Attachment F

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TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

FOR

MISSON GROVE OF ESTERO
PLAZA DEL SOL CPD – PARCEL G EAST
VILLAGE OF ESTERO

(PROJECT NO. F2605.08)

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TRANSPORTATION CONSULTANTS, INC

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TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Village of Estero Department of Community Development for projects seeking a zoning amendment as well as development order approval. The subject site is located within the Plaza Del Sol CPD located in the northeast quadrant of the intersection of Corkscrew Road and Three Oaks Parkway in the Village of Estero in Lee County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

Specifically, the requested zoning amendment is for Parcel G within the Plaza Del Sol CPD to permit the development of a Assisted Living Facility/Memory Care/Independent Living facility on the approximately 7.04-acre parcel. The parcel is currently zoned under Ordinance No. 2024-08 which permits the development of up to 18,000 square feet of commercial uses, 110,000 square feet of self-storage uses and a 120-room hotel on the site. The current proposal is to develop the site with a 163 unit Assisted Living/Memory Care/Independent Living facility.

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



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PROJECT LOCATION MAP
MISSION GROVE OF ESTERO

Figure 1

II. EXISTING CONDITIONS

The subject site is currently vacant. The subject site is bordered to the east by an existing medical office building, to the south by Arcos Avenue and additional commercial development within the Plaza Del Sol CPD, to the north and west by a detention pond.

Corkscrew Road is a four lane divided arterial roadway within the vicinity of the subject site. The intersection of Corkscrew Road with Puente Lane is signalized. Corkscrew Road has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

Three Oaks Parkway is a four lane divided arterial roadway within the vicinity of the subject site. The intersection of Corkscrew Road with Three Oaks Parkway is signalized. Three Oaks Parkway has a posted speed limit of 45 mph and is under the jurisdiction of the Lee County Department of Transportation.

III. PROPOSED DEVELOPMENT

Upon approval of the proposed zoning amendment and development request, the subject site would be developed with an assisted living facility and independent living facility with a total of 163 units. As previously indicated, the current entitlements of the site permit the development of up to 18,000 square feet of commercial uses, 110,000 square feet of self-storage uses and a 120-room hotel. **Table 1** reflects the maximum development intensities of both the permitted entitlements as well as the requested entitlements being requested for the site.

Table 1
Land Uses
Misson Grove of Estero

Land Use	Approved Entitlements	Proposed Entitlements
Commercial Retail (LUC 822)	18,000 sq. ft.	0 sq. ft.
Self-Storage (LUC 151)	110,000 sq. ft.	0 sq. ft.
Hotel (LUC 310)	120 Rooms	0 Rooms
Assisted Living/Memory Care (LUC 254)	0 beds	98 Units/110 Beds
Independent Living (LUC 252)	0 units	65 Units

Access to the subject site is proposed to Arcos Way. Access to Three Oaks Parkway and Corkscrew Road is already provided and has existing for a number of years. Recently, the intersection of Corkscrew Road with Puente Lane was signalized with properties within Plaza Del Sol (including the subject parcel) participating in a fair share contribution towards the costs of design and construction of this traffic signal, which is now operational

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation***, 12th Edition. A trip generation comparison was first made between the existing entitlements and the proposed entitlements to illustrate that the requested zoning amendment represents a DECREASE in intensity in terms of trip generation and impacts to the adjacent roadways compared to what is currently approved on the subject site. For the uses approved under the current Ordinance (No. 2024-08), Land Use Code 822 (Strip Retail Plaza) was utilized for the commercial uses, Land Use Code 151 (Mini-Warehouse) was utilized for the Self-Storage uses and Land Use Code 310 (Hotel) was utilized for the hotel use. For the proposed uses, Land Use Code 254 (Assisted Living) was utilized for the Assisted Living/Memory Care facility and Land Use Code 252 (Senior Adult Housing –

Multifamily) was utilized for the Independent Living units. **Table 2** outlines the anticipated weekday A.M and P.M peak hour trip generation of the existing approved uses based on the approved Ordinance and **Table 3** outlines anticipated weekday A.M and P.M peak hour trip generation of the proposed uses based on the requested zoning amendment. **Table 4** then outlines the trip generation DECREASE between the entitled uses and the proposed uses (Table 4 minus Table 3).

Table 2
Trip Generation
Plaza Del Sol – Parcel G Approved Uses Per Ordinance No. 2024-08

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	In	Out	Total	In	Out	Total
Commercial Retail (18,000 Sq. Ft.)	39	32	71	57	57	114
Self-Storage (110,000 Sq. Ft.)	5	4	9	7	8	15
Hotel (120 Rooms)	21	19	40	24	23	47
Total Trips	65	55	120	88	88	176

Land Use Code 822 – Strip Retail Plaza utilized for the retail uses
Land Use Code 151 – Mini-Warehouse utilized for the Self-Storage use
Land Use Code 310 – Hotel utilized for the Hotel use

Table 3
Trip Generation
Plaza Del Sol – Parcel G Proposed Uses

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	In	Out	Total	In	Out	Total
Assisted Living/Memory Care (98 Units/110 Beds)	12	9	21	10	16	26
Independent Living (65 Units)	4	9	13	9	7	16
Total Trips	16	18	34	19	23	42

Land Use Code 254 - Assisted Living utilized for Assisted Living/Memory Care Beds
Land Use Code 252 - Senior Adult Housing - Multi-Family utilized for the Independent Living Units

Table 4
Trip Generation Difference
Proposed Uses vs. Approved Uses

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
	In	Out	Total	In	Out	Total
Proposed Uses (Assisted Living/IL Units)	16	18	34	19	23	42
Approved Uses (Retail/Storage/Hotel)	-65	-55	-120	-88	-88	-176
Trip Difference	-49	-37	-86	-69	-65	-134

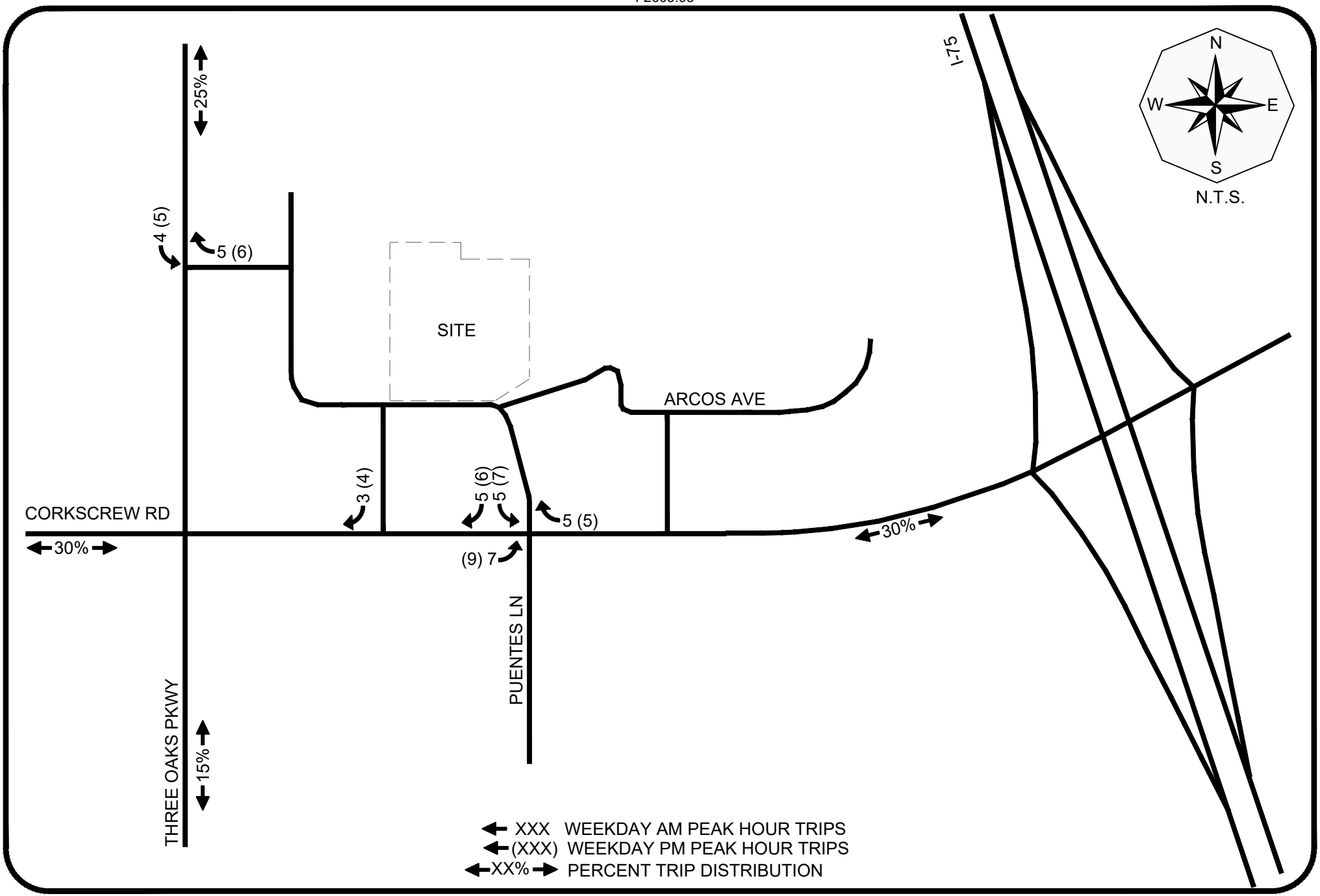
A negative number in the Trip Difference line indicates a **REDUCTION** in trips due to the proposed amendment.

V. PROJECT IMPACT

The trips the proposed development is anticipated to generate as shown in Table 3 were then assigned to the surrounding roadway system based on the anticipated routes the drivers will utilize to approach the site. Based on current and projected population in the area and other existing or planned competing/complementary uses in the area, a distribution of the site traffic was formulated. The primary access is the signalized intersection along Corkscrew Road. The site access on Three Oaks Parkway is a southbound directional left-in/right-in/right-out only access. The anticipated trip distribution and assignment of project traffic to the site access drive intersections is shown in **Figure 2.**

In order to determine which roadway segments surrounding the site will be significantly impacted as outlined in the Lee County Traffic Impact Statement Guidelines **Table 1A**, contained in the Appendix, was created. Note, Table 1A and the Level of Service Analysis was completed only with regards of the trips illustrated in Table 3 from the proposed uses. This table indicates which roadway links in the vicinity of the subject site will accommodate greater than 10% of the Peak Hour – Peak Direction Level of Service "C" volumes, as defined by the ***Lee County Link Specific Service Volume*** Tables. From Table 1A, the proposed development is NOT anticipated to significantly impact any of the adjacent roadways. A copy of the Service Volume Tables for Three Oaks Parkway and Corkscrew Road is located in the Appendix of this report for reference.

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TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT
MISSION GROVE OF ESTERO

Figure 2

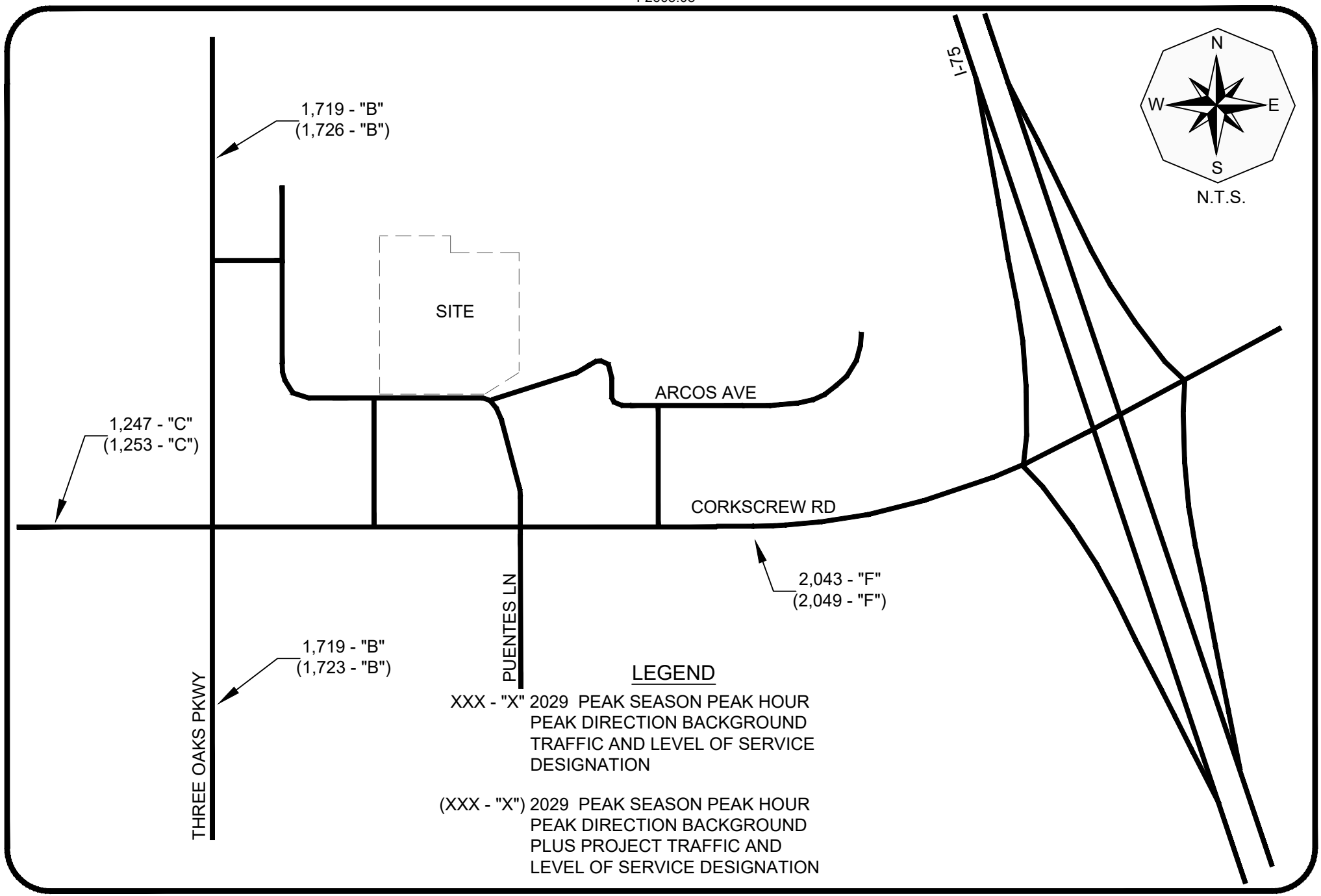
VI. FUTURE TRAFFIC CONDITIONS

An analysis year of 2029 was selected as the year to evaluate the impacts the proposed Mission Grove of Estero project will have on the surrounding roadway network. Based on this build-out year, a growth rate was applied to the existing traffic conditions for all roadway links that could be significantly impacted by this development. The growth rate for Corkscrew Road and Three Oaks Parkway was obtained through comparison of annual traffic data obtained from the 2024 FDOT Traffic Information Online resource. Based on the project distribution shown on Table 1A, the link data was analyzed for the year 2029 without the development and year 2029 with the development.

The 2024 peak hour, peak season, peak direction volumes for Corkscrew Road and Three Oaks Parkway were obtained from the 2025 ***Lee County Public Facilities Level of Service and Concurrency Report***. The peak hour, peak direction traffic volumes were then factored by the annual growth rate in order to obtain the 2029 background traffic conditions on the area roadway network. The roadway link data was analyzed for the year 2029 without the development, and year 2029 with the A.M. and P.M peak hour development trips added to the network. **Table 2A**, located in the Appendix of this report indicates the methodology utilized to conduct the Level of Service Analysis. The traffic data obtained from Florida Traffic Online webpage is attached to the Appendix of this report for reference.

Figure 3 indicates the year 2029 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday peak hour with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.

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2029 LEVEL OF SERVICE ANALYSIS
MISSION GROVE OF ESTERO

Figure 3

VII. TURN LANE ANALYSIS

A Turn Lane analysis was conducted at the proposed site access drive connections along Arcos Avenue pursuant to the guidelines published in the Lee County Turn Lane Policy (Administrative Code 11-4). The projected traffic volumes illustrated in Figure 3 were utilized in the turn lane analysis. These volumes include the trips from the proposed land uses. The criteria for left and right turn lanes along a collector street are summarized below.

<u>Left Turn Lane On Local</u> – Arcos Avenue

Posted speed limit on the local street is equal to or greater than thirty (30) mph and the peak hour left turning movement is sixty (60) or more – Criteria Met –**No. There will not be more than sixty (60) left turns into this site on Arcos Avenue.**

Number of Left Turning Movements:

On multi-lane facilities the number of left turning vehicles exceeds one hundred (100) during the peak hour of the local street.

On two-lane two-way facilities the number of left turning vehicles from the local street exceeds (60) sixty during either the peak hour of the local street and the opposing through and right turn traffic volume exceeds five hundred (500) vehicles during either the A.M. or P.M. peak hour of the local street. – Criteria Met –**No. Arcos Avenue does not have more than five hundred (500) vehicles in the opposing through direction and there are less than sixty (60) left turns into the project.**

Available Sight Distance for left turning approaching traffic: or for approaching traffic moving in either direction to observe the left turning vehicle is less than the value shown in Table A-l for the posted speed limit of the local street– Criteria Met –**No.**

Traffic Control of the intersecting street or access point connection is a traffic signal or is anticipated to meet MUTCD traffic signal warrants in the next five years– Criteria Met – **No.**

It is determined by the Lee County Department of Transportation that a turn lane is required for the health, safety, and welfare of the road users – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a left turn lane. Since two criteria are not met, a left turn lane is **NOT** warranted at proposed site access drive on Arcos Avenue.

<u>Right Turn Lane On Local Street</u> – Arcos Avenue

Posted speed limit on the local street is equal to or greater than thirty (30) mph **–** Criteria Met **– No.**

Number of right turning movements from the local street is equal to or greater than sixty (60) during either A.M. or P.M. peak hour of the local street – Criteria Met **– No.**

Available Sight Distance for a right turning vehicle to be seen by through traffic traveling in the same direction is less than the value shown in Table A-1 for the design speed of the local street – Criteria Met **– No.**

Traffic Control of the intersecting street or access point connection is a signal or is anticipated to meet MUTCD traffic signal warrants by the build-out year– Criteria Met **– No.**

It is determined by the Lee County Department of Transportation that a turn lane is required for the health, safety, and welfare of the road users – Criteria Met – **No.**

At least two or more criteria need to be met to warrant a right turn lane. Since two criteria are not met, a right turn lane is **NOT** warranted at proposed site access drive.

The turn lanes at the site access drives along Corkscrew Road and Three Oaks Parkway have already been constructed and were developed based on the build-out of the within the Plaza Del Sol CPD and other planned developments in the quadrant of the Corkscrew Road and Three Oaks Parkway intersection. This property will also participate in the proportionate share payment towards the signalization of the intersection of Corkscrew Road and Puente Lane at the time of Development Order. This amendment will not require any additional off-site turn lane improvements along Corkscrew Road or Three Oaks Parkway serving the overall development.

VIII. CONCLUSION

The proposed amendment to the Plaza Del Sol CPD to modify the Schedule of Uses to replace the retail, self-storage and hotel uses with an Assisted Living/Memory Care facility with Independent Living units will actually cause a DECREASE in overall trip generation from this parcel within the CPD. From the Level of Service analysis conducted as part of the Misson Grove Estero zoning amendment of the Plaza Del Sol CPD project, there is projected sufficient capacity on the segments of Corkscrew Road west of Three Oaks Parkway and Three Oaks Parkway north and south of Corkscrew Road. The segment of Corkscrew Road between I-75 and Three Oaks Parkway is shown to operate at poor Level of Service in the background traffic conditions regardless if this amendment is approved and before any project trips are added to the roadway segment. Therefore, this is considered a pre-existing deficiency which the project is not required to mitigate. The project will pay road impact fees as part of the off-site mitigation requirements.

Based upon the results of the turn lane analysis from the criteria outlined in Lee County's Administrative Code 11-4 (Lee County Turn Lane Policy) at the site access drive intersection along Arcos Three Oaks Parkway a right or left turn lane will not be warranted for either access.

APPENDIX

TABLES 1A & 2A

TABLE 1A
PEAK DIRECTION PROJECT TRAFFIC VS. LOS C LINK VOLUMES
MISSION GROVE OF ESTERO

TOTAL A.M. PEAK HOUR PROJECT TRAFFIC = 34 VPH IN= 16 OUT= 18

TOTAL P.M. PEAK HOUR PROJECT TRAFFIC = 42 VPH IN= 19 OUT= 23

ROADWAY	SEGMENT	ROADWAY CLASS	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS C
Corkscrew Rd	W. of Three Oaks Pkwy	4LD	0	390	1,900	1,900	1,900	30%	7	0.4%
	E. of Three Oaks Pkwy	4LD	0	390	1,900	1,900	1,900	30%	7	0.4%
Three Oaks Pkwy	N. of Corkscrew Rd.	4LD	650	1,940	1,940	1,940	1,940	25%	6	0.3%
	S. of Corkscrew Rd.	4LD	650	1,940	1,940	1,940	1,940	15%	3	0.2%

* Lee County Link Specific Serivice Volumes was utilized for all roadway segments analyzed

TABLE 2A
LEE COUNTY TRAFFIC COUNTS AND CALCULATIONS
MISSION GROVE OF ESTERO

TOTAL PROJECT TRAFFIC A.M. =	34	VPH	IN =	16	OUT=	18
TOTAL PROJECT TRAFFIC P.M. =	42	VPH	IN=	19	OUT=	23

ROADWAY	SEGMENT	ANNUAL RATE [1]	2024 PK HR PK SEASON PEAK DIR.[2]	2029 PK HR PK SEASON PK DIRECTION VOLUME	LOS	PERCENT PROJECT TRAFFIC	A.M. PROJ TRAFFIC	P.M. PROJ TRAFFIC	2029 BCKGRND + A.M. PROJ VOLUME	LOS	2029 BCKGRND + P.M. PROJ VOLUME	LOS
Corkscrew Rd	W. of Three Oaks Pkwy	2.00%	1,129	1,247	C	30%	5	7	1,252	C	1,253	C
	E. of Three Oaks Pkwy	2.00%	1,850	2,043	F	30%	5	7	2,048	F	2,049	F
Three Oaks Pkwy	N. of Corkscrew Rd.	4.80%	1,360	1,719	B	30%	5	7	1,725	B	1,726	B
	S. of Corkscrew Rd.	4.80%	1,360	1,719	B	15%	3	3	1,722	B	1,723	B

[1] AGR for Corskcrew Road & Via Coconut Pointe was calculated based on historical traffic data from the FDOT Traffic Information Online Resource

[2] The 2024 peak hour peak season peak direction traffic volume for Corkscrew Road & Three Oaks Parkway was obtained from the 2025 Lee County Public