request a special exception.
- (2) Except for government owned and operated parks (section 34-622(c)(32)), facilities proposed for ten or more acres or the expansion of an existing facility that will bring the number of acres to ten or more acres or that changes the use, must request a special exception.
- (3) Permitted only when clearly subordinate to the permitted use of the property and when conducted wholly within the principal building.
- (4) Reserved.
- (5) Art galleries are permitted as noncommercial only. Animal or reptile exhibits, aquariums, planetaria, and zoos require approval by special exception.
- (6) A day care center, owned by the entity with title to the place of worship, that is operated within the building housing the place of worship is not required to obtain special exception approval.
- (7) Not permitted in Airport Noise Zone B.
- (8) Temporary use permits are not required when the temporary use is accessory to the principal use of the structure or premises. See Use, accessory definition (section 34-2).
- (9) Not permitted in Airport Noise Zones B unless required to support a noise compatible use and constructed in compliance with limitations for dwelling unit type set forth in section 34-1006(b)(2) as applicable.
- (10) Not permitted in Coastal High Hazard areas unless in compliance with section 2-485(b)(5)a.
- (11) Not permitted in Airport Noise Zone B unless pre-empted by state law.
- (12) Limited to indoor gun range owned or operated by a government agency.

(Ord. No. 93-24, § 7(table 440.A), 9-15-93; Ord. No. 94-24, § 49, 8-31-94; Ord. No. 96-06, § 5, 3-20-96; Ord. No. 96-17, § 5, 9-18-96; Ord. No. 97-10, § 6, 6-10-97; Ord. No. 98-03, § 5, 1-13-98; Ord. No. 00-14, § 5, 6-27-00; Ord. No. 01-18, § 5, 11-13-01; Ord. No. 02-20, § 5, 6-25-02; Ord. No. 03-11, § 1, 4-8-03; Ord. No. [05-14](#), § 6, 8-23-05; Ord. No. [07-24](#), § 7, 8-14-07; Ord. No. [09-23](#), § 10, 6-23-09; Ord. No. [11-08](#), § 10, 8-9-11; Ord. No. [13-10](#), § 10, 5-28-13; Ord. No. [14-13](#), § 7, 6-17-14; [Ord. No. 16-19](#), § 10, 11-15-16)

Sec. 34-814. - Property development regulations table.

Property development regulations for the community facilities districts are as follows:

TABLE 34-814. PROPERTY DEVELOPMENT REGULATIONS FOR COMMUNITY FACILITIES DISTRICTS

	Special Notes or Regulations	CF
Minimum lot dimensions and area:		
Minimum lot area:		Except as may be set forth in the referenced sections for specific uses, there are no minimum lot area or dimensions required, provided that the area is of sufficient size to accommodate the proposed use as well as all setbacks, parking, open space, drainage and buffering requirements of this chapter and any other applicable County development regulations.
Place of worship		
Religious facility	34-2051 et seq.	
All other	34-2051 et seq.	
Minimum lot width (feet)		
Minimum lot depth (feet)		
Minimum setbacks:		
Street (feet)	Notes (1) and (2),	Variable according to the functional classification of the street or road

	34-2191 et seq., 34-1261 et seq.	(see section 34-2192).
Side yard (feet)		15
Rear yard (feet)	34-2191 et seq.	25
Water body (feet):	34-2191 et seq.	
Gulf of Mexico		50
Other		25
Maximum height (feet)	Note (3), 34-2171 et seq.	35
Maximum lot coverage (percent of total lot area)		35%

Notes:

(1) Modifications to required setbacks for collector or arterial streets is permitted only by variance. Modifications for solar or wind energy purposes, are permitted only by special exception. See section 34-2196.

(2) Special street setback provisions apply to portions of Colonial Boulevard and Daniels Parkway. Refer to section 34-2192(b)(3) and (4).

(3) Bonita Beach, Captiva, San Carlos Island, Gasparilla Island conservation district, Greater Pine Island and areas within the airport hazard zone have special limitations (see section 34-2175).

(Ord. No. 93-24, § 7(table 440.B), 9-15-93; Ord. No. 94-24, § 50, 8-31-94; Ord. No. 96-06, § 5, 3-20-96; Ord. No. 97-10, § 6, 6-10-97; Ord. No. [14-13](#), § 7, 6-17-14)

Secs. 34-815—34-840. - Reserved.

DIVISION 6. - COMMERCIAL DISTRICTS

Sec. 34-841. - Purpose and intent.

- (a) *Generally.* The purpose and intent of the conventional commercial districts is to regulate the continuance of certain land uses and structures lawfully existing as of August 1, 1986, which were originally permitted by the County Zoning Regulations of 1962, as amended, or 1978, as amended, and to encourage and guide new commercial development in accordance with the goals, objectives and policies set forth in the Lee Plan. Commercial development shall be permitted primarily in the future urban areas where requisite infrastructure exists or can feasibly be extended. Some limited commercial activities will be permitted in the nonurban areas to serve rural residents. Subsequent to August 1, 1986, with the exception of rezonings to recognize and accommodate existing developments, no parcel of land of ten or more acres in size shall be rezoned to any of the conventional commercial districts.
- (b) *C-1A, C-1 and C-2 commercial districts.* The purpose and intent of the C-1A, C-1 and C-2 districts is to regulate the continuance of commercial and select residential land uses and structures lawfully existing in the C-1A, C-1 and C-2 districts as of August 1, 1986, and as originally permitted by the County Zoning Regulations of 1962, as amended, and 1978, as amended, respectively. Subsequent to February 4, 1978, no land or water shall be rezoned into the C-1A, C-1 or C-2 districts, unless located within the mixed use overlay as identified on Lee Plan Map 1, Page 6. In no case shall new development be permitted in any existing C-1A, C-1 or C-2 district which is not consistent with the Lee Plan.
- (c) *C-2A commercial district.* The purpose and intent of the C-2A district is to recognize and provide for the continuation of most commercial and residential uses as set forth in the C-2 zoning district use regulations but prohibiting the industrial and manufacturing uses permitted by the C-2 district. This district is not available to landowners through normal procedures, but shall be used only by the Board of County Commissioners on its own initiative to achieve the purpose stated in this subsection.
- (d) *CN-1 neighborhood commercial district.* The purpose and intent of the CN-1 district is to permit the designation of suitable locations for small-scale commercial facilities within or adjacent to areas or neighborhoods which are essentially residential in nature, and to facilitate their proper development and use. It is anticipated that locating small retail and service establishments in close proximity to low- to moderate-density residential land uses will encourage pedestrian activity and otherwise reduce the number and length of automobile trips, as well as providing increased convenience to all users. It is further intended that substantial buffering and other design techniques will be used to prevent negative impacts on nearby or adjacent residential or lower-intensity land uses.
- (e) *CN-2 neighborhood commercial district.* The purpose and intent of the CN-2 district is to permit the designation of suitable locations for consumer-oriented commercial facilities of moderate scale, including neighborhood shopping centers, and to facilitate their proper development and use. The facilities include the functions of CN-1 commercial places, but the greater floor area and the broader mix of goods and services available results in a wider market or service area, a larger population served, and a greater impact on surrounding land uses. The primary uses provided for include retail trade in food, drugs, sundries, hardware and similar items, and the provision of personal services.
- (f) *CN-3 neighborhood commercial district.* The purpose and intent of the CN-3 district is to permit the designation of suitable intersection locations for a broad range of small-scale retail, office and personal service facilities adjacent to and within future residential neighborhoods without the need to obtain CPD (Commercial Planned Development) zoning. This district is especially suited to those portions of Lehigh Acres that meet the criteria found in Lee Plan Policy 1.8.3(2). To protect the residential character of adjoining neighborhoods, certain potentially incompatible uses such as, but not limited to, convenience stores and fuel pumps are prohibited in the CN-3 district. Hours of operation for permitted uses are restricted to minimize night-time operations.

- (g) *CC community commercial district.* The purpose and intent of the CC district is to permit the designation of suitable locations for medium- to large-scale consumer-oriented commercial facilities, particularly for multiple-occupancy complexes known as community or regional shopping centers, and to facilitate their proper development and use. In addition to the retail sale of consumer goods, this district is intended to permit a wide range of services, financial and other, including business and professional offices, all arranged in discrete commercial centers or evolving business districts. Such centers or districts differ from neighborhood commercial facilities in concentrating a greater floor area of use and a broader mix of goods and services in order to serve a wider market or service area and a larger population. This is expected to create greater impact on surrounding land uses and therefore require buffering and designed gradients of intensity adjacent to less intense uses.
- (h) *CG general commercial district.* The purpose and intent of the CG district is to permit the designation of suitable locations for and to facilitate the proper development and use of consumer-oriented commercial facilities which are of a type or scale which are not suited for and do not generally seek locations in neighborhood, community or regional shopping centers. Such uses frequently consist of a single principal building containing sales, administration, repair services or manufacture; often rely on large ground areas for storage or display of goods; and are relatively insensitive to the impacts of adjacent land uses while generating substantial impacts on their neighbors. High visual exposure and easy accessibility, usually from arterial roads or suburban highways, are important.
- (i) *CS-1 special commercial office district.* The purpose and intent of the CS-1 district is to permit the designation of suitable locations for and to facilitate the proper development and use of land for standard office space for various purposes, and a minimum level of retail sales and personal services required to provide convenient access to goods and services for the workforce and clientele. While it is recognized that such uses will demand easy access from arterial or high-volume collector roads, this district is intended to be used to separate and buffer residential and other low- or medium-intensity land uses, such as schools or parks, from higher-intensity commercial and light industrial land uses.
- (j) *CS-2 special commercial office district.* The purpose and intent of the CS-2 district is to permit the designation of suitable locations for the proper development of standard office space for various purposes, as well as a number of other low-impact uses that can be allowed by special exception in particular circumstances. This district is intended to be used to separate and buffer residential and other low- or medium-intensity land uses, such as schools or parks, from higher-intensity commercial and light industrial land uses.
- (k) *CH highway commercial district.* The purpose and intent of the CH district is to permit the designation of suitable locations for and to facilitate the proper development and use of land for the commercial provision of services and goods to the public using the major through highways of the County. Such uses require high visual exposure and ready access from major roads. The market of such uses is presumed to be made up of transient visitors rather than residents or longterm visitors to the County.
- (l) *CT tourist commercial district.* The purpose and intent of the CT district is to permit the designation of suitable locations for and to facilitate the proper development and use of land for the commercial provision of accommodations and services for tourists and other visitors and shortterm or seasonal residents. The term "accommodations," as used in this subsection, is intended to include housing, various amenities including recreational facilities, and local retail trade in goods and service, both general and specific to the locality or attractor or principal activities. Areas designated tourist commercial are expected to be located near or adjacent to an attractor of tourism such as gulf beach frontage, theme parks, major public or private parks and other recreational or scenic resources.
- (m) *CP commercial parking district.* The purpose and intent of the CP district is to facilitate the provision of automobile parking subordinate to other land uses on other parcels of land where it is not appropriate to permit the full range of uses allowed by the zoning district under which the principal use is allowed.

- (n) *CI intensive commercial district.* The purpose and intent of the CI district is to permit the designation of suitable locations for and to facilitate the proper development and use of land for those commercial activities which are like or which have many of the same needs as industrial land uses. Intensive commercial land uses are generally services, particularly warehousing, distribution and transportation of goods. However, in type and size of buildings, relation to modes of transportation, and demands on various services, they are often indistinguishable from industrial land uses. The CI district is and is intended to be intermediate between consumer-oriented commercial and light industrial uses.
- (o) *CR rural commercial district.* The purpose and intent of the CR district is to designate and to facilitate the proper development and use of land for limited commercial purposes in the nonurban areas of the County. In addition to the neighborhood scale provision of basic goods and services, it is the intent that the rural commercial district be used to provide other goods and services, specific to rural productive activities, such as farming or ranching, and for the rural lifestyle in general. The standard of physical development must be or closely approximate that of a minor commercial development as set forth in standard 6.1.2.1 of the Lee Plan.

(Ord. No. 93-24, § 7(450.01), 9-15-93; Ord. No. 96-17, § 5, 9-18-96; Ord. No. 01-03, § 5, 2-27-01; Ord. No. [09-23](#), § 10, 6-23-09; [Ord. No. 17-11](#), § 1, 9-5-17)

Sec. 34-842. - Alternative property development regulations for duplex, two-family attached, and townhouse units in C-1A, C-1, and C-2 districts.

As an alternative to developing in accordance with section 34-845, property zoned C-1A, C-1, and C-2, may be developed with duplexes, two-family attached units (where permitted by section 34-844), and townhouses on lots with a minimum lot area of 2,400 square feet per lot without compliance with minimum lot width, lot depth, side setback requirements or the requirement that lots must abut streets in section 10-291(2); provided the following conditions are met:

- (1) The overall parcel on which the lots are developed must comply with all lot coverage, area, width, and depth requirements for the district in which located;
- (2) The overall parcel on which the lots are developed complies with section 10-291;
- (3) All structures must comply with setbacks for the district in which located, as measured from the boundary of the overall parcel;
- (4) All structures must comply with street, rear, and water body setbacks for the district in which located, with the rear setback measured from individual lot lines;
- (5) All structures which exceed the maximum height requirements of the district in which located must comply with the additional setbacks specified in article VII, division 30, subdivision II, of this chapter as measured from the overall parcel boundary;
- (6) The applicant must provide adequate assurance that all areas of the overall parcel which are not developed as individual lots will remain and be maintained as common areas by an appropriate property owners' association. Such assurance may be provided in the form of maintenance and access easements or other documents or combination of documents satisfactory to the County Attorney to ensure the common areas are perpetually maintained and the common infrastructure is available for the property owners within the development; and
- (7) This section may not be utilized to authorize the subdivision of a parent parcel. Subdivision of a parent parcel must meet the requirements of chapter 10 (either through an approved lot split, plat, or replat).

(Ord. No. [13-10](#), § 10, 5-28-13)

(34-622(c)(2)):																			
Group I	34-1351, 34-1353	—	P	P	P	—	—	—	P	P	—	—	—	—	—	—	P	—	
Group II	34-1351, 34-1353	—	—	P	P	—	—	—	—	P	—	—	—	—	—	—	P	—	
Automobile service station	Note (34), 34-1351, 34-1353	—	P	P	P	—	P	—	P	P	—	—	P	SE	P	P	—		
Bait and tackle shop	Note (33)	P	P	P	P	P	P	P	P	P	—	SE (5)	—	P	P	—	—		
Banks and financial establishments (34-622(c)(3)):																			
Group I		P	P	P	P	—	P	P(16)	P	P	P	P(16)	—	P	—	—	—		
Group II		—	P	P	P	—	—	—	P	P	P	P(16)	—	—	—	—	—		
	Special Notes or Regula	C-1A	C-1	C-2	C-2A	CN-1	CN-2	CN-3 (21, 23)	CC	CG	CS-1	CS-2	CH	CT	CR	C I	C P		

	tions																	
Bar or cocktail lounge	34-1201 et seq. 34-1261 et seq.	—	AA/SE	AA/SE	AA/SE	—	—	—	AA/SE	AA/SE	—	—	AA/SE (6)	AA/SE	AA/SE	—	—	
Bed and breakfast (df)	Note (25), 34-1494	—	P	P	P	—	—	—	—	—	—	SE	—	P	—	—	—	
Boarding house	Note (25)	—	P	P	P	—	—	—	—	—	—	SE	—	P	—	—	—	
Boats:																		
Boat parts store		P	P	P	P	—	P	P(2, 4)	P	P	—	—	—	—	—	—	—	
Boat ramp		EO/SE	EO/SE	P	P	—	—	—	P	P	—	—	—	P	P	—	—	
Boat rental		P	P	P	P	—	P	—	P	EO	—	—	P	P (7)	—	—	—	
Boat repair and service	34-1352, 34-3001 et seq.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Boat sales		—	P	P	P	—	—	—	—	P	—	—	—	—	—	—	—	
Boat storage, dry, not	Note (32)	—	P	P	P	—	—	—	—	P	—	—	—	—	—	—	—	

exceeding 18 feet above grade																		
Boat storage, dry, exceeding 18 feet above grade	Note (32)	—	SE	SE	SE	—	—	—	—	SE	—	—	—	—	—	—	—	—
Broadcast studio, commercial radio and television	34-1441 et seq.	—	—	P	P	—	—	—	P	P	—	—	—	—	—	—	—	—
Building materials sales (34-622(c)(4))		—	—	P	P	—	—	—	—	P	—	—	—	—	—	—	P	—
Business services (34-622(c)(5)):																		
Group I		P	P	P	P	P	P	P	P	P	P	P	P (8)	—	P	P	P	—
Group II	Note (34), 34-1352	—	P	P	P	—	—	SE	—	P	—	—	—	—	—	—	P	—
Bus station/de	34-1381	—	—	P	P	—	—	—	SE	P	—	—	P	—	—	P	—	—

Group I		P	P	P	P	—	—	P	P	P	—	—	—	—	—	—	—
Group II		—	P	P	P	—	—	—	P	P	—	—	—	—	—	—	—
Group III		—	—	—	—	—	—	—	—	P	—	—	—	—	—	—	—
Convenience food and beverage store	34-1353	P(19)	P(19)	P(19)	P(19)	—	SE(19)	—	P	P	—	—	P	SE(19)	P	P	—
Cultural facilities (34-622(c)(10))		—	P	P	P	—	—	—	—	—	—	—	—	P	—	—	—
Day care center, adult, child	34-206, Note (25)	P	P	P	P	P	P	P	P	P	—	—	—	P	P	—	—
Department store		P	P	P	P	—	—	—	P	P	—	—	—	—	—	—	—
Dormitory	Note (25)	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—
Drive-through facility for any permitted use		P	P	P	P	—	SE	—	P	P	SE	SE	P	P	P	P	—
Drugstore, pharmacy		P	P	P	P	—	P	P	P	P	—	—	—	—	P	—	—

Dwelling unit:																		
Duplex	34-3107, 34-3108, Note (25)	P	P	P	P	—	—	—	—	—	—	P	—	—	—	—	—	—
Single-family	Note (26)	P	P	P	P	—	—	—	—	—	—	P	—	—	—	—	—	—
Two-family attached	34-3107, 34-3108, Note (25)	P	P	P	P	—	—	—	—	—	—	—	—	—	—	—	—	—
Townhouse	Note (25)	EO	P	P	EO	—	—	—	—	—	—	—	—	—	—	—	—	—
Live-work	34-1773	—	P	P	P	SE	SE	—	—	—	SE	SE	—	—	—	—	—	—
Multiple-family building	Note (25)	P (35) / EO	P	P	EO	SE (10)	SE (10)	SE (10)	—	—	SE (10)	SE (10)	—	P	—	—	—	—
Entrance gates and gatehouse	34-1748	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Emergency operations center		P	P	P	P	—	—	—	—	P	P	SE	—	—	P	P	—	—
EMS, fire or sheriff's	34-	P	P	P	P	—	—	—	P	P	P	—	—	—	P	P	—	—

station	3152																	
Essential services	34-1611 et seq.	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Essential service facilities:	34-622(c)(13)																	
Group I	34-1611 et seq., 34-1741 et seq., 34-2142	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Group II	34-1611 et seq., 34-1741 et seq., 34-2141 et seq.	EO	—	—	—	—	—	—	EO	—	—	—	—	—	—	—	—	—
Excavation :																		
Water retention	34-1651 et seq.	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Oil or gas		SE	SE	SE	SE	SE	SE	—	SE	SE	SE	—	SE	SE	SE	SE	SE	—
Farm equipment		—	—	—	—	—	—	—	—	P	—	—	—	—	P	—	—	—

, sales, storage, rental or service																	
Feed or fertilizer, mixing and sales		—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—
Fish house, wholesale		—	—	P (11)	—	—	—	—	—	—	—	—	—	—	—	—	—
Flea market:																	
Open		—	—	SE	SE	—	—	—	—	SE	—	—	—	—	—	—	—
Indoor		—	P	P	P	—	—	—	P	P	—	—	—	—	—	—	—
Food and beverage service, limited		SE	SE	SE	SE	SE	SE	SE	SE	SE	—	SE	—	—	—	—	—
Food stores (34-622(c)(16)) :																	
Group I	34-3152	P	P	P	P	P (12)	P	P (12)	P	P	—	—	—	P	P	—	—
Group II		P	P	P	P	—	P	P	P	P	—	—	—	—	—	—	—

Fraternity house	Note (25)	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—	—	—
Freight and cargo handling establishments (34-622(c)(17))		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—
Funeral home or mortuary:																		
No cremation		P	P	P	P	—	—	—	P	P	P	SE	—	—	—	—	—	—
With cremation		SE	SE	SE	SE	—	—	—	SE	P	P	SE	—	—	—	—	—	—
Gasoline dispensing system, special		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	P	—
Hardware store		P	P	P	P	P	P	P	P	P	—	—	—	—	P	—	—	—
Health care facility (34-622(c)(20)) :																		
Group I (less than 50 beds)	Note (9) & (25)	—	—	—	—	—	—	—	—	—	P (13)	SE (13)	—	—	—	—	—	—

Group II (less than 50 beds)	Note (9) & (25)	—	—	—	—	—	—	—	—	—	—	P (13)	SE (13)	—	—	—	—	—
Group III		P	P	P	P	—	P	P	P	P	P	P	SE(13)	—	—	P	—	—
Group IV	Note (9) & (25)	—	—	—	—	—	—	—	—	—	—	P (13)	SE (13)	—	—	—	—	—
Hobby, toy and game shops (34- 622(c)(21))		P	P	P	P	—	P	P	P	P	—	—	—	—	—	—	—	—
Home care facility	Note (25)	P	P	P	P	SE	SE	—	—	—	SE	SE	—	P	—	—	—	—
Home occupation :																		
No outside help	Note (27), 34- 1771 et seq.	P	P	P	P	P	P	P	—	—	P	P	—	P	—	—	—	—
With outside help	Note (27), 34- 1771 et seq.	AA	—	—	AA	AA	—	AA	—	—	—	—						
Hotel/mot el	Note (31), 34- 1801	—	P	P	P	—	—	—	—	—	—	SE	P	P	—	—	—	—

)), group III																
Food and kindred products (34-622(c)(15)), group III	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—
Leather products (34-622(c)(25)), group II	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—
Lumber and wood products (34-622(c)(26)), group II	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—
Measuring, analyzing and controlling instruments (34-622(c)(28))	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—
Novelties, jewelry, toys and	—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—

signs (34-622(c)(29)), all groups																		
Rubber and plastic products (34-622(c)(44)), group II		—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Marina	34-1862	EO	EO	EO	EO	—	—	—	—	EO	—	—	—	EO	—	—	—	
Marina, ancillary uses		EO	EO	EO	EO	—	—	—	—	EO	—	—	—	EO	—	—	—	
Mass transit depot or maintenance facility (government-operated)		P	P	P	P	—	—	—	—	P	P	SE	—	—	—	P	—	
Medical office		P	P	P	P	—	P	P	P	P	P	P	—	P	P	—	—	
Mobile home dealers	34-1352	—	—	P	—	—	—	—	—	SE	—	—	—	—	—	—	—	
Model:																		
Home	34-1951	P	P	P	P	—	—	—	—	—	—	—	—	SE	—	—	—	

	et seq.																	
Unit	34-1951 et seq.	P	P	P	P	—	—	—	—	—	—	—	—	SE	—	—	—	
Display center	34-1951 et seq.	—	P	P	P	—	—	—	P	P	—	—	—	SE	—	—	—	
Multislip docking facility		—	P	P	P	—	—	—	—	—	—	—	—	P	—	—	—	
Nightclubs	34-1201 et seq. 34-1261 et seq.	—	AA/SE	AA/SE	AA/SE	—	—	—	AA/SE	AA/SE	—	—	AA/SE(6)	AA/SE	AA/SE	—	—	
Nonstore retailers (34-622(c)(30)), all groups		P	P	P	P	—	—	—	P	—	—	—	—	—	—	—	—	
Package store	34-1261 et seq.	P	P	P	P	P	P	P	P	P	—	—	—	P	P	—	—	
Paint, glass and wallpaper		P	P	P	P	—	—	P	P	P	—	—	—	—	—	—	—	
Parks (34-622(c)(32))																		
Group I		P	P	P	P	—	—	—	P	P	—	—	—	P	—	—	—	

Group II		SE	SE	P	P	—	—	—	—	P	—	—	—	P	—	—	—
Parking lot:																	
Accessory		P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Commercial		—	SE	SE	SE	—	—	—	SE	SE	—	—	—	—	—	—	—
Garage, public parking		—	SE	SE	P	—	—	—	SE	SE	—	—	—	—	—	—	—
Park-and-ride	34-1388	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Temporary	Note (14), 34-3049	P	P	P	P	P	P	—	P	P	P	P	P	P	P	P	P
Personal services (34-622(c)(33)) :																	
Group I		P	P	P	P	P	P	P	P	P	—	SE (5)	—	P	—	—	—
Group II		P	P	P	P	—	—	P	P	P	—	—	—	P	—	—	—
Group III		P	P	P	P	—	—	P	P	P	SE	SE (5)	—	P	—	—	—
Group IV		P	P	P	P	—	P	P	P	P	—	—	—	—	—	—	—

Group I	34-1352, 34-3001 et seq., 34-3152	P	P	P	P	—	P	P	P	P	—	—	P	P	—	—	—
Group II	34-1352, 34-3001 et seq.	P	P	P	P	—	P	P	P	P	—	—	P	P	P	—	—
Group III	34-1352, 34-3001 et seq.	—	P	P	P	—	—	—	P	P	—	—	P	P(17)	—	—	—
Group IV	34-1352, 34-3001 et seq.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Repair shops (34-622(c)(40)) :																	
Group I		P	P	P	P	P	P	P	P	P	—	—	—	P	P	P	—
Group II		P	P	P	P	—	—	P	P	P	—	—	—	—	P	P	—
Group III		—	—	P	P	—	—	—	—	P	—	—	—	—	—	P	—

Group IV		—	—	P	—	—	—	—	—	P	—	—	—	—	P	P	—
Group V		—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Research and development laboratories (34-622(c)(41)) :																	
Group II		P	P	P	—	—	—	—	P	P	P	SE	—	—	—	—	—
Group IV		—	—	P	—	—	—	—	—	—	—	—	—	—	—	—	—
Residential accessory uses (34-622(c)(42))	Note (27)	P	P	P	P	P	P	P	—	P	P	P	—	P	—	—	—
Restaurant , fast food	34-1353	—	P	P	P	—	—	—	P	P	—	—	P	P	SE	—	—
Restaurants (34-622(c)(43)) :																	
Group I	34-3152	P	P	P	P	—	P	P	P	P	—	SE (5)	P	P	P	—	—
Group II	34-3152	P	P	P	P	—	P	P (24)	P	P	SE	SE (5)	P	P	—	—	—

:																		
Group I		—	P(15)	P	P	—	—	—	P(15)	P(15)	P(15)	P(15)	—	P(15)	P(15)	P	—	
Group III		—	P(15)	P	P	—	—	—	P(15)	P(15)	P(15)	P(15)	—	P(15)	P(15)	P	—	
Group IV		—	P(15)	P(15)	P(15)	—	—	—	P(15)	P(15)	—	—	—	—	—	P	—	

Notes:

- (1) Permitted only when accessory to a lawfully permitted single-family dwelling unit.
- (2) No outdoor display of merchandise permitted.
- (3) Permitted only if completely enclosed within a building.
- (4) No installation service permitted.
- (5) Limited to 500 square feet when in conjunction with one dwelling unit on the same premises.
- (6) Use only permitted when clearly incidental to a hotel or motel.
- (7) The following uses may be permissible seaward of the water body setback line only by special exception: boat rentals (inflatables, sailboats, jet skis, windsurfers and the like), foodstands, rental of cabanas and beach furniture, outdoor amusements including boat balloonist, and seaplane rides, water ski tows, parasail tows and similar activities, fishing and sightseeing piers and towers.
- (8) Bail bonding, blood banks, blood donor stations and caterers permitted only by special exception.
- (9) Not permitted in Coastal High Hazard areas unless in compliance with section 2-485(b)(5)a.
- (10) The total square footage of the residential uses shall not exceed the total square footage of all existing and proposed commercial uses on the subject property, and the total number of

residential units shall not exceed the number of units permitted by the Lee Plan, whichever is less.

(11) Not permitted within 500 feet of the nearest residence.

(12) Excluding supermarkets.

(13) New facilities of 50 or more beds, or the expansion of an existing facility that will bring the number of beds to 50 or more, requires a special exception.

(14) Use not permitted on Captiva Island or within the Gasparilla Island conservation district.

(15) Limited to those commodities and products which are permitted to be sold at retail, provided that parking meets the requirements for retail sales.

(16) ATM's that are to be available to the public 24 hours a day, must be approved by Special Exception and located so that their uses will not cause a disturbance to adjacent property owners. ATM's located within a building housing a permitted use and available to the public only during normal working hours do not require a Special Exception.

(17) Limited to rental of passenger cars, vans, and pick-up trucks less than three-quarter ton capacity. Maintenance activities limited to washing, waxing, vacuuming and minor repairs but excluding activities classified as Automotive Repair and Service-Groups I and II. See section 34-622(c)(2).

(18) Two pumps are permissible as an accessory use to businesses (other than a convenience food and beverage store which is listed separately) to provide fuel for their own fleet of vehicles and equipment. Additional pumps require approval of a special exception.

(19) Limited to eight pumps unless a greater number is approved as part of a special exception or as specifically approved in the master concept plan. An existing business with more than eight lawfully permitted pumps as of January 31, 1998 will not be considered non-conforming. Existing pumps may be modernized, replaced, or relocated on the same premises but additional new pumps will not be permitted.

(20) Facilities proposed for ten or more acres or the expansion of an existing facility that will bring the number of acres to ten or more acres must request and be approved as a special exception.

(21) Regular business hours limited to 7:00 a.m. to 9:00 p.m. unless extended hours are approved by Special Exception for a specific use.

(22) Use may only be approved when clearly incidental to a permitted restaurant.

(23) Total floor area of a single use building may not exceed 5,000 square feet. A multi-use building may not exceed 7,500 square feet. If more than one building is in a development, there must be a minimum separation between buildings of fifteen feet.

(24) No outdoor seating.

(25) Not permitted in Airport Noise Zone B.

(26) Not permitted in Airport Noise Zone B. See section 34-1004 for exceptions.

(27) Not permitted in Airport Noise Zone B unless accessory to a lawful mobile home or single-family residence. See section 34-1004.

(28) Limited to active recreation only (ball fields and tennis courts, for example) in Airport Noise Zone B.

(29) Not permitted in Airport Noise Zone B unless pre-empted by state law.

(30) Not permitted in Airport Noise Zones B unless required to support a noise compatible use and constructed in compliance with limitations for dwelling unit type set forth in section 34-1004 as applicable.

(31) Sound attenuating insulation should be considered for hotels and motels in Airport Noise Zone B.

(32) For purposes of this use only, grade is the average elevation of the street or streets abutting the property measured along the centerline of the streets, at the points of intersection of the streets with the side lot lines (as extended) and the midpoint of the lot frontage.

(33) Limited to four pumps, unless a greater number is approved as part of a special exception.

(34) Automobile auctions, on-site or internet, are permitted only when all vehicles are stored inside. Projects with outdoor storage will be considered vehicle and equipment dealers, group I, and must comply with section 34-1352.

(35) New multiple-family buildings are permitted on properties zoned C-1A only within the mixed use overlay.

(Ord. No. 93-24, § 7(table 450.A), 9-15-93; Ord. No. 94-02, § 16, 1-10-94; Ord. No. 94-24, § 49, 8-31-94; Ord. No. 95-07, § 35, 5-17-95; Ord. No. 96-06, § 5, 3-20-96; Ord. No. 96-17, § 5, 9-18-96; Ord. No. 97-10, § 6, 6-10-97; Ord. No. 98-03, § 5, 1-13-98; Ord. No. 98-11, § 5, 6-23-98; Ord. No. 99-05, § 9, 6-29-99; Ord. No. 00-14, § 5, 6-27-00; Ord. No. 01-03, § 5, 2-27-01; Ord. No. 01-18, § 5, 11-13-01; Ord. No. 02-20, § 5, 6-25-02; Ord. No. 03-11, § 1, 4-8-03; Ord. No. 03-16, § 6, 6-24-03; Ord. No. 04-05, § 1, 4-27-04; Ord. No. [05-14](#), § 6, 8-23-05; Ord. No. [06-10](#), § 1, 6-12-06; Ord. No. [07-24](#), § 7, 8-14-07; Ord. No. [09-23](#), § 10, 6-23-09; Ord. No. [11-08](#), § 10,

8-9-11; Ord. No. [13-10](#), § 10, 5-28-13; Ord. No. [14-13](#), § 7, 6-17-14; [Ord. No. 16-19](#), § 10, 11-15-16; [Ord. No. 17-11](#), § 1, 9-5-17)

Note— See the editor's note to § 34-842.

Sec. 34-845. - Property development regulations table.

No structure may hereafter be erected, constructed, moved, altered or maintained in any conventional commercial district in a manner inconsistent with the property development regulations for conventional commercial districts, except as provided for in article VIII (nonconformities) of this chapter, or in section 34-620.

Properties located within the mixed use overlay as delineated on Map 1, page 6 of the Lee Plan and described in Objective 11.2 may apply the alternative property development regulations under the "MUO" category.

Property development regulations for conventional commercial districts are as follows:

TABLE 34-845. PROPERTY DEVELOPMENT REGULATIONS FOR COMMERCIAL DISTRICTS

	Special Notes or Regulations	C-1A	C-1	C-2, C-2A	CN-1	CN-2	CN-3	CC, CG	CS-1	CS-2	CH	CT	CR	CI	CP	MUO
Maximum density	Note (1)				(2)	(2)	(2)		(2)	(2)						
Minimum lot area and dimensions:	34-2221, 34-2222, 34-2142															0
Minimum lot size:																0
Residential uses (square feet):																0
First two		7,500	7,500	7,500	—	—	7,500	—	—	5,000	—	7,500	—	—	—	

	units in same building																
	Each additional unit in same building	—	3,000	2,000	—	—	2,000	—	—	—	—	2,000	—	—	—		
	Nonresidential uses (square feet):																
	Corner lot	7,500	7,500	10,000	10,000	10,000	10,000	20,000	20,000	5,000	10,000	20,000	39,500	2 acres	None		
	Interior lot	7,500	7,500	10,000	10,000	10,000	7,500	20,000	20,000	5,000	10,000	20,000	33,600	2 acres	None		
	Lot width (feet)	75	75	75	75	100	75	100	100	50	100	100	100	150	—	25	
	Lot depth (feet)	100	100	100	100	100	100	100	100	100	100	100	100	150	—	0	
	Minimum setbacks:	34-1174 et seq. & 34-2191 et seq.											(10)				
	Street (feet)	Notes (3) and (4)	Variable according to the functional classification of the street or road (see section 34-2192).													0	

Side yard (feet)	Notes (3) and (5)	15	15	15	15	15	10	15	20	10	15	20	15	15(10)	Note (6)	0
Rear yard (feet)		25	25	25	20	20	20	25	20	20	20	25	20	25(10)	Note (7)	0
Water body (feet):	34-2191 et seq.															
Gulf of Mexico		In accordance with chapter 6, article III, or 50 feet from mean high water, whichever is the most restrictive.														
Other		25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
Special regulations:		Refer to the sections specified for exceptions or additions to the minimum setback requirements listed in this table.														
Animals, reptiles, marine life	34-1291 et seq.															
Consumption on premises	34-1261 et seq.															
Dairy products (sic 202)	34-2443															
Docks, seawalls, etc.	34-1863															
Essential services	34-1611 et seq.															

		Note: Bonita Beach, Captiva, San Carlos Islands, Gasparilla Island conservation district, Greater Pine Island and areas within the airport hazard zone have special height limitations (see section 34-2175).															
Maximum lot coverage (percent of total lot area)		40 %	40 %	40%	40%	40%	40%	40%	40%	40%	50 %	40%	40%	40%	40 %	40 % (9)	No Re qt.

Notes:

- (1) Residential development shall not exceed that density permitted by the Lee Plan for the land use category in which the property is located.
- (2) The minimum lot area required for nonresidential uses shall be applicable to combined commercial and residential living units approved by special exception in the same manner as if the residential use did not exist.
- (3) Modifications to required setbacks for arterial or collector streets are permitted only by variance. Modifications for solar or wind energy purposes, are permitted only by special exception. See section 34-2191 et seq.
- (4) Special street setbacks apply to portions of Colonial Boulevard and Daniels Road. See section 34-2192(b).
- (5) No side yard setback is required from common lot line for two-family attached or townhouse.
- (6) Parking areas shall be ten feet from any residential land use and five feet from any other. Any structure in the CP district shall be set back a minimum of 15 feet from any side lot line and 25 feet from any rear lot line.
- (7) Where a parking lot permitted under CP zoning is adjacent to a residential land use, an opaque fence shall be erected and maintained to protect the latter from noise, glare and intrusion.
- (8) No outdoor display or storage of merchandise is permitted in the CN-1, CN-2, or CN-3 district.
- (9) Lot coverage applies to structures only.
- (10) Truck terminals shall be required to comply with the setback requirements as set forth in table 34-904.

(Ord. No. 93-24, § 7(table 450.B), 9-15-93; Ord. No. 94-24, § 50, 8-31-94; Ord. No. 96-06, § 5, 3-20-96; Ord. No. 96-17, § 5, 9-18-96; Ord. No. 97-10, § 6, 6-10-97; Ord. No. 98-03, § 5, 1-13-98; Ord. No. 01-03, § 5, 2-27-01; Ord. No. [13-10](#), § 10, 5-28-13; [Ord. No. 17-11](#), § 1, 9-5-17)

Note— See the editor's note to § 34-842.

Secs. 34-846—34-870. - Reserved.

Table 1(c)

Mixed Use Overlay/Lehigh Acres Specialized Mixed Use Node Ratios

Future Land Use Map Category	Floor Area Ratio	Acres*	Percent Residential	Percent Non-Residential
Intensive Development	3	1,595	10-50%	50-90%
Central Urban	2	3,997	20-50%	50-80%
Urban Community	2	3,195	25-60%	40-75%
Suburban	1	391	30-70%	30-70%
Outlying Suburban	1	123	30-70%	30-70%

*Remaining acres are within non-residential areas that are situated within the overlay such as Public Facilities and Wetlands.