



Memo

To: Paul O'Connor, Planning Director

From: David Loveland, Manager, Transportation Planning *DL*

Date: April 5, 2007

Subject: CPA 2005-00005 (Three Oaks North)

The Department of Transportation had previously reviewed the above-referenced privately-initiated future land use map plan amendment, to change 169.2 acres north of Alico Road and west of I-75 from the "Industrial" to "Industrial Commercial Interchange" land use category. Last October, we ran the 2030 Financially Feasible Plan FSUTMS travel demand model for three scenarios: (1) no project; (2) with the project limited based on 93 developable acres (1,152,000 square feet of commercial); and (3) with the maximum allowable (1,692,000 square feet of commercial). Under all three scenarios, the six lane section of Alico Road from US 41 to I-75 was projected to fail by 2030, based on the network contained in the Financially Feasible Plan. Beyond the Alico Road issue, the second scenario with 1,152,000 square feet of commercial also resulted in the failure of the four lane Three Oaks Parkway from Alico Road up to the project entrance by 2030. Without the project that segment was projected at Level of Service "B", so the addition of the project clearly had a detrimental effect. The third scenario with 1,692,000 square feet of commercial made the situation worse, extending the failure on Three Oaks Parkway the entire length between Alico Road and Daniels Parkway. The six laning of this segment is not currently part of the financially feasible plan.

We have now been asked to run the 2030 model again with a fourth scenario, limiting the project to 399,000 square feet of industrial use, 225,000 square feet of office use, and 160,000 square feet of retail use. The segment of Three Oaks Parkway from Alico Road to Daniels Parkway does not degrade under the new scenario by 2030, remaining at Level of Service "B". As would be expected, the segment of Alico Road from US 41 to I-75 is still projected to be Level of Service "F". We had previously noted that there is a potential solution for the Alico Road situation identified in the 2030 Needs Plan, which would be contingent upon additional funding to become financially feasible. That improvement is the four lane Alico Expressway from Summerlin Road to SR 82, which could potentially be a toll facility, but would require significant analysis to determine whether it is toll feasible and whether there is a suitable alignment (which could potentially affect the property that is the subject of this amendment). This situation was previously highlighted for the Board of County Commissioners at the transmittal hearing, and they felt the project was still worthy of transmittal.

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One final note that relates to the short-term analysis requested by the Florida Department of Community Affairs. The County's current adopted Transportation Capital Improvement Program includes the four-lane extension of Three Oaks Parkway from north of Alico Road (connecting to a segment that is supposed to be built by this same applicant) to Daniels Parkway. The construction phase is currently identified in Fiscal Year 2009/2010 at a total cost of \$21.2 million. That same program assumes a right-of-way acquisition phase of \$8.4 million. Lee County DOT has recently drafted the annual update of the Transportation Capital Improvement Program, and the Three Oaks North Extension is expected to change significantly. Most notably, the right-of-way acquisition costs have increased by \$14.6 million and the construction costs have increased by \$3 million, which has led to the construction phase being moved outside the five-year window (beyond Fiscal Year 2011/2012). Although the draft CIP is still going through internal review and won't be presented to the Board of County Commissioners until June and adopted until September, we do not expect this programming status to change.

Thank you for this opportunity to comment. Please let me know if you have any questions.

cc: Rick Burris
Donna Marie Collins