Community Development Department
Comprehensive Planning Section
18400 Murdock Circle
Port Charlotte, FL, 33948

CHARLOTTE COUNTY
COMMUNITY DEVELOPMENT
DEPARTMENT

PLANNED DEVELOPMENT REZONING
Application Information

Application Submittal Requirements

- **Supply one unbound copy of the Application Materials (see checklist below).** Staff will have up to 5 working days following the application deadline day to review the application for completeness. If incomplete, the application will be returned with a description of the reasons why the application is incomplete. The applicant may resubmit the application any time prior to the next application deadline day.
- **Once deemed complete, the applicant will be notified that the application has been logged-in. The applicant is then required to supply one electronic copy, in PDF format, of all documents.** Additional copies of certain items will be required prior to the public hearing dates. ***Do not*** submit the additional copies to the Building and Growth Management Department until requested by a staff member of the department.
- **If deemed complete, the application will be logged in and assigned to a P&Z and BCC hearing cycle (see attached Application Schedule).** Staff will commence review.
    - The applicant is responsible for promptly providing any information that needs to be updated, modified, or newly submitted as part of the review; otherwise the petition may be continued to a later cycle or a recommendation of denial will be necessary.
- **No additional changes may be made to any information in an application subsequent to one week before the hearing packet is due to be compiled for the Planning and Zoning Board members or the NOVUS Agenda item deadline for the Board of County Commissioners.** The planner in charge of the petition will be able to inform the applicant of the final date.

Consistency with the Comprehensive Plan

The changes proposed by this application will be reviewed with regard to consistency with the Goals, Objectives, and Policies (GOPs) of the Smart Charlotte 2050 comprehensive plan. Inconsistency with Smart Charlotte will be a basis for a recommendation of denial by Staff.

The review will also be concerned with impacts to infrastructure (i.e. roads, water and sewer facilities, libraries, public buildings, parks, and schools), services (i.e. garbage collection, police protection, and fire/EMS service), the environment (i.e. impact to listed plant and animals species, soil content, erosion, generation of hazardous waste, water quality), and the potential for natural disasters (i.e. hurricanes and flooding).

Application Materials Checklist

- ☒ Completed Application form
- ☒ Survey and accurate legal description (including acreage), signed and sealed by a registered land surveyor
  - For unplatted property, one original boundary survey - *one hard copy and one copy in AutoCAD format*
  - For platted land, one original surveyor's sketch
- ☐ Most current *Title Insurance Policy* or an *Ownership and Encumbrance Report* for subject property
- ☒ Notarized authorization from each owner, as applicable (Form A)
- ☒ Notarized authorization for agent to submit petition, as applicable (Form B)
- ☐ A copy of any covenants, easements or restrictions that have been recorded for the subject site
- ☒ *Environmental Assessment Report*
- ☒ *Traffic Impact Analysis*
  - *Hurricane Evacuation Study,* as applicable
- ☒ Letters of availability of utility service from sanitary sewer and potable water utilities that would provide service to the site and *Estimated Potable Water and Sanitary Sewer Usage Report*
- ☒ *Archeological/Historical Memo* indicating whether or not listed objects are located on the subject site
  - *Archeological/Historical Survey,* as applicable
- ☒ Narrative addressing rezoning standards of approval
- ☒ All information required by Section 15 of the application, 'A' through 'K'
- ☒ Adjacent property owners map and an electronic copy of the adjacent property owners list in text format (txt file) provided on disc.
- ☒ Affidavits A & B, signed and notarized
- ☒ Filing fee of **$4,540.00**, with check made payable to the Charlotte County Board of County Commissioners, or CCBCC.
- ☐ Filing of **$2,590.00** for a Major Modification of a PD, with check made payable as noted above.

Additional Copies for Hearing Packet

10 copies each of the following when requested by department staff:

- any bound items
- any maps or other graphics sized larger than 11 X 17 (except surveys)
- any items in color

For Purposes of Public Hearing Presentation

Two views of the concept plan must be submitted to the County in an electronic format designed to fit on a PowerPoint slide; one view based against an off-white background, and one view presented as an overlay on a GIS aerial map of a scale to show adjacent properties. In order to make viewing of the PowerPoint concept plan easier, only the site plan, development standards, north arrow, and scale shall be portrayed. The concept (site) plan should be marked for easy reading:

- areas set aside for water retention should be colored blue
- areas set aside for Open Space should be colored green – dark green for preservation and light green for other areas
- areas set aside for Public Space should be colored brown

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ATTENTION

If you are submitting an application that, if approved, will increase the amount of density allowed to be developed on your property, read this notice.

FLU Policy 1.2.7 of Smart Charlotte County outlines those situations wherein the Transfer of Density Units program is applicable.

> "The TDU program shall be used during the review and approval process for all plan amendments and rezonings that propose to increase the base density on land and street vacations that would result in an accumulation of acreage allowing development of new units of density; this requirement shall continue to apply to lands that have been annexed by the City of Punta Gorda."

Property may be exempted from the TDU program if located within a Revitalizing Neighborhood with an adopted Revitalization Plan. The exemption would need to be consistent with policies adopted into Smart Charlotte.

If not exempted, property must meet one of these requirements in order to be an acceptable Receiving Zone:

FLU Policy 1.2.10 TDU Receiving Zones

Receiving zones inside the Urban Service Area include lands within the following designations of FLUM Series Map #2: 2050 Framework:

1. Emerging Neighborhoods.
2. Maturing Neighborhoods.
3. Economic Corridors and Centers.
4. CRAs
5. Revitalizing Neighborhoods prior to adoption of a Revitalization Plan and also what may be required in accordance with a Revitalization Plan.

Receiving Zones within the Rural Service Area include lands within:

1. Rural Community Mixed Use areas.
2. The Rural Settlement Area Overlay District.

AND

Must not be in a prohibited Receiving Zone:

FLU Policy 1.2.11 Prohibited Receiving Zones

Density shall not be transferred into:

1. Lands within Managed Neighborhoods (FLUM Series Map #2).
2. Lands within the Resource Conservation and Preservation FLUM categories.
3. Land containing historical or archeological resources, or land deemed to contain environmentally sensitive resources; when a portion of a property contains resources, that area deemed not to contain resources may receive density if it meets one of the criteria of a receiving zone, a conservation easement will be required over the resource along with an undeveloped buffer of at least 100 feet. An historical structure that is to be integrated into a development will not need to be buffered.
4. Lands within the Prime Aquifer Recharge Area (FLUM Series Map #6).
5. Lands within the one-half mile setback of the Watershed Overlay District and Tippen Bay and Long Island Marsh (FLUM Series Map #4).
6. Land within a Public Water System Wellhead Protection Area (FLUM Series Map #7).
7. Land on a barrier island.

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CHARLOTTE COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

APPLICATION for PLANNED DEVELOPMENT REZONING

Date Received:	Time Received:
Date of Log-in:	Petition #: Accela #:
Receipt #:	Amount Paid:

1. PARTIES TO THE APPLICATION Name of

Applicant: Kolter Group Acquisitions, LLC

Mailing Address: **105 NE 1ST Street**

City: **Delray Beach**	State: **FL**	Zip Code: **33444**
Phone Number: **813.615.1244**		Fax Number:

Email Address: **jharvey@kolter.com**

Name of Agent: Morris Engineering & Consulting, LLC

Mailing Address: **6997 Professional Pkwy. E, Ste. B**

City: **Sarasota**	State: **FL**	Zip Code: **34240**
Phone Number: **941.444.6644**		Fax Number:

Email Address: **lstewart@morrisengineering.net**

Name of Engineer/Surveyor: Matthew Morris, P.E.

Mailing Address: **6997 Professional Pkwy. E, Ste. B**

City: **Sarasota**	State: **FL**	Zip Code: **34240**
Phone Number: **941.444.6644**		Fax Number:

Email Address: **mmorris@morrisengineering.net**

Name of Property Owner (if more than one property owner, attach a separate sheet with a list of all owners)**:**
Charlotte County School Board

Mailing Address: **1455 Education Way**

City: **Pt Charlotte**	State: **FL**	Zip Code: **33948**
Phone Number: **941.757.5400**		Fax Number:

Email Address: **jerry.olivo@yourcharlotteschools.net**

Name of Additional Property Owner:
Murdock Village Community Redevelopment Agency
Mailing Address: **18500 Murdock Circle**
City: **Pt Charlotte** State: **FL** Zip Code: **33948**
Phone Number: **941.743.1330** Fax Number:
Email Address: **thomas.David@charlottecountyfl.gov**

2. PROPERTY INFORMATION

If more than one account number exists, attach a separate sheet listing all information required by this section

Property Account #: **402112251021**		
Section: **14**	Township: **40**	Range: **21**
Parcel/Lot #: **See attached deeds**	Block #: **See attached deeds**	Subdivision: **West Port**
Total acreage or square feet of the property: **227.11± ac.**		

3. SURVEY:

- For unplatted property, provide one original boundary survey that is **signed and sealed** by a registered land surveyor and an accurate legal description (including acreage) of the property.
- For platted land, provide one original surveyor's sketch that is **signed and sealed** by a registered land surveyor and an accurate legal description (including acreage) of the property.

4. PROOF OF LAND OWNERSHIP:

Provide the most current *Title Insurance Policy* or an *Ownership and Encumbrance Report* on the subject property.

5. NOTARIZED AUTHORIZATION:

- If the applicant is not the owner of the property, a written, notarized authorization from each owner must be provided with this application – use Form A, attached. Property owner authorization is required. If the property owner withdraws permission at any point during the review and approval process, the application is considered null and void.
- If an agent is submitting the application for the applicant – authorization from the applicant is required – use Form B, attached.

6. RESTRICTIONS:

Provide a copy of any covenants, easements or restrictions that have been recorded for the subject site.

7. EXISTING LAND USE DESIGNATIONS

Future Land Use Map (FLUM) designation(s)	Acreage
Murdock Village Mixed Use	**Entire Site**

Zoning District(s)	Acreage
PD	**Entire Site**

8. APPLICANT'S PROPOSED CHANGE(S):

If the proposed change involves an increase in density, which of the Receiving Zone criteria does the property meet, or would this be an exemption consistent with a Revitalization Plan?
See refer to the attached narrative for proposed changes.

9. REASON FOR PROPOSED CHANGE(S):

Amend existing PD to include 227.11 acres, which will include Charlotte County School Board consisting of commercial & residential uses.

10. CURRENT LAND USE OF SUBJECT PROPERTY (example: house, vacant land, barn, etc.):
Vacant land

11. SURROUNDING LAND USES:

North: **Vacant Commercial**

South: **Vacant Commercial / Commercial**

East: **Vacant Commercial**

West: **West Port PD**

12. ENVIRONMENTAL ASSESSMENT:

- Provide an *Environmental Assessment Report,* conducted within one year or less from the date of submittal, that includes:
  - Maps and surveys of the subject site illustrating the existing land cover according to Level 3 of the FLUCCS
  - Locations of listed flora and fauna species, if present.
  - If any wetlands are identified on site, provide a survey showing delineations of any wetlands, acreages, and the wetland Category (ENV Policy 3.1.3) under which they fall.
  - If the property is adjacent to any Federal, State, or County wildlife management areas, parks, preserves or reserves, supply a science-based analysis of possible impacts to the environmental resources of these lands and the manner in which these impacts can be eliminated. Where elimination is not possible, the analysis shall detail how these impacts can be reduced and mitigated.

13. INFRASTRUCTURE:

A. Roadway

i. List the roads or streets upon which vehicles may travel to gain access to the site (generally within ¼ mile radius):
Vehicles may utilize US 41 and/or El Jobean Blvd. for access to the site's main access roadway.

ii. *Traffic Impact Analysis*: This study must be authored by a registered professional engineer in the State of Florida. Provide a study showing the impacts development of the subject site would have on the surrounding roadway network. Where traffic impacts reduce LOS below 'D' provide a proportionate fair share assessment for impacted roadways.

- *Hurricane Evacuation Study*: For any property that is even partially located in a Coastal High Hazard Area, or which generates trips wherein the majority of those trips would utilize a roadway that runs through a Coastal High Hazard Area, a *Hurricane Evacuation Study* must

accompany any *Traffic Impact Analysis*.

B. Potable Water and Sanitary Sewer

i. Submit a letter from any water or sewer utilities that will be serving the subject site stating availability of utility service to the property.

ii. Attach an *Estimated Potable Water and Sanitary Sewer Usage Report*: provide a report showing the gallons per day that may be generated by development of the subject site at the maximum buildout

14. HISTORICAL OR ARCHEOLOGICAL SITES: When the property under review is within the area determined to contain potential historic and archeological resources by the Archaeological Predictive Model (depicted on SPAM Series Map #3), the applicant must submit an *Archeological/Historical Memo* indicating that a review of the National Register of Historic Places, the Florida Master Site File and the Local Historic Register (when available) has been performed and the results of that review. If the subject site contains any object listed in these resources, the applicant must provide an *Archeological/Historical Survey* performed by a professional archeologist licensed in the State of Florida.

15. REZONING NARRATIVE

Charlotte County Code Section 3-9-11(e) lists the following standards for approval. A narrative stating the applicant's justification for the rezoning based upon the following standards of approval is required:

A. Whether the proposed change would be contrary to the Comprehensive Plan.
B. The existing land use pattern in adjacent areas.
C. The capacity of public facilities and services, including but not limited to schools, roads, recreational facilities, wastewater treatment, water supply, and stormwater drainage facilities.
D. Whether the proposed change will adversely influence living conditions or property values in adjacent areas.
E. Whether the proposed change will affect public safety.

16. CONCEPT PLAN and DEVELOPMENT INFORMATION: Submit the following information regarding the proposed project.

(All maps must contain title of the project, landowner of record, names of the representatives of the landowner of record, scale, date, and north arrow)

A. Include a *General Location Map.*
B. Include *Existing Features Map(s)* showing all streets, curb cuts, buildings, watercourses, easements, other important physical features, zoning designations and future land use map designations in the property and on adjacent lands.
C. Include a *Concept Design Map* showing locations of structures, acreage, density, and intensity for each proposed land use; show points of access and traffic flow and road improvements; show buffers, landscaped areas, and open space.
D. Supply tabulations of total gross acreage in the proposed development, the percentage of total acreage to be devoted to each proposed use, height, and intensity of use identified through Floor Area Ratio calculations and/or projected number of housing units proposed by dwelling type.
E. Supply a phasing plan or general schedule of the development.
F. Supply standards for height, open space, building density, and parking area.
G. Include a narrative in which you cite specifically how this project meets the intent and goals of the Planned Development Zoning District, including any "community enhancements".

H. Show the general façade and overall architectural design scheme; explain building orientation, if applicable.
I. Describe any Green Building or Low Impact Development (LID) design techniques that will be used.
J. Supply a copy of any draft 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.
K. Supply any additional information identified at the preapplication conference, at concept approval, or requested by the Zoning Official or Building and Growth Management Director prior to submittal of the rezoning application.

18. ADJACENT PROPERTY OWNERS INFORMATION:

Provide an *electronic text file (.txt)* that includes the names and addresses of all property owners within 200 feet of the subject property (excluding street right-of-ways), and a map indicating which properties are included in the address list. The Adjacent Property Owner List must be based upon the latest available property records of the Property Appraiser's Office. The list shall include property owner's name, mailing address, and parcel(s) or lot(s) description or account number so each parcel can be referenced on the Adjacent Property Owner Map. Refer to the Geographic Information System Internet site for mapping and owner information at **http://www.ccgis.com/**. (Use a buffer of 250 feet or larger in order to account for right-of-ways, canals, etc.) Every property owner within 200 feet of every parcel of land involved will be notified of the schedule of public hearings

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Port Charlotte, FL. 33948

FORM A. PROPERTY OWNER AUTHORIZATION TO APPLICANT

I, the undersigned, being first duly sworn, depose and say that I am the owner of the property described and which is the subject matter of the proposed hearing.
I give authorization for **KOLTER GROUP ACQUISITIONS, LLC** to be the applicant for this PLAN AMENDMENT.

STATE OF **FLORIDA**, COUNTY OF Charlotte

The foregoing instrument was acknowledged before me this 19 day of **APRIL**, 20**22**, by

Stephen Dionisio who is personally known to me or has/have produced

_____ as identification and who did/did not take an oath.

Tracey L Roberts	
Notary Public Signature	Signature of Owner
Tracey L. Roberts	Stephen Dionisio
Notary Printed Signature	Printed Signature of Owner
Executive Secretary	1445 Education Way
Title	Address
GG 364751	Port Charlotte, FL 33948
Commission Code	City, State, Zip
	941-255-0808
	Telephone Number

TRACEY LYNN ROBERTS
Notary Public - State of Florida
Commission # GG 364751
My Comm. Expires Aug 12, 2023
Bonded through National Notary Assn.

Community Development Department
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18400 Murdock Circle
Port Charlotte, FL, 33948

FORM A. PROPERTY OWNER AUTHORIZATION TO APPLICANT

I, the undersigned, being first duly sworn, depose and say that I am the owner of the property described and which is the subject matter of the proposed hearing.
I give authorization for **KOLTER GROUP ACQUISITIONS, LLC** to be the applicant for this PLAN AMENDMENT.

STATE OF **FLORIDA**, COUNTY OF Charlotte

The foregoing instrument was acknowledged before me this 18 day of **APRIL**, 20**22**, by Hector Flores who is personally known to me or has/have produced _____ as identification and who did/did not take an oath.

Notary Public Signature	Signature of Owner
Judith Fauly	Hector Flores
Notary Printed Signature	Printed Signature of Owner
Executive Director/County Administrator	Executive Director of the Murdock Village Community Redevelopment Agency 18500 Murdock Circle
Title	Address
HH227045	Port Charlotte Florida 33948
Commission Code	City, State, Zip
	(941)764-4970
	Telephone Number

JUDITH T FAULY
Notary Public - State of Florida
Commission # HH 227045
My Comm. Expires Feb 9, 2026
Bonded through National Notary Assn.

Approved as to form and legal sufficiency:
Janette S. Knowlton, County Attorney
LR21-0142

Community Development Department
Comprehensive Planning Section
18400 Murdock Circle
Port Charlotte, FL, 33948

FORM B. APPLICANT AUTHORIZATION TO AGENT

I, the undersigned, being first duly sworn, depose and say that I am the applicant for this PLAN AMENDMENT for the property described and which is the subject matter of the proposed hearing. I give authorization for **MORRIS ENGINEERING & CONSULTING, LLC** this application.

STATE OF **FLORIDA**, COUNTY OF **HILLSBOROUGH**

The foregoing instrument was acknowledged before me this 18th day of **APRIL**, 2022, by JAMES P. HARVEY who is personally known to me or has/have produced _____ as identification and who did/did not take an oath.

Notary Public Signature	Signature of Applicant
Bryon T. LoPreste	**JAMES P HARVEY, AUTHORIZED SIGNATORY FOR KOLTER GROUP ACQUISITIONS, LLC**
Notary Printed Signature	Printed Signature of Applicant
NOTARY PUBLIC	**105 NE 1ST STREET**
Title	Address
GG919288	**DELRAY BEACH, FLORIDA 33444**
Commission Code	City, State, Zip
	813.615.1244
	Telephone Number

Notary Public State of Florida
Bryon T LoPreste
My Commission GG 919288
Expires 01/27/2024

PLANNED DEVELOPMENT REZONING
PROJECT NARRATIVE

Narrative

West Port Development is located in unincorporated Charlotte County containing 434.68± acres in Murdock Village. This request will add an additional 227.11 acres to the existing West Port development yielding a total West Port Development acreage of 661.79 acres.

The existing West Port Development is zoned Planned Development (PD), by Ordinance Nos. 2017-056 and 2021-024 and is located within Mixed Use Future Land Use category. This additional property is currently zoned RMF-10, RSF-3.5, OMI and CG with the request being to rezone the 227.11 acres to Planned Development (PD) and to be incorporated into the existing development.

This development is requesting 460 single family lots/units, 300 multi-family units and 662,911.59 square feet of commercial area. Conversion tables included in the previously approved Ordinances for West Port are anticipated to be utilized with this rezoning request.

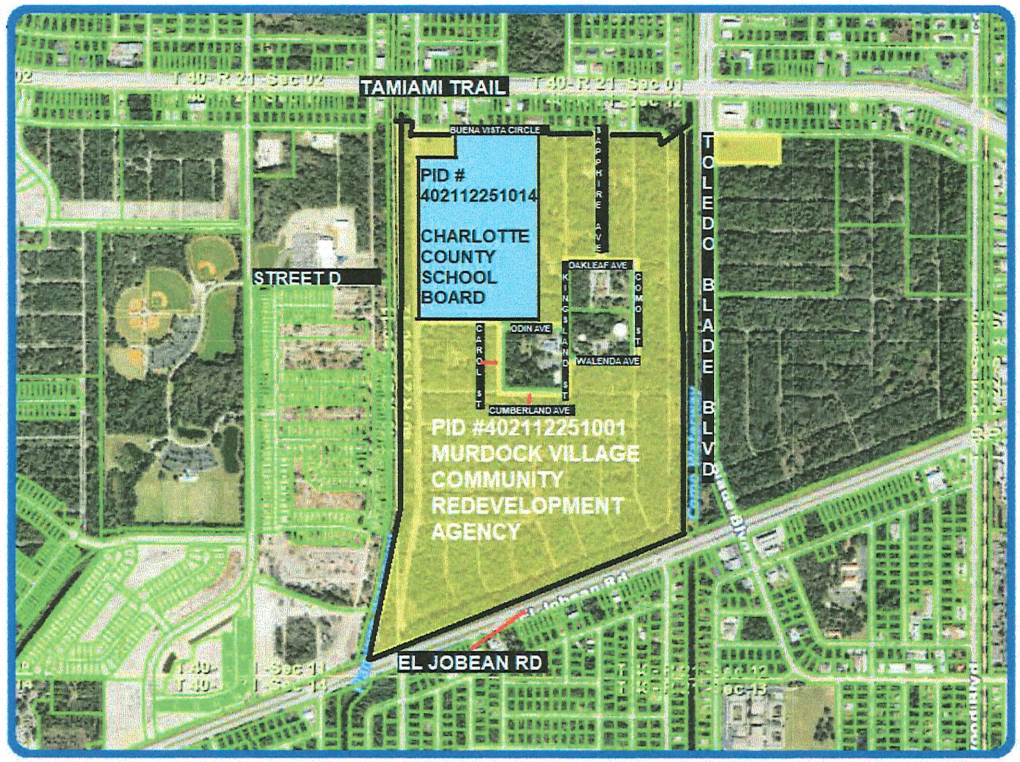
In accordance with Charlotte County's Land Development Code, Section 3-9-10(h)(1), which states the standards for approval of Rezoning's to an existing Planned Development (PD) zoning, West Port Expansion is seeking to rezone the additional acreage as indicated above and as noted in the associated application.

The proposed changes are consistent with the comprehensive plan and the existing land use pattern of the adjacent areas. The proposed changes will not adversely affect the capacity of public facilities and/or services, including but not limited to schools, roads, recreational facilities, wastewater treatment, water supply or stormwater drainage facilities nor will they affect the public health safety or welfare.

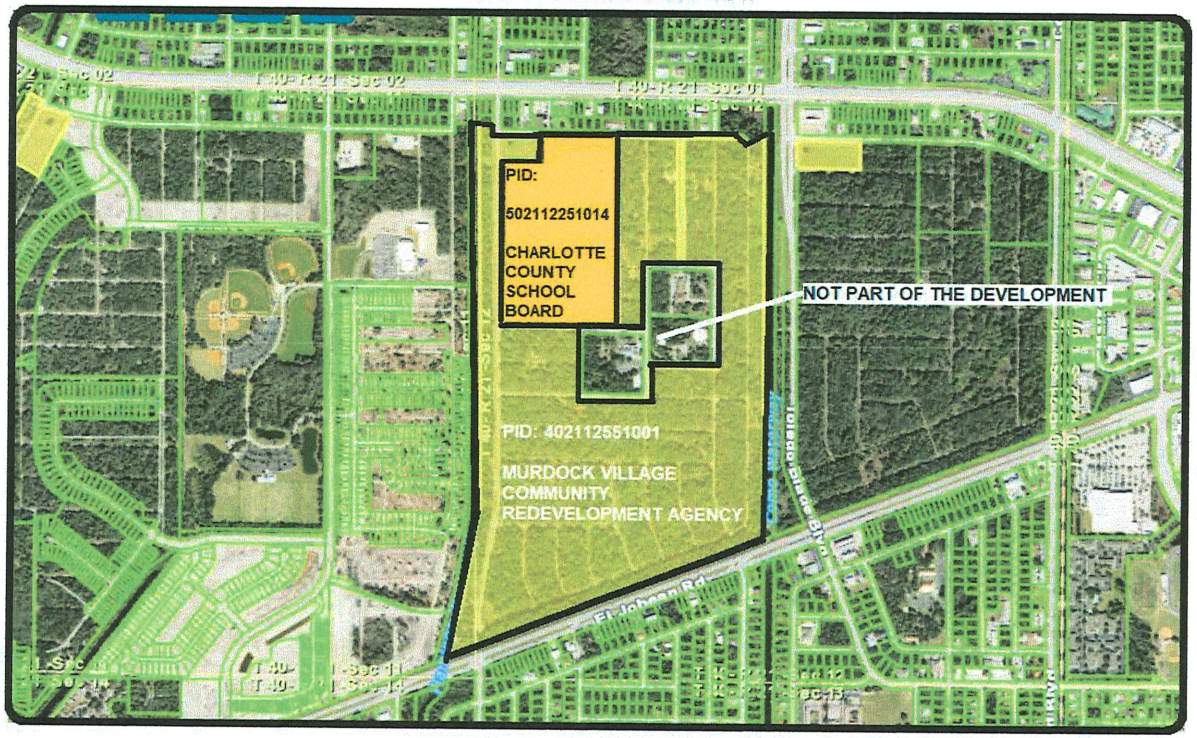
A roadway interconnection between the two West Port developments will be constructed along the project's western boundary at West Port Crossings (fka Castle Avenue) with a crossing over of the Flamingo Waterway for project interconnectivity. West Port Crossings will continue east, over Como Waterway, for a connection to Toledo Blade Boulevard. A second, western connection to Toledo Blade Boulevard will occur to the south, just north of Tract "U" with an interconnection to a future Arredondo Pointe Roadway. Two roadway and one project connection will be made to the southern portion of the project to (SR 776) El Jobean Boulevard. At the north property line, two connections will be made to US 41 at the eastern and western side of the development.

Conclusion

The proposed development is consistent with the original approval for the West Port and will maintain a balanced community with uses outlined in the original approval. These modifications are consistent and compatible with the surrounding, existing uses. The existing and proposed conditions are anticipated to enhance the achievement and objectives of the planned development and preserve and promote the general intent to protect the public health, safety and welfare. Therefore, we respectfully request approval of the above-mentioned requests to the West Port Development Amendment.


TAMIAMI TRAIL
BUENA VISTA CIRCLE
PID #
402112251014
CHARLOTTE
COUNTY
SCHOOL
BOARD
STREET D
OAKLEAF AVE
ODIN AVE
WALENDA AVE
CUMBERLAND AVE
TOLEDO BLADE BLVD
PID #402112251001
MURDOCK VILLAGE
COMMUNITY
REDEVELOPMENT
AGENCY
EL JOBEAN RD

SITE LOCATION MAP



PROTECTED SPECIES ASSESSMENT

West Port East
Charlotte County, Florida

January 2022

Prepared by:

Ian Vincent & Associates
Environmental Consulting Services

4050 Rock Creek Drive ▫ Port Charlotte, FL 33948
(941) 457-6272
www.IVAenvironmental.com

INTRODUCTION

The following assessment has been prepared to identify on-site vegetative communities and address wildlife species listed by the Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Fish and Wildlife Service (FWS) as endangered, threatened, or species of special concern which may be utilizing the subject property.

The subject property is located in Sections 11 & 12, Township 40S, Range 21E in Port Charlotte, Florida. Please refer to the attached Location Map.

SITE CONDITIONS

A site inspection was conducted by qualified staff ecologists in January 2022. During the inspection, temperatures ranged from 60° - 75° F, winds were 1-10 mph, and skies were clear to partly cloudy.

VEGETATIVE COMMUNITIES

Field observations, in conjunction with the Charlotte County Soil Survey and aerial photographs, were used to develop a map of the vegetative communities onsite. The following table displays the vegetative associations found on the subject property. The vegetative communities were identified and classified utilizing the Florida Land Use Cover and Forms Classification System (FLUCCS). A description of the communities is also included. Please refer to the attached Protected Species Assessment Map.

FLUCCS ID	FLUCCS DESCRIPTION	ACREAGE
190	Open Land	12.49
411	Pine Flatwoods	10.57
422	Brazilian Pepper	3.26
425	Temperate Hardwoods	38.90
427	Live Oak	2.11
434	Hardwood/Conifer, Mixed	100.42
814	Roads and Highways	27.10
TOTAL		**194.85**

FLUCCS 190 – Open Land

This upland habitat lacks a significant canopy. Midstory and groundcover species present include: Bahia grass (*Paspalum notatum*), ragweed (*Ambrosia artemisiifolia*), fanpetals (*Sida sp.*), beggar's tick (*Bidens alba*), peppervine (*Ampelopsis arborea*), false buttonweed (*Spermacoce sp.*), blackberry (*Rubus sp.*), cogon grass (*Imperata cylindrica*), Mexican clover (*Richardia brasiliensis*), finger grass (*Digitaria sp.*), and hairy indigo (*Indigofera hirsuta*).

FLUCCS 411 – Pine Flatwoods
This upland habitat contains a canopy of slash pine (*Pinus elliottii*). Midstory and groundcover species present include: grapevine (*Vitis sp.*), greenbrier (*Smilax sp.*), poison ivy (*Toxicodendron radicans*), Virginia creeper (*Parthenocissus quinquefolia*), winged sumac (*Rhus copallinum*), goldenrod (*Solidago sp.*), creeping oxeye (*Wedelia trilobata*), and saw palmetto (*Serenoa repens*).

FLUCCS 422 – Brazilian Pepper
This upland habitat contains a canopy of Brazilian pepper (*Schinus terebinthifolius*), and cabbage palm (*Sabal palmetto*). Midstory and groundcover species present include: peppervine, beggar's tick, grapevine, greenbrier, poison ivy, Virginia creeper, and balsam apple (*Momordica charantia*).

FLUCCS 425 – Temperate Hardwoods
This upland habitat contains a canopy of cabbage palm, live oak (*Quercus virginiana*), and laurel oak (*Quercus laurifolia*). Midstory and groundcover species present include: grapevine, greenbrier, Brazilian pepper, balsam apple, saw palmetto, poison ivy, Virginia creeper, beautyberry (*Callicarpa americana*), wild coffee (*Psychotria nervosa*), wild lettuce (*Lactuca floridana*), air-potato (*Dioscorea bulbifera*), and Caesarweed (*Urena lobata*).

FLUCCS 427 – Live Oak
This upland habitat contains a canopy of live oak, and laurel oak. Midstory and groundcover species present include: grapevine, greenbrier, saw palmetto, Brazilian pepper, poison ivy, Virginia creeper, beautyberry, wild coffee, wild lettuce, air-potato, and wax myrtle (*Myrica cerifera*).

FLUCCS 434 – Hardwood/Conifer, Mixed
This upland habitat contains a canopy of live oak, laurel oak, cabbage palm, and slash pine. Midstory and groundcover species present include: grapevine, greenbrier, saw palmetto, Brazilian pepper, poison ivy, beautyberry, Virginia creeper, wild coffee, cogon grass, wild lettuce, winged sumac, goldenrod, creeping oxeye, and Virginia chain fern (*Woodwardia virginica*).

FLUCCS 814 – Roads and Highways
This area contains a paved road that lacks significant vegetation.

LISTED SPECIES SURVEY METHODOLOGY

To provide approximately 80% coverage of the site, both linear and nonlinear overlapping transects were completed across the parcel per FWC guidelines. Transects were spaced approximately 20 feet apart depending on the visibility within the vegetative association being surveyed. Evidence of protected species was gathered through both direct observation and through observation of signs such as tracks, nests, burrows, and fecal material. If evidence of utilization by a protected species which may require permitting prior to development of the subject property was observed, an aerial photograph was marked depicting the approximate location. In addition, a search of available online resources was conducted to reveal the previously documented presence of listed species which may be utilizing the subject property. These resources included, but were not limited to, the following: FWS Wood Stork Colony Map(s); Charlotte County Natural Resources Department Scrub Jay Territory Search Database; Audubon Eagle Nest Locator Database; FWS Florida Bonneted Bat Consultation Area Map(s); FWS Crested Caracara Consultation Area Map(s); FWS Red-cockaded Woodpecker Consultation Area Map(s); and FWS Panther Consultation Area Map(s). In the event that the site contained suitable habitat for a protected

species, or if the site is within close proximity to a verified sighting or consultation area for a protected species, additional scrutiny was given during the inspection relative to that specific species.

LISTED SPECIES ASSESSMENT RESULTS

Search of available online resources revealed that the subject property is located within an 18.6-mile radius designated as Core Foraging Area of several wood stork (*Mycteria americana*) nesting colonies. Each of the documented colonies appears to be greater than 4 miles from the subject property. Under current regulations, the proximity of the off-site nesting colonies is not likely to affect the future development of the subject property.

Search of available online resources revealed that the subject property is located within the Consultation Area of the Florida scrub jay (*Aphelocoma coerulescens*). However, review of the Charlotte County Natural Resources Department Florida Scrub Jay Territory Search Database revealed that the subject property is not a scrub jay review area parcel. No evidence of utilization by the species was observed on the subject property. Therefore, the Florida scrub jay is not likely to affect the future development of the property.

Search of the Audubon Society Bald Eagle Nest Locator website revealed no nests within a one-mile radius of the subject property. No eagles or nests were observed on or around the subject property. Bald eagle should therefore not likely affect the future development of the subject property.

The subject parcel is located within the FWS Consultation Area of the Florida bonneted bat (*Eumops floridanus*). No evidence of utilization by the Florida bonneted bat was observed onsite during the site inspection. The Florida bonneted bat is therefore not likely to affect the future development of the subject property.

Search of available online resources did not reveal documentation of any other listed wildlife species currently utilizing the subject property.

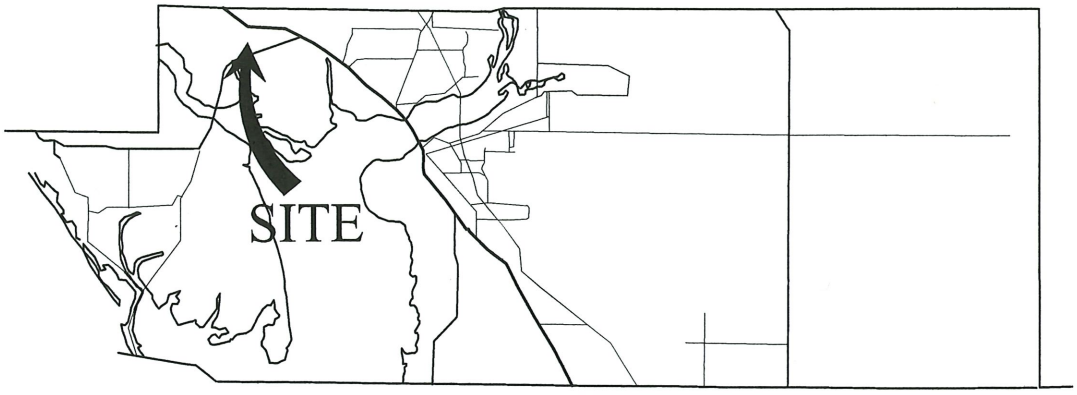
The subject site contains upland habitats which are being utilized by the gopher tortoise (*Gopherus polyphemus*). Ninety-five (95) potentially occupied gopher tortoise burrows were observed on the parcel. A 100% gopher tortoise survey and relocation permit from the Florida Fish and Wildlife Conservation Commission will be required prior to development of the site if the gopher tortoise burrows cannot be avoided during construction.

No other protected species or evidence of protected species utilization which would require permits from the FWC or FWS were observed onsite during the site inspection.

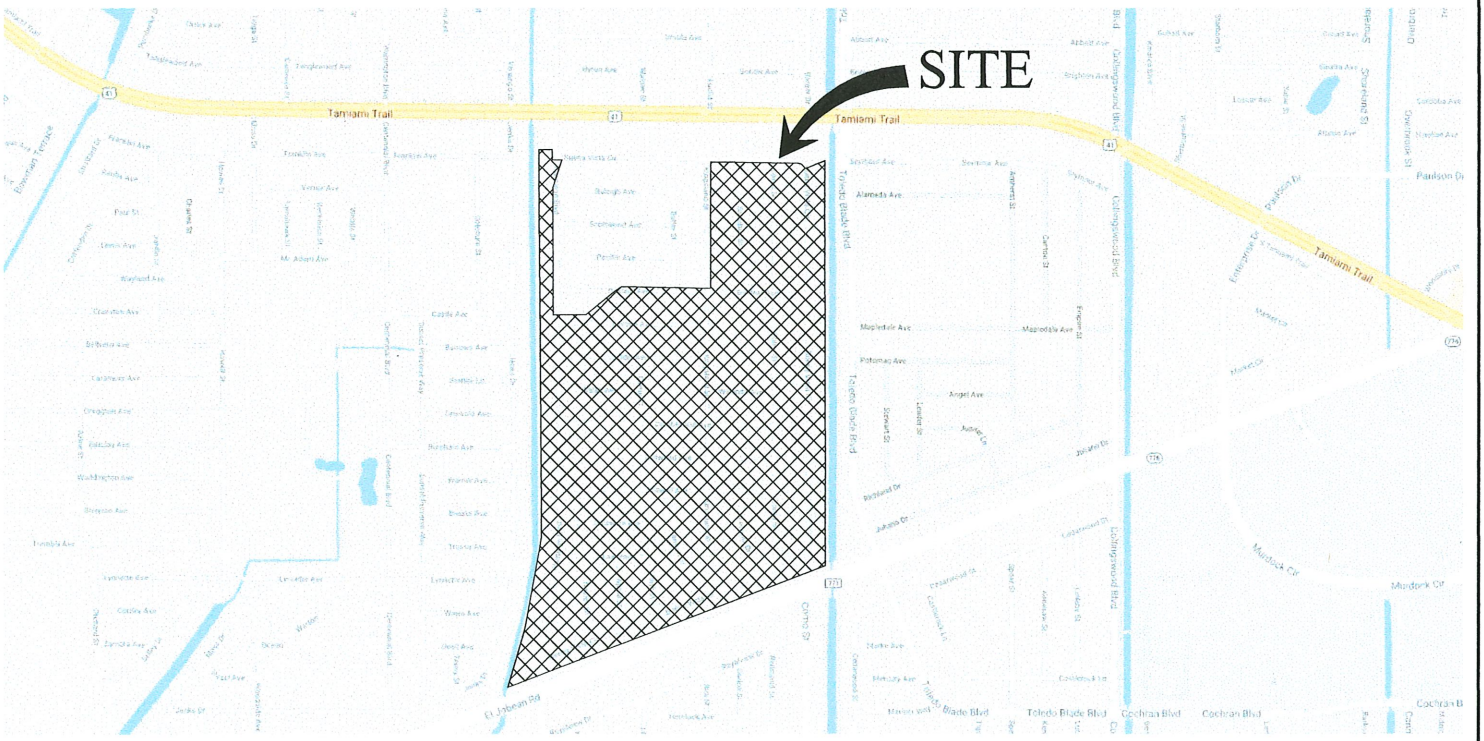
N

NOT TO SCALE

SECTIONS 11 & 12; TOWNSHIP 40S; RANGE 21E



CHARLOTTE COUNTY, FLORIDA



LOCATION MAP

22-010 / JANUARY 21, 2022

WEST PORT EAST

LOCATION MAP

Ian Vincent & Associates

Environmental Consulting Services

LEGEND

FLUCCS	DESCRIPTIONS	ACREAGE
190	OPEN LAND	12.49±
411	PINE FLATWOODS	10.57±
422	BRAZILIAN PEPPER	3.26±
425	TEMPERATE HARDWOODS	38.90±
427	LIVE OAK	2.11±
434	HARDWOOD/CONIFER, MIXED	100.42±
814	ROADS AND HIGHWAYS	27.10±
	TOTAL	194.85±

POTENTIALLY OCCUPIED GOPHER TORTOISE BURROW (95)

AREA NOT INCLUDED

NOTES:
1. FOR PERMIT USE ONLY, NOT FOR CONSTRUCTION.
2. PROJECT BOUNDARY IS APPROXIMATE AND WAS OBTAINED FROM CHARLOTTE COUNTY GIS.
3. MAPPING APPROXIMATE AND BASED ON INTERPRETATION OF 2017 AERIAL PHOTOGRAPHY AT 1"=800' SCALE.
4. THE DELINEATION OF ANY ON-SITE WETLANDS, SURFACE WATERS, AND/OR OTHER SURFACE WATERS IS PRELIMINARY AND SUBJECT TO REVIEW/APPROVAL BY APPLICABLE REGULATORY AGENCIES.

22-010 / JANUARY 21, 2022

WEST PORT EAST

PROTECTED SPECIES ASSESSMENT MAP

SECTIONS 11 & 12; TOWNSHIP 40S; RANGE 21E

Ian Vincent & Associates
Environmental Consulting Services

Send to: Administrative.Assistants@CharlotteCountyFL.gov

CHARLOTTE COUNTY
Utilities

AVAILABILITY REQUEST FORM

Charlotte County Government Utilities Department
25550 Harbor View Road, Suite 1
Port Charlotte, FL 33980
Email: Administrative.Assistants@CharlotteCountyFL.gov
Phone: 941.764.4300 Option 3

Date: APRIL 13, 2022

First Name	Last Name
TERESA	POPELIER

Organization

MORRIS ENGINEERING & CONSULTING, LLC

Email Address	Phone Number
tpopelier@morrisengineering.net	941.685.8497

Site Address

House Number	Street Name	Street Suffix
1081 & 17372	BUENA VISTA TOLEDO BLADE	CIR BLVD

Short Legal Description ZZZ 124021 P4

Subdivision	Section	Block	Lot
N/A	12	40S	21E

Availability - Completed by CCU Staff

Potable Water		Sewer		Reclaimed Water	
Connected		Connected		Connected	
Mandatory		Mandatory		Mandatory	
Available	X	Available	X	Available	X
Unavailable		Unavailable		Unavailable	

Comments

THIS REQUEST INCLUDES TWO PARCELS KNOWN AS PID 402112251014 & 402112251001. A SITE LOCATION MAP IS PROVIDED FOR YOUR INFORMATION.

***ALL SERVICES ARE AVAILABLE WITH A PRIVATE DEVELOPERS AGREEMENT TO EXTEND*

Completed By: KD Date: 04/14/2022

FOR ANY UTILITIES DEEMED UNAVAILABLE AT THIS TIME, THE PROPERTY OWNER AND/OR THEIR AGENT SHOULD RECONFIRM AVAILABILITY PRIOR TO DEVELOPMENT OF PROPERTY.

All commercial developments are to access the following link for guidelines and familiarize themselves with the requirements for plans review and the utility service agreement.
https://www.charlottecountyfl.gov/departments/utilities/about-utilities/forms.stml

WEST PORT EXPANSION

TRAFFIC IMPACT STUDY

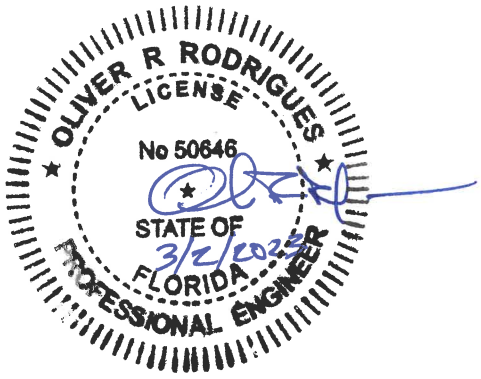
CHARLOTTE COUNTY
FLORIDA

February 2023

PROFESSIONAL ENGINEER CERTIFICATION

PROJECT: **West Port Expansion**
Traffic Impact Study

CITY/COUNTY: Charlotte County, Florida



Oliver Remy Rodrigues, P.E., PTOE.
Florida License No. 50646
Florida Transportation Engineering, Inc.
8250 Pascal Drive Punta Gorda FL, 33950
(941) 639-2818 ext 102
Certificate of Authorization No. 00007924
Pages 1 through 35
Appendix, D-P

Table of Contents

List of Figures

List of Tables

List of Appendixes

1.0 INTRODUCTION

The West Port project development is located west of the US 41 and SR 776 intersection in Port Charlotte, Florida (see **Exhibit 1**). The West Port project was approved last year for the potential construction of a total of 2,715 residential units, 150 hotel rooms, and 146,639 sq. ft of commercial space. The approved development is currently under construction. However, the development plan has changed. In addition, the developers plan to extend the project to include the lot between Flamingo Blvd and Toledo Blade Blvd. The new development plan for the total site is as follows:

Land Use	Unit	Intensity		
		West Port (West side)	West Port Expansion	Total West Port
Single Family Homes detached	Dwelling Units	947	316	1263
Single Family Homes attached	Dwelling Units	491	-	491
Apartments	Dwelling Units	504	300	804
Total Residential Units	Dwelling Units	1,942	760	2,558
Commercial	Sq. Ft.	57,610	612,912	670,522

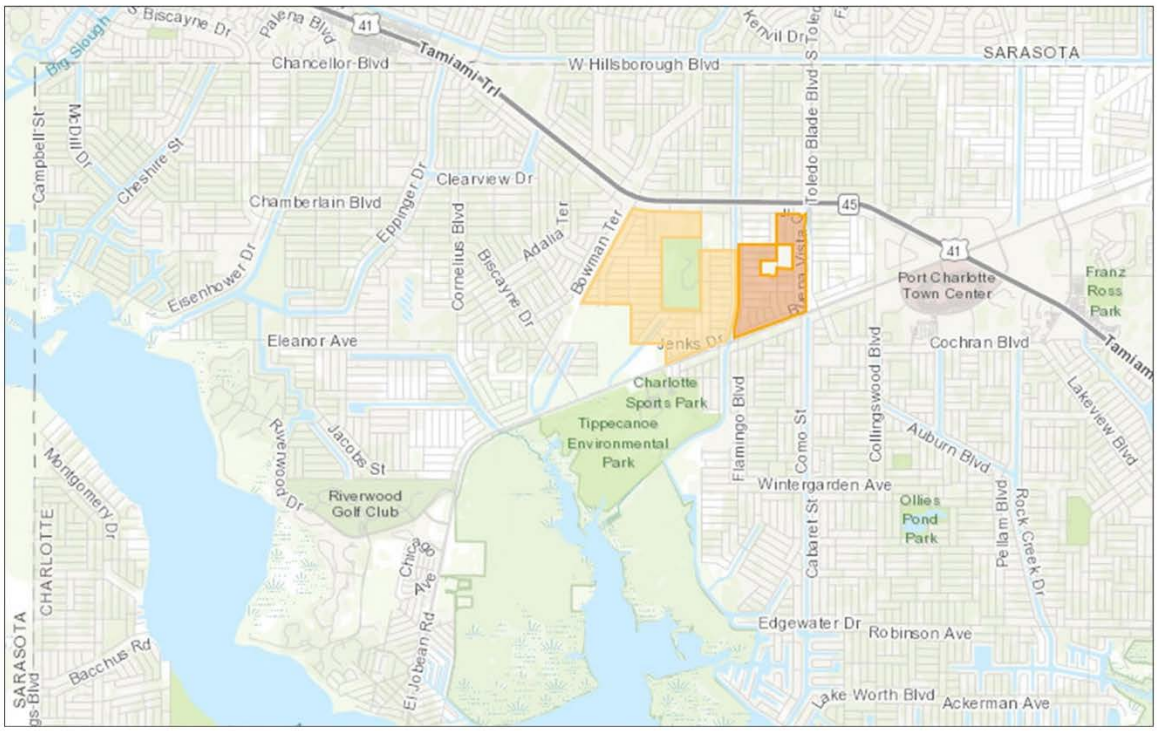
The total West Port development is expected to be buildout by 2027. A concept plan is provided in **Appendix A**.

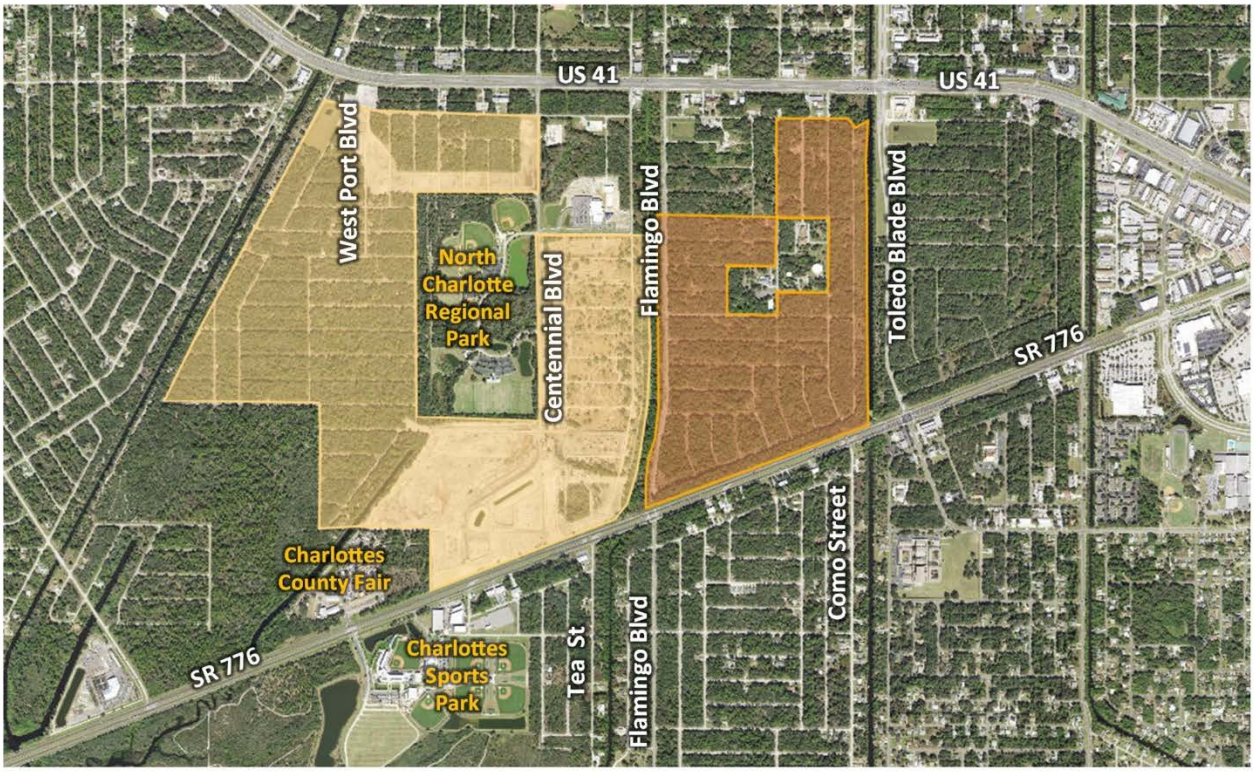
As part of the already approved project, Centennial Blvd was constructed as a two-lane divided roadway connecting US 41 to SR 776. Access to the site was approved via Centennial Blvd as a directional opening onto SR 776, and a signalized intersection onto US 41. Another access was also approved, named West Port Blvd as a directional opening onto US 41.

South of SR 776, Flamingo Blvd is a two-lane undivided major arterial. Currently, Flamingo Blvd terminates at SR 776 at a signalized T intersection. The project proposes to extend Flamingo Blvd from SR 776 to US 41 as a four-lane divided roadway. With the extension of Flamingo Blvd, new access onto Flamingo Blvd via West Port Crossings (aka. Castle Avenue) is proposed for the already approved part of the project (west side).

Access to the expansion of the West Port project is proposed via 8 driveways, a right-in/right-out access onto US 41, three access driveways onto Toledo Blade Blvd, two left-in/right-out driveways onto SR 776, and five access onto Flamingo Blvd.

As part of the West Port project, a new signal was approved by FDOT at the intersection of US 41 at Centennial Blvd. The approval is provided in Appendix N. However, since Flamingo Blvd is being constructed as a four-lane road; and it will provide a more direct connection between SR 776 and US 41, the project is proposing the signal at the intersection of US 41 at Flamingo Blvd instead of at Centennial Blvd.





West Port (west side)
West Port Expansion

Exhibit 1: Project Location Map

2.0 EXISTING CONDITIONS

Data collection for this study included roadway characteristics, intersection traffic counts, and seasonal adjustment factors.

2.1 Roadway Characteristics

The roadway network adjacent to the project consists of US 41, SR 776, Centennial Blvd, Flamingo Blvd, and Toledo Blade Blvd.

US 41

Within the study area, US 41 is an urban principal arterial. US 41 has recently been widened from a four-lane to a six-lane divided roadway. It has a posted speed limit of 50 mph with an access management classification of Class 3. Within the projects study area, US 41 provides bike lanes and sidewalks on both sides of the road.

SR 776

SR 776 is an urban minor arterial. It is a four-lane divided roadway with a posted speed limit of 55 mph. It is a Class 5 roadway. SR 776 has bike lanes and sidewalks on both sides of the road.

Centennial Blvd

As part of this project, Centennial Blvd was reconstructed as a two-lane divided roadway connecting US 41 to SR 776. It also provides access to the North Charlotte Regional Park.

Flamingo Blvd

Flamingo Blvd is a two-lane undivided minor arterial with a posted speed limit of 45 mph. Currently, Flamingo Blvd terminates at SR 776 at a signalized T intersection. The project proposes to extend Flamingo Blvd from SR 776 to US 41 as a four-lane divided roadway with a proposed 40 mph posted speed.

Toledo Blade Blvd

In the proximities of US 41, Toledo Blade Blvd is a four-lane divided roadway, with a posted speed of 45 mph. South of US 41, Toledo Blade Blvd turns into a two-lane undivided roadway. Toledo Blade is classified as a minor arterial.

2.2 Traffic Counts

Daily traffic counts and turning movement counts were collected for this project. **Exhibit 2** illustrates the location where traffic data was collected.

Daily Traffic Counts

Twenty-four-hour continuous traffic counts were collected at the following locations:

1. US 41 west of Toledo Blade
2. SR 776, west of Toledo Blade
3. Toledo Blade, south of US 41
4. Flamingo Blvd, South of SR 776

These counts were collected in 15-minute intervals on May 18, 2022. To determine the Annual Average Daily Traffic (AADT), the recorded volumes were adjusted to account for seasonality using the appropriate FDOT seasonal factor (1.02) which was obtained from F*DOT's 2021 Florida Traffic Online database*.

Table 1 summarizes the roadway's AADT. The count data is provided in **Appendix B**. The analysis of the traffic data revealed that the peak periods to collect the turning movement counts (TMC) during a weekday were between the hours of 7:00 AM to 9:00 AM, and 3:30 PM-5:30 PM.

Table 1: 2022 AADT

Road	ADT	SF	AADT
US 41, west of Toledo Blade Blvd	33,097	1.02	34,000
Toledo Blade, south of US 41	9,003		9,200
SR 776, west of Toledo Blade Blvd	30,837		31,500
Flamingo Blvd, south of SR 776	4,902		5,000

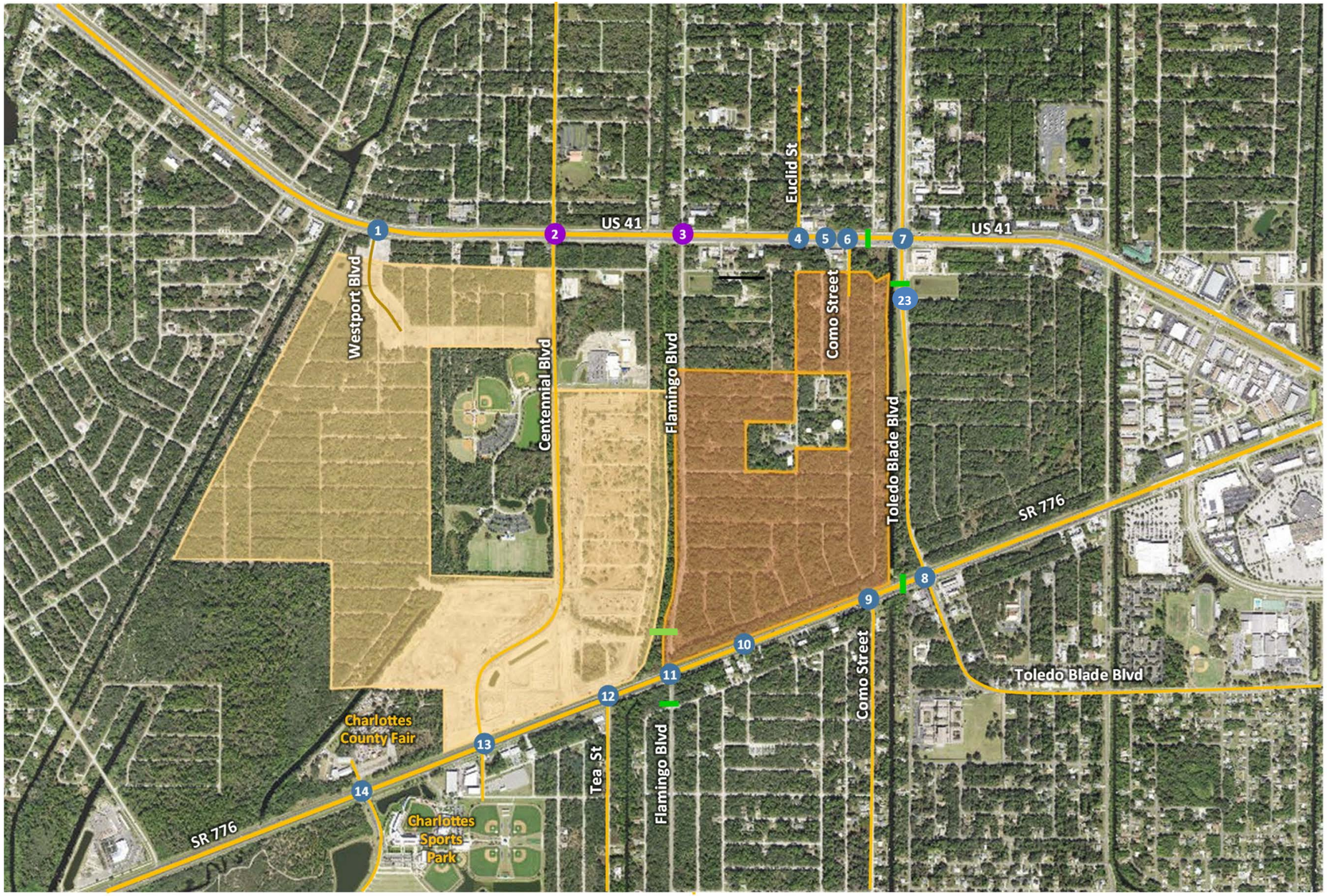


Exhibit 2: Data Collection Location Map

Peak Hour Traffic Counts

Peak hour turning movement counts (TMC) were collected on May 18, 2022, at the following intersections:

4-Hour TMC:

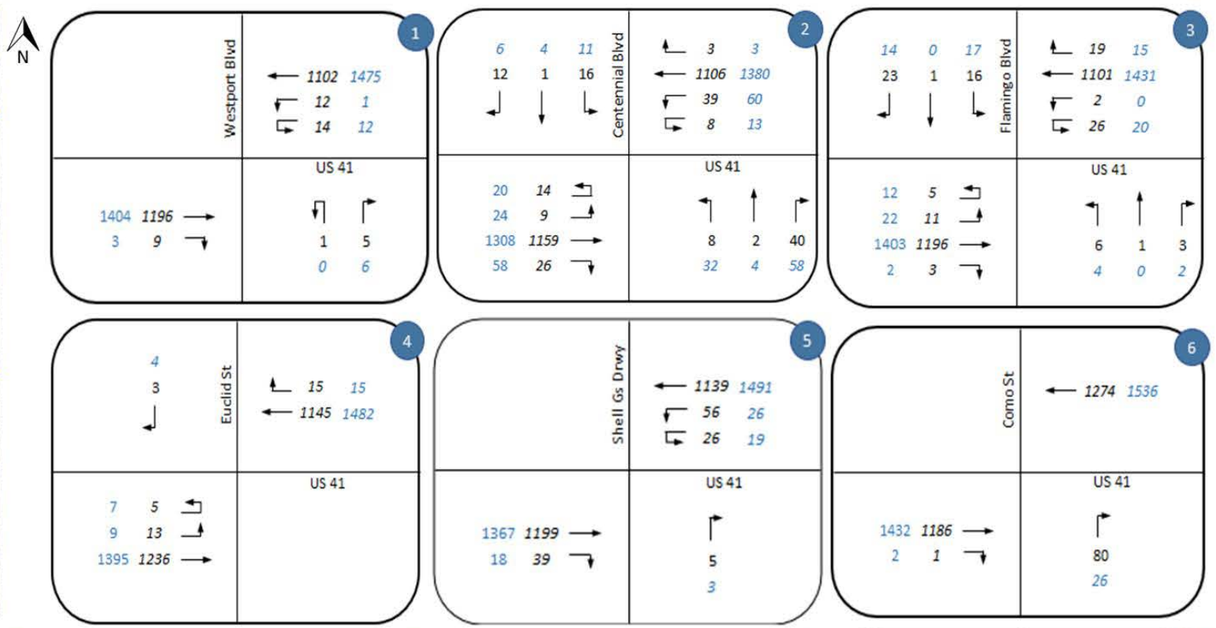
1. US 41 at West Port Blvd
2. US 41 at Euclid
3. US 41 at directional median opening (shell gas station) west of Toledo Blade Blvd
4. US 41 at Como St
5. US 41 at Toledo Blade Blvd
6. SR 776 at Toledo Blade
7. SR 776 at Como Street
8. SR 776 median opening (Grant pools driveway)
9. SR 776 at Flamingo Blvd
10. SR 776 at Tea Street
11. SR 776 at Centennial Blvd/ Torrence St
12. SR 776 at Port Charlotte County Fair Median Opening

8- hour TMC:

1. US 41 at Flamingo Rd
2. US 41 at Centennial Blvd

The traffic volumes were collected in 15-minute intervals. The data collected included pedestrian and heavy vehicle counts. The time to collect the 4-hour TMC was determined based on the review of the daily count data, as described previously. The Charlotte County season conversion factor (1.02) was obtained from the FDOT database and were applied to the TMC to adjust the traffic to season volumes. the peak-hour volumes for each intersection were determined and used in the analysis.

The raw TMCs and the FDOT peak season factor category reports are included in **Appendix B**. **Exhibit 3** presents the existing turning movement volumes at the study intersections.



West Port (west side)
West Port Expansion
Intersection ID
xxx AM Peak Hour Volumes
xxx PM Peak Hour Volumes

Exhibit 3:

Existing Peak Hour

Traffic Volumes

3.0 FUTURE BACKGROUND TRAFFIC

Future background traffic conditions are defined as expected traffic conditions on the roadway network in the year 2027 without the construction of the proposed redevelopment. Future background traffic volumes used in the analysis are the sum of the existing traffic, the committed developments and an additional amount of traffic generated by growth in the study area. The 2027 analysis peak hour background traffic volumes are shown in **Exhibit 4**.

3.1 Study Area's Growth

Charlotte County's 2021 Roadway Concurrency Report was reviewed to obtain the growth rate that the County has calculated for each of the roadways under study. **Table 2** summarizes the growth rates that were applied to the existing traffic volumes to establish background traffic. Extracts from the County's Roadway Concurrency Report are provided in **Appendix C**.

Table 2: Growth Rate

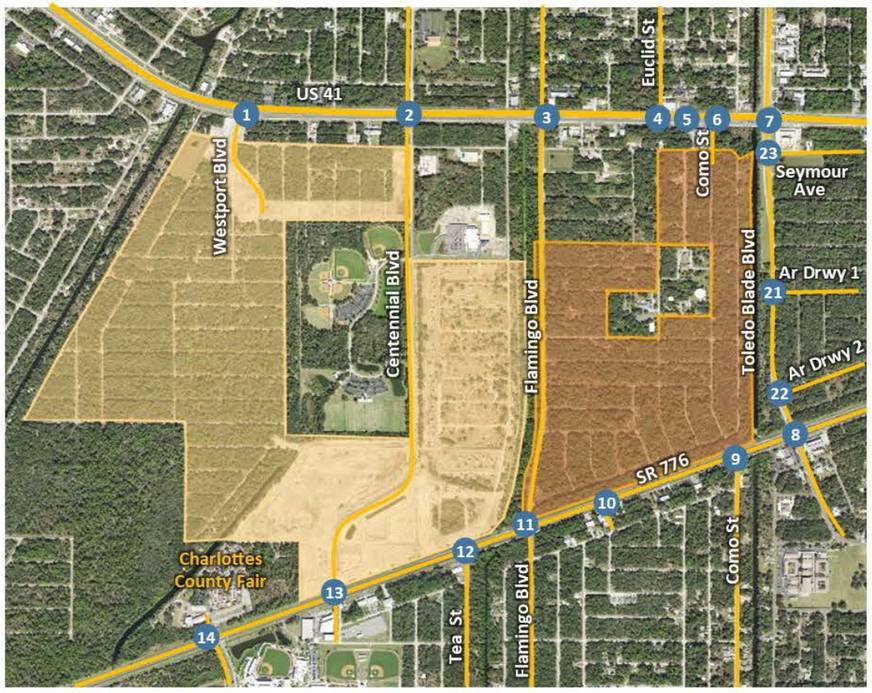
Roadway Segment	Station IDs	Growth Rate
Toledo Blade Blvd, From Collingswood Blvd to Sarasota Co Line	93, 196, 16	5%
SR 776, From Biscayne Dr to Murdock Circle	86	2%
US 41, from Chamberlain Blvd to Enterprise Dr	23, 22, 17	2%
Flamingo Blvd, south of SR 776	9	5%

Source: Charlotte County's 2021 roadway Concurrency Report

3.2 Committed Developments

As part of the coordination with the County, Staff identified the Arredondo Ponte project as a committed development. The Arredondo Pointe project is located across the street from the proposed West Port on the east side of Toledo Blade Blvd between US 41 and SR 776. Although the County identified the project as committed, no Traffic Impact Study was provided for it; therefore, a trip generation for the proposed uses as well as distributions were performed. The Trip generation for the Arredondo project was estimated using the Institute of Transportation Engineers (ITE*) Trip Generation Manual*, 11th Edition. The calculations indicate that the total Arredondo Point development will generate 3,915 net new trips in the AM peak hour and 3,538 net new trips in the PM peak hour. The trip distribution estimate of project traffic to the regional roadway network was prepared using the adopted FDOT District One Regional Planning Model. Supportive documentation for the trip generation and the distribution for the Arredondo Pointe project are provided in **Appendix M**.

Based on the concept plan for this development, the improvements listed in **Table 3** were assumed committed for the Arredondo project.



N

- West Port (west side)
- West Port Expansion
- (#) Intersection ID
- xxx AM Peak Hour Volumes
- *xxx* PM Peak Hour Volumes

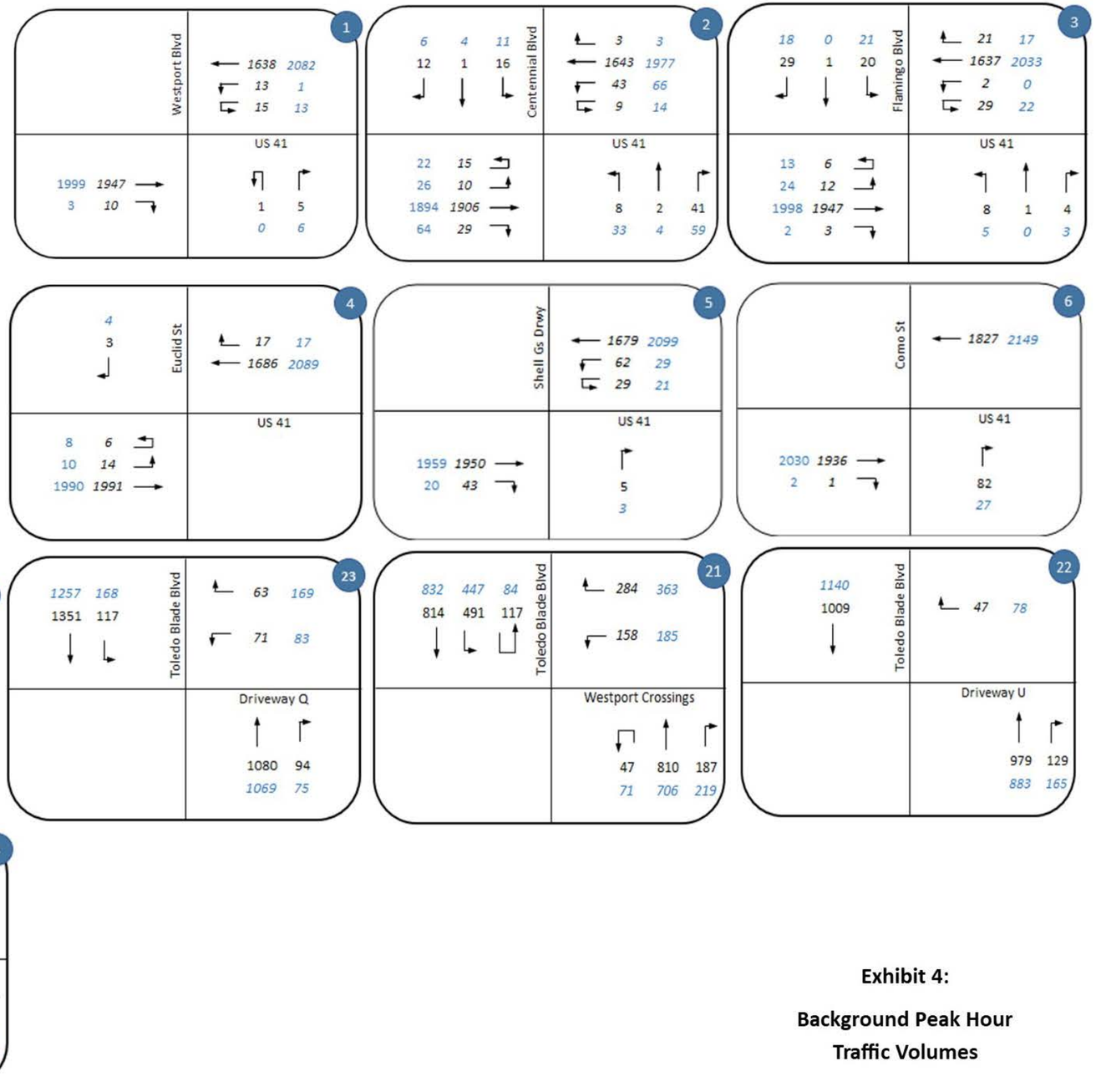
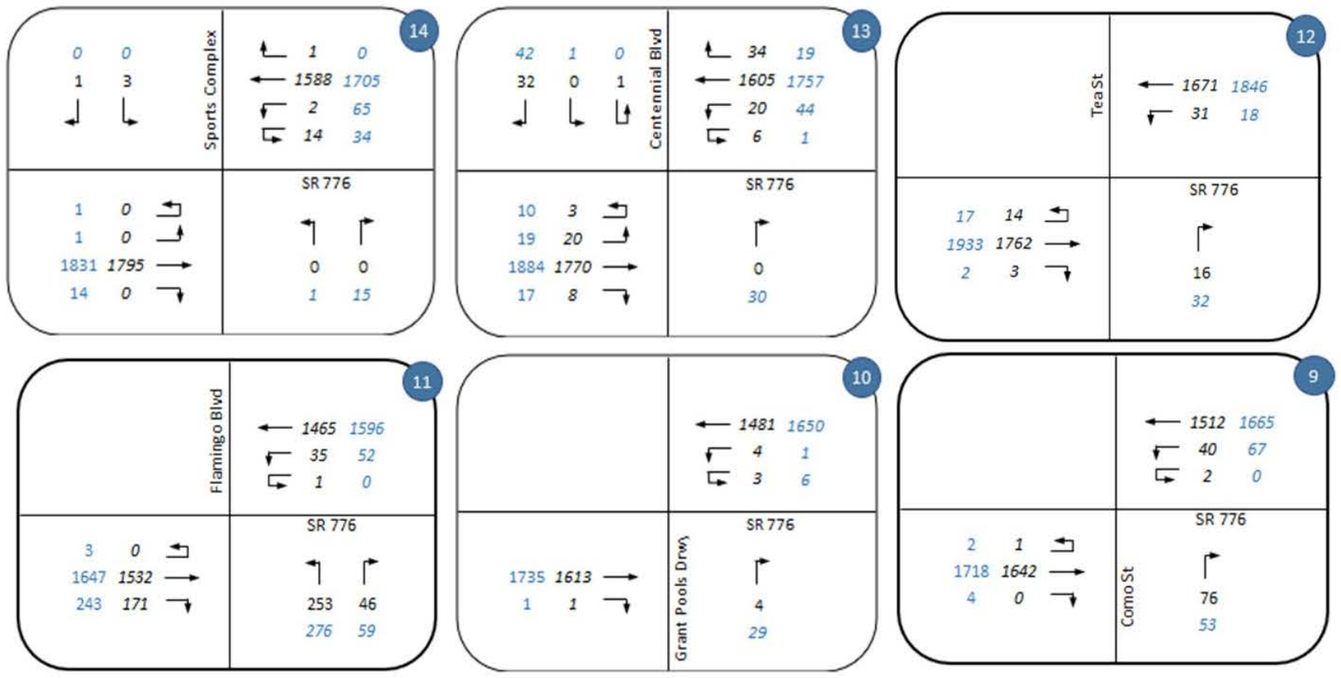


Exhibit 4:

Background Peak Hour Traffic Volumes



N

- West Port (west side)
- West Port Expansion
- # Intersection ID
- xxx AM Peak Hour Volumes
- *xxx* PM Peak Hour Volumes

Continuation — Exhibit 4:

Background Peak Hour Traffic Volumes

Table 3: Improvements Assumed Committed per Arredondo Pointe Project.

Int ID	Roadway/Intersection	Improvements
	Toledo Blade Blvd	❖ Widening to 4-lanes from South of SR 776 to US 41
7	US 41 at Toledo Blade Blvd	❖ Provide a second southbound left turn lane. ❖ Extend dual southbound left turn lanes to 586'. ❖ Provide a second northbound left turn lane ❖ Extend dual northbound left turn lanes to 718'. ❖ Provide a northbound right turn lane – 521'. ❖ Provide a second eastbound right turn with an overlap phase. ❖ Extend dual eastbound right turn lanes to 629'. ❖ Provide a second westbound left turn lane. ❖ Extend dual westbound left turn lane to 591'. ❖ Provide a westbound right turn lane with an overlap phase of 822'.
8	SR 776 at Toledo Blade Blvd	❖ Provide a second southbound left turn lane. ❖ Extend the dual southbound left turn lane. ❖ Provide dual southbound right turn lanes – 614'. ❖ Provide a second eastbound left turn lane. ❖ Extend the dual eastbound left turn lane to 432'. ❖ Provide an eastbound right turn lane – 196'. ❖ Provide a dual westbound right turn lane – 303'
21	Toledo Blade Blvd West Port Crossings/ Arredondo Driveway 1	❖ Considered to be signalized. ❖ Provide dual southbound left turn lanes – 482'. ❖ Provide a northbound U-turn Lane – 341'. ❖ Provide a northbound right turn lane – 379'.
22	Toledo Blade Blvd at Arredondo Driveway 2	❖ Provide a northbound right turn lane – 185'.

4.0 PROJECT TRAFFIC

4.1 Trip Generation

Trip generation for the proposed project was estimated using the Institute of Transportation Engineers (ITE*) Trip Generation Manual*, 11th Edition. The ITE manual provides gross trip generation rates and/or equations by land use type. These rates and equations estimate vehicle trip ends at free-standing site driveways. The trip generation for the proposed development was determined using the following ITE Land Use Codes:

- LUC 210 – Single Family Detached Housing
- LUC 215 – Single Family Attached Housing
- LUC 220 – Multifamily Housing (low Rise) – No Close to Rail Transit
- LUC 820 – Shopping Center

It must be noted that the trip generation for Westport includes the trips for 144 single family detached homes that are vested trips for the School Board property shown in the site plan as Track O.

Consistent with industry procedures, internal trip capture, and pass-by trips were calculated and deducted from the trip generation. Internal trip capture was determined using the rates published in the NCHRP 684. It is anticipated that 1.8% and 20.0% of the trips will be internally captured during the AM and PM peak periods, respectively.

In addition, ITE's Trip Generation Manual documents a 34% pass-by rate for shopping centers during the PM peak period. The total pass-by trips for the proposed development were verified as not to exceed the maximum allowable pass-by percentage of 10% of the adjacent roadway volume, as specified in the FDOT's Site Impact Handbook, 2019.

The traffic projections are summarized in **Table 4** and supporting documentation is provided in **Appendix D**. The trip generation calculations indicate that the total West Port development will generate 1,842 net new trips in the AM peak hour and 2,641 net new trips in the PM peak hour, out of which 1,156 trips in the AM peak hour and 1,481 trips in the PM are part of the previously approved project.

Table 4: Trip Generation

Proposed ITE Land Use Designation	Size	AM Peak			PM Peak		
		In	Out	Total	In	Out	Total
Single-Family Detached Housing: 210	1407 Units	215	611	826	752	441	1193
Single-Family Attached Housing: 215	491 Units	77	172	249	166	125	291
Multifamily Housing (Low-Rise): 220	804 Units	65	207	272	231	136	367
Total Residential	2702 Units	357	990	1,347	1,149	702	1851
Shopping Center: 820	670,522 Sq. feet	328	201	529	1066	1155	2221
Subtotal Gross Vehicle Trips		685	1191	1876	2215	1857	4072
Internalization (1.8% AM, 20% PM)		-17	-17	-34	-407	-407	-814
Pass-by trips (34% from LUC 820)		-	-	-	-326	-291	-617
Net External Trips - Total West Port		**668**	**1174**	**1842**	**1482**	**1159**	**2641**

Approved West Port May 2020	392	764	1,156	859	622	1,481
Net External Trips - Expansion	376	410	686	623	537	1160

4.2 Trip Distribution and Assignment

The distribution estimate of project traffic to the regional roadway network was prepared using the adopted FDOT District One Regional Planning Model. Due to the size of the project and per the request of FDOT, four Select zone analyses were developed as follows:

- West side of the project – Residential land uses
- West side of the project – Commercial land uses
- Extension of the project – Residential land uses
- Extension of the project – Commercial land uses

The new project trips were generally distributed as described in **Table 5**. Printouts of the FSUTMS select-zone plots of trip distribution percentages are presented in **Appendix E**.

The trip assignment entails determining the number of trips that will use each turning or thru movement at the intersections, as well as the roadway network. Due to the size of the project and the number of proposed accesses, the trip assignment was determined by further subdividing the previously discussed distribution estimates into a total of 13 groups of site tracks based on their land use, their location within the site, and their proposed access. The tracks were grouped as described in **Table 6**. The 13 trip assignments were then added to calculate the site's total assignment.

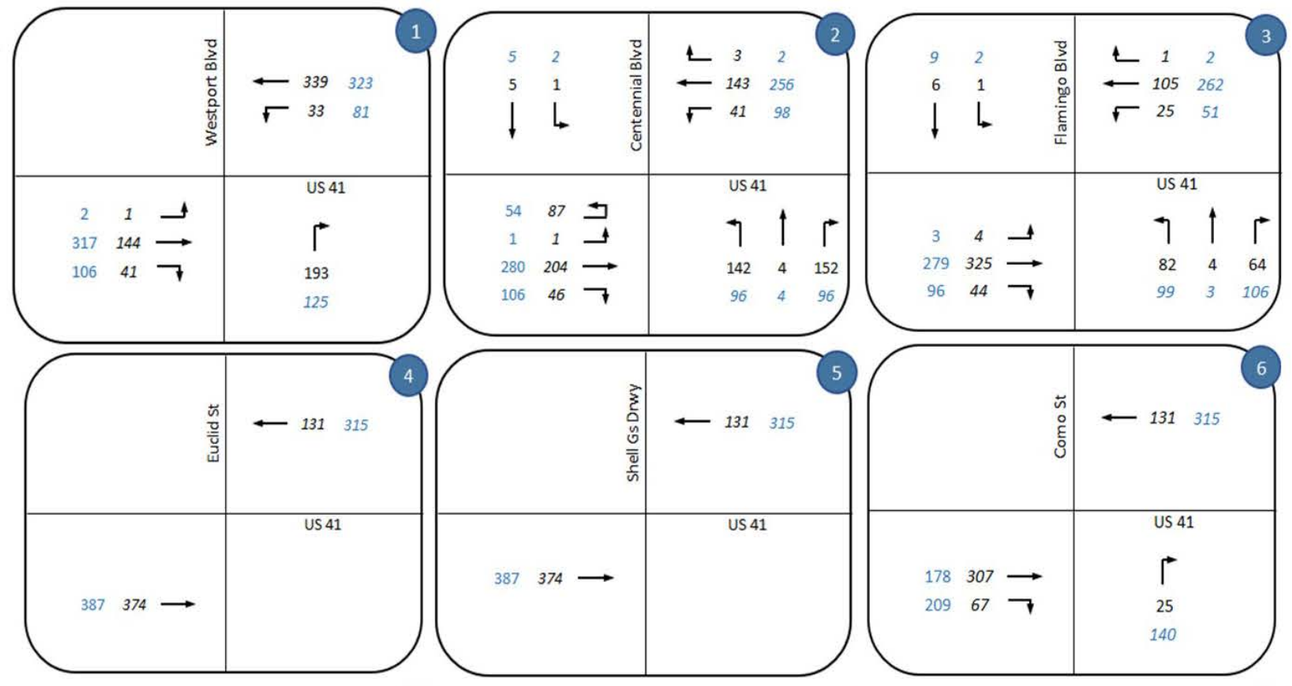
The total traffic assignment is summarized in **Exhibit 5**. **Appendix F** provides the supporting documentation for the assignments per group of tracks.

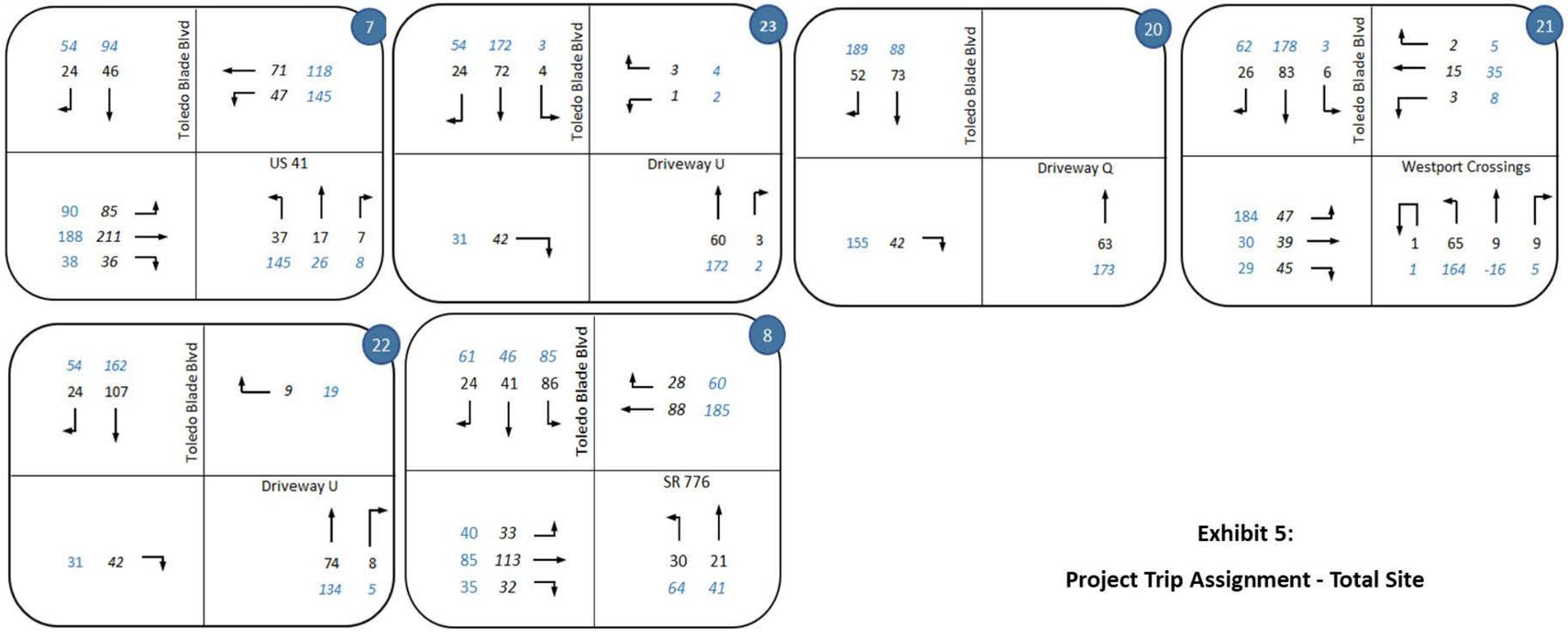
Table 5: Trip Distribution Percentages

Roadway	Residential		Commercial	
	West Port (West side)	West Port Expansion	West Port (West side)	West Port Expansion
US 41 from/to west	32.0%	22.0%	23%	26%
Centennial Blvd from/to north	0.5%	0.5%	0.5%	0.5%
Flamingo Blvd from/to north	1.0%	0.5%	1.0%	0.5%
Euclid St from/to north	0.0%	0.0%	0.0%	0.0%
Toledo Blade Blvd from/to north	8.0%	9.0%	6.5%	12%
US 41 from/to east	24.0%	7.0%	0.5%	16%
SR 776 from/to east	11.0%	28.0%	24%	11%
Toledo Blade Blvd from/to south	4.0%	9.0%	7.0%	9%
Flamingo Blvd from/to south	2.0%	1.0%	4.5%	3%
SR 776 from/to west	9.5%	9.0%	32.5%	20%
Centennial Blvd from/to south	0.0%	0.0%	0%	0%
Seymour Ave from/to east	1.0%	0.0%	0%	0%
Westport Crossings from/to east	5.0%	3.0%	0%	1%
Driveway Track U from/to Arredondo	2.0%	11.0%	0.5%	1%

Table 6: Groups of Tracks for Trip Assignment

Residential Land Uses	Commercial Land Uses
West Port (West side)	
1. Tracks A.B, C, and J	9. Tracks G and F
2. Tracks D and F	10. Track K
3. Tracks G	
4. Tracks E	
5. Track H	
West Port Expansion	
6. Track R	11. Tracks P and Q
7. Track T	12. Track U
8. Track O	13. Track S





West Port (west side)

West Port Expansion

(#) Intersection ID

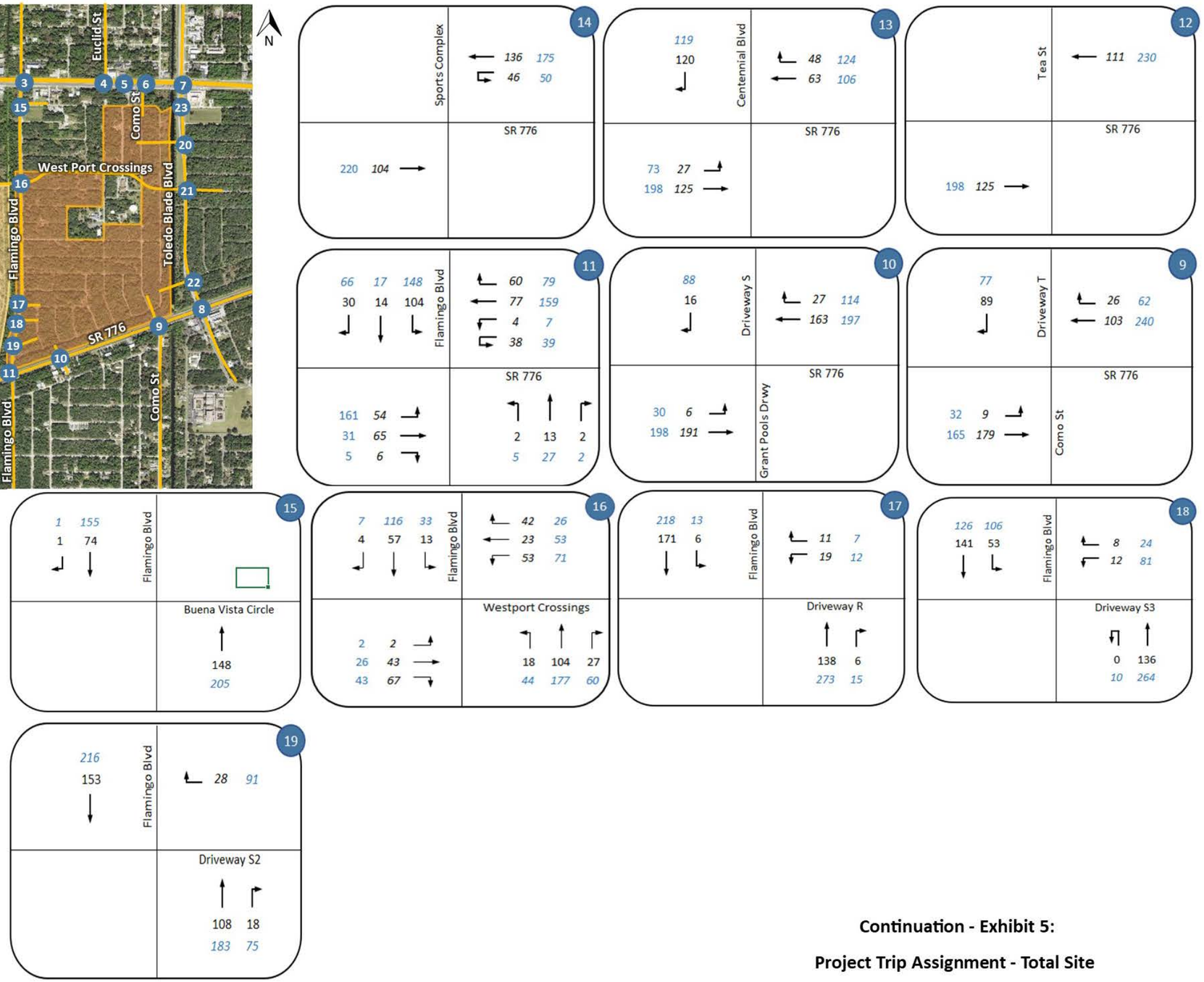
xxx AM Peak Hour Volumes

xxx PM Peak Hour Volumes

Exhibit 5:

Project Trip Assignment - Total Site

- West Port (west side)
- West Port Expansion
- (#) Intersection ID
- xxx AM Peak Hour Volumes
- *xxx* PM Peak Hour Volumes



Continuation - Exhibit 5:

Project Trip Assignment - Total Site

5.0 FUTURE TOTAL INTERSECTION TRAFFIC

Future total traffic conditions are defined as the expected traffic conditions in the year 2027 after the opening of the project. The total traffic volumes considered in the analysis for this project are the sum of the background traffic volumes and the expected project traffic volumes.

It must be noted that the proposed extension of Flamingo Boulevard, will not only serve the patrons and residents of the proposed project, but it will also serve existing traffic that will now choose to use the new roadway. Therefore, an FSUTMS District one model run with the proposed network but without the West Port project was developed to estimate the no-West Port project traffic expected to travel on the Flamingo Blvd extension. The FSUTMS model volumes were then used in Turns5 Analysis to estimate peak hour volumes. Supporting documentation for the projections for the extension of Flamingo Blvd is provided in **Appendix G**

The peak hour future traffic volumes are shown in **Exhibit 6**. Volume development worksheets for the study intersections are included in **Appendix H**.

N

West Port (west side)

West Port Expansion

(#) Intersection ID

xxx AM Peak Hour Volumes

xxx PM Peak Hour Volumes

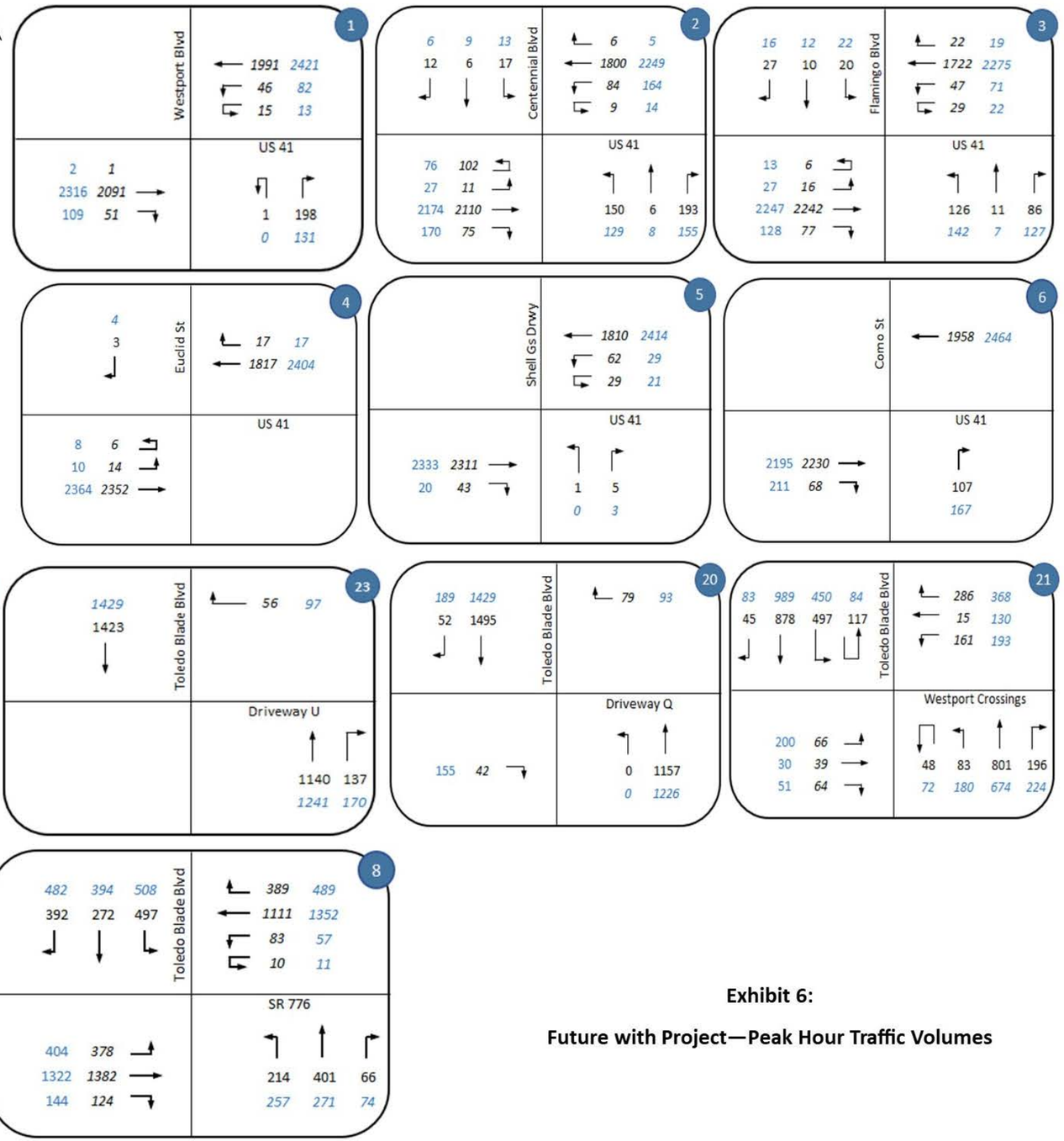


Exhibit 6:

Future with Project—Peak Hour Traffic Volumes

West Port (west side)

West Port Expansion

Intersection ID

xxx AM Peak Hour Volumes

xxx PM Peak Hour Volumes

Continuation — Exhibit 6:

Future with Project—Peak Hour Traffic Volumes

6.0 ACCESS MANAGEMENT

An access management review of the proposed access connections to the development was conducted to ensure that the standards as set in C*harlotte County Code Sec 3-6-85* and FDOT's *2019 Access Management Handbook*, are met. **Table 7** summarizes the space requirements and Exhibit 8 illustrates the spacing between the proposed connections along the corridor. **Appendix I** provides supportive documentation for the access analysis.

Table 7:: Required Access Management Spacing

Characteristic/ Type of Opening	Required Spacing (ft.)			
	FDOT Roads		County Roads	
	SR 776	US 41	Toledo Blade Blvd	Flamingo Blvd
Roadway Class	Class 5	Class 3	Class 7	Class 7
Speed	55 mph	50 mph	45 mph	40 mph
Signal	2,640 ft	2,640 ft	1,320 ft	1,320 ft
Full median opening	2,640 ft	2,640 ft	660 ft	660 ft
Directional Median Opening	660 ft	1,320 ft	330 ft	330 ft
Connections	440 ft	660 ft	330 ft.	330 ft.

Source: FDOT *2019 Access management Handbook and Charlotte County Code Sec 3-6-85*

The analysis indicates that the access management along SR 776 currently meets the required standards for its posted speed limit and will continue to do so with the proposed driveways.

Along US 41, the spacing between the Centennial Boulevard and Flamingo Boulevard does not meet the required 2,640 feet for full median openings. Similarly, the spacing between Toledo Blade Blvd and the full median opening serving the Shell gas station, and with the connection at Como Street do not meet the required spacing. These are existing conditions that will remain in the proposed conditions.

Along Toledo Blade Blvd, the spacing between the existing full median opening at Seymour Avenue and US 41 does not meet the required spacing of 660 feet. The proposed driveways along Toledo Blade Blvd and Flamingo Blvd will meet the will meet the County's required spacing.

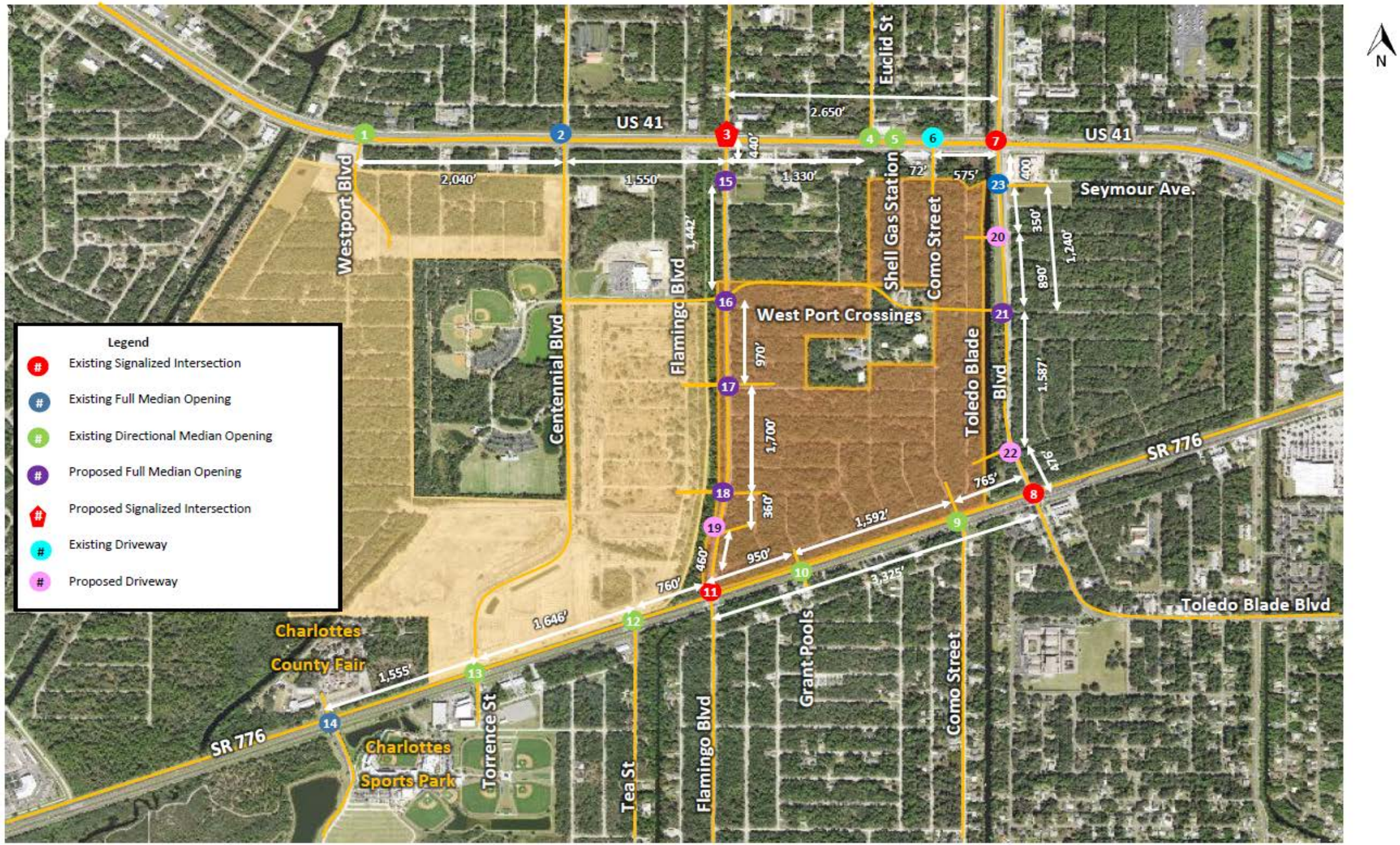


Exhibit 7: Access Management

7.0 SIGNAL WARRANT ANALYSIS

The purpose of this section of the study is to verify whether the projected traffic volumes for the intersection of US 41 at Centennial Blvd at Flamingo Blvd will warrant a traffic signal in the future. The analysis consists of an assessment of the applicable traffic signal warrants detailed in the *Manual on Uniform Traffic Control Devices* (MUTCD). The warrants contained in the MUTCD established minimum criteria for further evaluation of traffic signal installation. The MUTCD contains nine warrants to address a variety of conditions as follows:

- Warrant 1, Eight vehicular volume
- Warrant 2, Four-Hour vehicular volume
- Warrant 3, Peak hour volume.
- Warrant 4, Pedestrian volume
- Warrant 5, School crossing
- Warrant 6, Coordinated signal system
- Warrant 7, Crash experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection near grade crossing

The signal warrant analysis was developed based on the project trips (see figure 5) and the *ITE's Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use*. The hourly volumes for the signal warrant were developed as follows:

1. For each group of tracks used in the trip assignment, percentages of each land use intensity present in that group were calculated.
2. The percentages calculated in step 1, were applied to the project trips assigned at the intersection, to define the number of trips assigned to each movement by land use type.
3. The project trips by land use type were added for the 13 groups of tracks to obtain the peak hour volume by land use type.
4. The daily project trips by land use, were then obtained by factoring each movement's volume by the 5-6 PM ITE land use percentage. Note that the 5-6 PM period was selected as the general peak hour for the development as most of the proposed land uses peak at that hour.
5. The 24-hourly distribution of project trips by land use at each approach was obtained by factoring the daily project trips calculated in step 4 by the ITE land use hourly percentages.
6. The hourly distribution by land use at each intersection approach was added to obtain the hourly volumes to be used for the signal warrant analysis.

The signal warrant analysis shows that with the proposed project, the intersections of US 41 at Centennial Blvd and Flamingo Blvd, both satisfy signal warrants 1, 2, and 3, while warrants 4 to 9 were not applicable. Note that the signal warrants were developed based on 70% volume level criteria since the speed on US 41 is above 40 mph. In addition, the analysis at the intersection with Centennial Blvd was developed including 25% of the right turn volume as part of the minor road volume; while the analysis with the Flamingo Blvd intersection included 50% of the right-turn volume since the intersection provides a share thru-right lane., the warrants. Supporting documentation for the analysis is provided in detail in **Appendix J.**

8.0 CAPACITY ANALYSIS

8.1 Roadway Capacity Analysis

The operating conditions for the roadway network adjacent to the development were analyzed for three (3) scenarios (existing conditions, future background, and future with project). The County's recorded AADTs for each roadway segment were obtained from *Charlotte County's 2021 Roadway Level of Service Data*. The AADTs were adjusted to the 100th hour design hourly volumes using the K-100 factor of 0.091. The LOS was then determined based on the LOS limits published in the FDOT's *2020 Generalized LOS Tables (Table 4).*

To determine the roadway LOS for the background conditions, the 100th design hourly volumes were projected to the buildout year 2027 using the growth rate determined in Section 3. Then, the committed development volumes from the Arredondo Pointe development trips were added. For the future with project conditions, the project trips as summarized in **Exhibit 5** were added to the projected background volumes. The forecasted volumes were compared to the LOS limits. The developed volumes and the results of the roadway LOS analysis are summarized in **Table 8**.

The roadway LOS analysis indicates that all the surrounding roadways are currently operating with LOS D or better. In the background conditions which include the Arredondo Pointe project and in the Future conditions with the proposed Westport project, the roadways network is expected to continue to operate satisfactorily except for SR 776 which is expected to deteriorate to a LOS F at the background conditions.

Table 8 Roadway LOS Analysis

Road	2021 Existing Conditions			2027 Background Conditions				2027 Future with Project		
	2021 AADT[1]	100th Hour Volume[1]	LOS[3]	Growth rate[1]	Committed	Volume	LOS[3]	Project Trips[2]	Total Volume	LOS[3]
US 41, east of Toledo Blade Blvd	36,855	3,354	C	2%	664	4,420	C	459	4,879	C
US 41, Flamingo Blvd to Toledo Blade Blvd	33,105	3,013	C	2%	951	4,325	C	702	5,027	C
US 41, west of Flamingo Blvd	31,892	2,902	C	2%	914	4,164	C	846	5,010	C
SR 776	28,285	2,574	C	2%	1065	3,948	F	504	4,452	F
Toledo Blade Blvd, south of SR 776	6,905	628	D	5%	178	995	D	186	1,181	D
Toledo Blade Blvd, from SR 776 to US 41	7,979	726	C	5%	1644	2,588	C	456	3,044	C
Toledo Blade Blvd, north of US 41	14,135	1,286	C	5%	421	2,093	C	264	2,357	C
Flamingo Blvd, south of SR 776	4,949	450	C	5%	53	638	C	63	701	C
Flamingo Blvd, from SR 776 to US 41[3]									657	C
Westport Crossings									674	D

Notes: [1] Source: Charlotte County 2021 roadway Level of Service Data
[2] From volume worksheets
[3] Level of Service Limits (FDOT Generalized LOS Table 4)

- SR 776: LOS B=n/a LOS C=3420, LOS D=3580, LOS E=n/a
- US 41: LOS B= n/a, LOS C=5250, LOS D=5390, LOS E =n/a
- Flamingo Blvd, south of SR 776: LOS B= n/a, LOS C=1359, LOS D=1440, LOS E =n/a
- Flamingo Blvd, between SR 776 and US 41: LOS B=n/a LOS C=3078, LOS D=3222, LOS E=n/a
- Toledo Blade Blvd, south of SR 776: LOS B= n/a LOS C=594, LOS D=1197, LOS E =1269
- Toledo Blade Blvd, between SR 776 to US 41 – widening to 4 lanes: LOS B=n/a LOS C=3078, LOS D=3222,
- Toledo Blade Blvd, north of US 41: LOS B=n/a LOS C=3078, LOS D=3222, LOS E=n/a
- Westport Crossings: LOS C=594, LOS D=1197, LOS E =n/a –> assume 2 lanes, 35mph

8.2 Intersection Capacity Analysis

Synchro Software was used to perform intersection capacity analysis at the analyzed intersections. Synchro is a traffic engineering analysis software that applies the Transportation Research Board (TRB's) *Highway Capacity Manual (HCM), 2000, 2010, and 6th Edition methodologies*. HCM 6th edition outputs were provided whenever possible. If the HCM 6th edition methodologies cannot provide an output, HCM 2000 outputs were used.

Table 9 and **Exhibit 8** summarize the mitigations that were considered needed to obtain acceptable LOS or LOS and delay comparable to expected background conditions. *Charlotte County Engineering Design Manual Part 7 – Traffic Impact Statements* indicates that the overall intersection LOS standard is LOS D or better the study intersections. For site access driveways and local street connections, delays up to 100 seconds are considered acceptable. **Tables 10 - 14** show the resulting LOS for the weekday AM and PM peak hour conditions, while **Table 15** shows the anticipated 95% back of queues and available storage. Capacity analysis worksheets are included in **Appendix K**.

Table 9: Proposed Geometric Improvements – West Port

Int ID	Intersection	Improvements
2	US 41 at Centennial Blvd	❖ Considered to be Signalized - will require an ICE analysis
3	US 41 at Flamingo Blvd	❖ Considered to be Signalized -will require an ICE analysis. ❖ Provide dual northbound left turn lane - 272'. ❖ Provide an exclusive eastbound right turn lane – 375'.
6	US 41 at Como St	❖ Added eastbound right turn lane – 370'.
7	US 41 at Toledo Blade Blvd	❖ Provide a southbound right turn lane – 447'. ❖ Extend the following turn lanes: - Eastbound left to 643' - Westbound left to 757' - Northbound left to 882' - Southbound left to 613
8	SR 776 at Toledo Blade Blvd	❖ Provide a second northbound left turn lane – 510'. ❖ Extend the eastbound left turn to - 572'. ❖ If Westport connects to Toledo Blade Blvd prior to the Construction of Arredondo Pointe Development, then Westport is to provide the following improvements: - Provide a southbound right turn lane – 418'. - Extend the southbound left turn to – 438'.
9	SR 776 at Como St/ Driveway T	❖ Provide a westbound right turn lane - 185'
10	SR 776 at Giant Pools Driveway/ Driveway S	❖ Provide an eastbound left turn lane - 195'. ❖ Provide a westbound right turn lane – 185'.
11	SR 776 at Flamingo Blvd	❖ Extension of Flamingo Blvd from SR 776 to US 41 ❖ SB Approach: - Dual left turn lane - 335' - Two thru lane - Right turn lane- 211' - will require an ICE analysis. ❖ Provide a westbound right turn lane – 212'. ❖ The Edgewater Drive widening project will construct: - Eastbound right turn lane - Dual northbound left turn lanes Add a northbound thru
16	Flamingo Blvd at West Port Crossings	❖ Provide a northbound left turn lane – 190' ❖ Provide a northbound right turn lane – 185' ❖ Provide a southbound left turn lane – 188'
17	Flamingo Blvd at Driveway R	❖ Provide a southbound left turn lane – 185'
18	Flamingo Blvd at Driveway S3	❖ Provide a southbound left turn lane – 193'
19	Flamingo Blvd at Driveway S2 at	❖ Provide a northbound right turn lane – 185'
20	Toledo Blade Blvd at Driveway Q	❖ Provide a southbound right turn lane – 185'
21	Toledo Blade Blvd West Port Crossings	❖ Provide a southbound right turn lane – 240'

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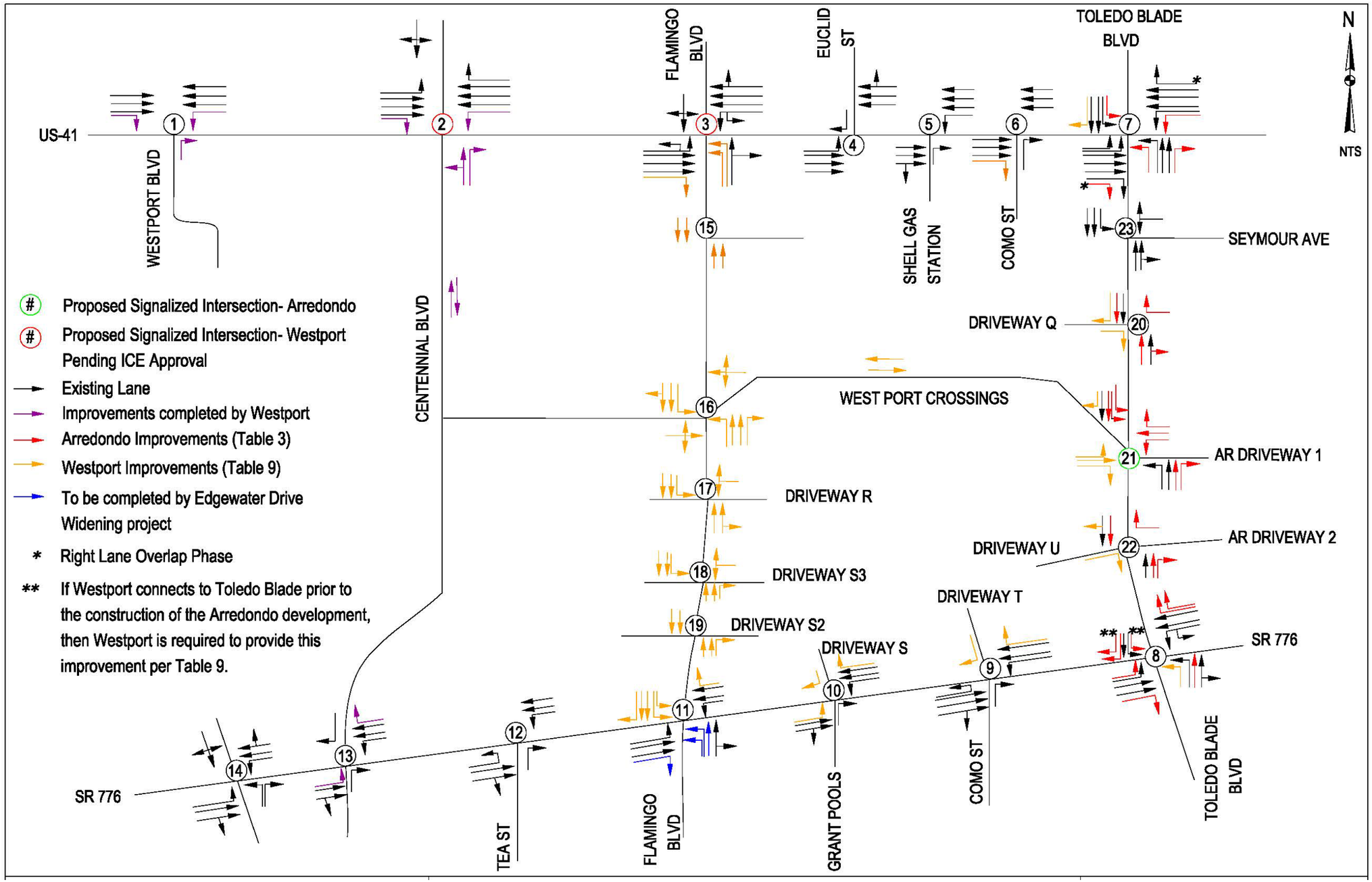

Exhibit 8: Lane Diagram - Proposed Conditions

Table 10: Intersection Capacity Analysis

INT ID	Intersection	EB		WB		NB		SB		Overall INT	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Existing											
1	US 41 at West Port Blvd	0		0.4		15.9	C			0.1	
2	US 41 at Centennial Blvd	0.3		0.8		22.4	C	36.6	E	1.4	
3	US 41 at Flamingo Blvd	0.2		0.3		33.4	D	27.9	D	0.8	
4	US 41 & Euclid St	0.2		0				14.9	B	0.1	
5	US 41 at Shell Station Driveway	0		1.5		15.9	C			0.8	
6	US 41 at Como St	0		0		12.5	B			0.4	
7	US 41 at Toledo Blade Blvd	32.0	C	30.1	C	73.9	E	65.7	E	43.7	D
8	SR 776 at Toledo Blade Blvd	29.5	C	29.7	C	61.8	E	164.2	F	53.5	D
9	SR 776 at Como St	0		0.4		14.7	B			0.7	
10	SR 776 at Giant Pools Driveway	0		0.1		13.1	B			0.1	
11	SR 776 at Flamingo Blvd	14.5	B	15.9	B	84.6	F			21.1	C
12	SR 776 at Tea St	0.3		0.3		14.6	B			0.4	
13	SR 776 at Centennial Blvd	0.2		0.3		0		14.7	B	0.4	
14	SR 776 at County Fair	0		0.3		0		29.4	D	0.2	
23	Toledo Blade Blvd at Seymour Ave			0	A	0		0		0	
PM Peak Existing											
1	US 41 at West Port Blvd	0		0.1		16.6	C			0.1	
2	US 41 at Centennial Blvd	0.6		1.2		58.4	F	82.5	F	3.3	
3	US 41 at Flamingo Blvd	0.5		0.2		45.9	E	53.2	F	1.0	
4	US 41 & Euclid St	0.2		0				17.6	C	0.1	
5	US 41 at Shell Station Driveway	0		0.6		16.5	C			0.3	
6	US 41 at Como St	0		0		12.3	B			0.4	
7	US 41 at Toledo Blade Blvd	34.0	C	32.8	C	91.1	F	72.4	E	45.4	D
8	SR 776 at Toledo Blade Blvd	35.1	D	40.2	D	55.6	E	87.3	F	46.9	D
9	SR 776 at Como St	0		0.6		14.6	B			0.6	
10	SR 776 at Giant Pools Driveway	0		0.1		13.7	B			0.1	
11	SR 776 at Flamingo Blvd	17.8	B	19.7	B	94.7	F			25.4	C
12	SR 776 at Tea St	0.3		0.1		16.1	C			0.4	
13	SR 776 at Centennial Blvd	0.4		0.4		15.6	C	15.9	C	0.8	
14	SR 776 at County Fair	0		1.5		16.9	C	0	A	0.9	
23	Toledo Blade Blvd at Seymour Ave			0	A	0		0		0	

Table 11: Intersection Capacity Analysis – Background Conditions AM Peak

INT ID	Intersection	EB		WB		NB		SB		Overall INT	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Background											
1	US 41 at West Port Blvd	0		0.7		25.7	D			0.4	
2	US 41 at Centennial Blvd	0.3		2.1		71.3	F	160.4	F	3.3	
3	US 41 at Flamingo Blvd	0.2		0.5		130.7	F	100.2	F	2.1	
4	US 41 & Euclid St	0.3		0				20.5	C	0.2	
5	US 41 at Shell Station Driveway	0		5.8		25.7	D			2.8	
6	US 41 at Como St	0		0		17.5	C			0.4	
7	US 41 at Toledo Blade Blvd	59.8	E	50.7	D	69.1	E	90.3	F	65.7	E
8	SR 776 at Toledo Blade Blvd	56.7	E	42.2	D	71.7	E	86	F	60.4	E
9	SR 776 at Como St	0		0.5		22.3	C			0.8	
10	SR 776 at Giant Pools Driveway	0		0.1		17.3	C			0.1	
11	SR 776 at Flamingo Blvd	28.8	C	20.7	C	111.4	F			32.4	C
12	SR 776 at Tea St	0.4		0.3		20.2	C			0.4	
13	SR 776 at Centennial Blvd	0.3		0.4		0	A	18.8	C	0.5	
14	SR 776 at County Fair	0		0.5		0	A	49	E	0.3	
21	Toledo Blade Blvd at Arredondo Drwy 1			62.7	E	20.3	C	19.5	B	26.8	C
22	Toledo Blade Blvd at Arredondo Drwy 2			13.2	B	0		0		0.3	
23	Toledo Blade Blvd at Seymour Ave			72.4	F	0		1.1		4.1	

Table 12: Intersection Capacity Analysis – Background Conditions PM Peak

INT ID	Intersection	EB		WB		NB		SB		Overall INT	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
PM Peak Background											
1	US 41 at West Port Blvd	0		0.2		23.8	C			0.1	
2	US 41 at Centennial Blvd	0.9		2.8		450.4	F	357.6	F	13.9	
3	US 41 at Flamingo Blvd	0.8		0.2		152	F	384.2	F	4.4	
4	US 41 & Euclid St	0.3		0				25.6	D	0.2	
5	US 41 at Shell Station Driveway	0		1		23.5	C			0.5	
6	US 41 at Como St	0		0		15.2	C			0.1	
7	US 41 at Toledo Blade Blvd	51.5	D	58	E	63	E	98.1	F	63.4	E
8	SR 776 at Toledo Blade Blvd	49.9	D	50	D	78.3	E	94.8	F	63.3	F
9	SR 776 at Como St	0		0.7		20.5	C			0.7	
10	SR 776 at Giant Pools Driveway	0		0.2		19.7	C			0.3	
11	SR 776 at Flamingo Blvd	28.8	C	20.7	C	111.4	F			32.4	C
12	SR 776 at Tea St	0.6		0.2		23.3	C			0.6	
13	SR 776 at Centennial Blvd	0.5		0.5		22.2	C	21.4	C	0.9	
14	SR 776 at County Fair	0		4.3		27.6	D	0	A	2.2	
21	Toledo Blade Blvd at Arredondo Drwy 1			57.8	E	6.2	A	15.7	B	20.9	C
22	Toledo Blade Blvd at Arredondo Drwy 2			13	B	0		0		0.4	
23	Toledo Blade Blvd at Seymour Ave			50	F	0		1.7		5.3	

Table 13: Intersection Capacity Analysis – Future with Project Conditions AM Peak

INT ID	Intersection	EB		WB		NB		SB		Overall INT	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
AM Peak Future Conditions											
1	US 41 at West Port Blvd	0		21		109.5	F			14.8	
2	US 41 at Centennial Blvd (Signalized)	13.7	B	10	B	29.1	C	24.7	C	13.4	B
3	US 41 at Flamingo Blvd (Signalized)	19.3	B	8.0	A	37.2	D	38.0	D	15.8	B
4	US 41 & Euclid St	0.3		0				22.2	C	0.2	
5	US 41 at Shell Gas Station Driveway	0		15.1		33.5	D			6.8	
6	US 41 at Como St	0		0		90	F			2.2	
7	US 41 at Toledo Blade Blvd	34.1	C	54.7	D	95.9	F	83.6	F	60.7	E
8	SR 776 at Toledo Blade Blvd	63.8	E	56.7	E	124.8	F	75.5	E	71.9	E
9	SR 776 at Como St	0.1		0.6		26.1	D	23	C	1.4	
10	SR 776 at Giant Pools Driveway	0.1		0.2		19.4	C	18.3	C	0.3	
11	SR 776 at Flamingo Blvd	24.9	C	22.9	C	65	E	68.5	E	29.6	C
12	SR 776 at Tea St	0.4		0.3		22	C			0.4	
13	SR 776 at Centennial Blvd	0.6		0.5		0	A	32.4	D	1.8	
14	SR 776 at County Fair	0		5.9		0	A	71.9	F	2.9	
15	Flamingo Blvd at Buena Vista Circle	0	A			0		0		0	
16	Flamingo Blvd at West Port Crossings	11.7	B	12.9	B	1.5		1.4		6.6	
17	Flamingo Blvd at Driveway R			10.3	B			0.2		0.7	
18	Flamingo Blvd at Driveway S3			10.4	B	0		0		1.2	
19	Flamingo Blvd at Driveway S2			9	A	0		0		0.6	
20	Toledo Blade Blvd at Driveway Q	18	C	17	C	0		0		0.7	
21	Toledo Blade Blvd at West Port Crossings	20.7	C	29.9	C	18.9	B	27.8	C	24.7	C
22	Toledo Blade Blvd at Driveway U	14.3	B	13.9	B	0		0		0.6	
23	Toledo Blade Blvd at Seymour Ave	754.5	F			0		1.1		36.3	

Table 14: Intersection Capacity Analysis – Future with Project Conditions PM

INT ID	Intersection	EB		WB		NB		SB		Overall INT	
		Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
PM Peak Future Conditions											
1	US 41 at West Port Blvd	0		17.7		72.6	F			10.7	
2	US 41 at Centennial Blvd (Signalized)	12.2	B	5.7	A	34	C	29.5	C	10.5	B
3	US 41 at Flamingo Blvd (Signalized)	15.4	B	9.8	A	43.3	D	43.0	D	14.6	B
4	US 41 & Euclid St	0.4		0				32.5	D	0.2	
5	US 41 at Shell Gas Station Driveway	0		1.8		30.7	D			0.9	
6	US 41 at Como St	0		0		149.8	F			5	
7	US 41 at Toledo Blade Blvd	72	E	78.4	E	105.4	F	81.3	F	82.1	F
8	SR 776 at Toledo Blade Blvd	57.1	E	64.8	E	106.5	F	95.2	F	74	E
9	SR 776 at Como St	0.5		0.7		23.9	C	27.8	D	1.4	
10	SR 776 at Giant Pools Driveway	0.3		0.5		22.4	C	27.8	D	1.2	
11	SR 776 at Flamingo Blvd	32.3	C	40.8	D	66.7	E	74.3	E	41.3	D
12	SR 776 at Tea St	0.8		0.2		27.2	D			0.7	
13	SR 776 at Centennial Blvd	3.8		0.6		25.7	D	45.5	E	4	
14	SR 776 at County Fair	0		44				0	A	21.7	
15	Flamingo Blvd at Buena Vista Circle			0	A	0		0		0	
16	Flamingo Blvd at West Port Crossings	13.1	B	18.6	C	1.6		1.6		6.9	
17	Flamingo Blvd at Driveway R			11.1	B	0		0.4		0.5	
18	Flamingo Blvd at Driveway S3			14.7	B	0.2		2.9		3.3	
19	Flamingo Blvd at Driveway S2			9.6	A	0		0		1.2	
20	Toledo Blade Blvd at Driveway Q	25.1	D	18.4	C	0		0		1.8	
21	Toledo Blade Blvd at West Port Crossings	45.8	D	27.5	C	20.6	C	27.8	C	26.9	C
22	Toledo Blade Blvd at Driveway U	16	C	14.7	B	0		0		0.7	
23	Toledo Blade Blvd at Seymour Ave			84.4	F	0		1.9		7.8	

Table 15: Future Conditions Queue Analysis

ID	Intersection	Movement	Existing Turn Lane	Posted Speed	Decel Length [2]	Background (With Arredondo Point)			Future With Westport		
						95% Back of Queue (ft.)		Turn Lane Length	95% Back of Queue (ft.)		Turn Lane Length
						AM Peak	PM Peak		AM Peak	PM Peak	
1	US 41 at West Port Blvd	EBR	322	50	350	0	0	350	0	0	350
		WBL	590	50	350	23	5	373	180	227.5	578
2	US 41 at Centennial Blvd (Signalized option)	NBR	251	40	185	20	27.5	213	75	73	260
		EBL	365	50	350	10	33	383	56	57	407
		EBR	362	50	350	0	0	350	25	28	378
		WBL	750	50	350	58	83	433	36	96	446
3	US 41 at Flamingo Blvd (Signalized option)	NBL		35	185			185	69	87	272
		EBL	364	50	350	8	28	378	31	76	426
		EBR		50	350			350		25	375
		WBL	368	50	350	13	8	363	35	53	403
4	US 41 & Euclid St	EBL	370	50	350	8	13	363	13	20	370
5	US 41 at Shell Gas Station Driveway	WBL	352	50	350	125	38	475	197.5	65	548
6	US 41 at Como St	NBL		30	145			145	127.5	225	370
7	US 41 at Toledo Blade Blvd	EBL	437	50	350	125	186	536	172	293	643
		EBR	497	50	350	276	279	629	277	316	666
		WBL	479	50	350	234	241	591	304	407	757
		WBR	577	50	350	210	472	822	246	498	848
		NBL	364	45	240	431	478	718	504	642	882
		NBR		45	240	164	281	521	181	267	507
		SBR		46	185			185	262	152	447
		SBL	188	45	240	334	346	586	373	341	613
8	SR 776 at Toledo Blade Blvd	EBL	529	55	185	234	247	432	376	387	572
		EBR		55	185	11	5	196	26	39	224
		WBL	536	55	185	122	64	307	198	63	383
		WBR		55	185	88	118	303	124	151	336
		NBL	198	45	240	212	316	556	189	270	510
		SBR		45	240	76	118	358	117	138	378
		SBL	130	45	240	374	328	614	348	458	698
9	SR 776 at Como St	EBL	510	55	185	0	3	188	3	15	200
		WBR		55	185			185	0	0	185
		WBL	453	55	185	25	18	210	18	23	208
10	SR 776 at Giant Pools Driveway	EBL		55	185			185	3	10	195
		WBR		55	185			185	0	0	185
		WBL	458	55	185	3	5	190	8	20	205
11	SR 776 at Flamingo Blvd	EBL		55	185			185	76	231	416
		EBR		55	185			185	62	68	253
		WBL	556	55	185	12	36	221	73	92	277
		WBR		55	185			185	16	27	212
		NBL		40	185	545	642	827	162	242	427
		SBL		40	185			185	97	150	335
		SBR		40	185			185	0	26	211
12	SR 776 at Tea St	EBU	488	55	185	13	20	205	15	30	215
		WBL	450	55	185	10	5	195	10	8	195
13	SR 776 at Torrence St / Centennial Blvd	EBL	532	55	185	8	18	203	25	112.5	298
		WBR	418	55	185			185			185
		WBL	461	55	185	13	15	200	25	25	210
14	SR 776 at Sports Complex	EBL	488	55	185			185	0	25	210
		WBL	773	55	185	15	108	293	110	355	540
15	Flamingo Blvd at Buena Vista Circle	SBL		40	185			185	0	0	185
16	Flamingo Blvd at West Port Crossings	NBL		40	185			185	3	5	190
		NBR		41	185				0	0	185
		SBL		40	185			185	3	3	188
17	Flamingo Blvd at Driveway R	SBL		40	185			185	0	0	185
18	Flamingo Blvd at Driveway S3	SBL		40	185			185	3	8	193
19	Flamingo Blvd at Driveway S2	NBR		40	185			185	0	0	185
20	Toledo Blade Blvd at Driveway Q	NBL		45	240			240			240
		SBR		46	185				0	0	185
		EBR		40	185			185			185
21	Toledo Blade Blvd at West Port Crossings	NBL		45	240	49	101	341	76	239	479
		NBR		45	240	72	139	379			
		SBL		45	240	242	198	482			
		SBR		45	240			240	5	16	256
22	Toledo Blade Blvd at Driveway U	NBL		45	240			240			240
		NBR		46	185	0	0	185			
		SBR		45	240			240			240
23	Toledo Blade Blvd at Seymour Ave	NBR		45	240			240			240
		SBL	183	45	240	23	35	275	25	47.5	288

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At the request of the County, the required queue for the left turn lanes at the signalized intersections was also calculated using the guidelines set in the FDOTS Design Manual (232.2). The calculated design storage was compared to the 95% back of queue calculated in Synchro. The Analysis worksheets are included in **Appendix P**

The study network consists of 15 intersections, out of which 12 are two-way stop controlled. The unsignalized intersections, all are currently operating with LOS D or better, and/or have a delay less than 100 seconds at the local street connections. These conditions are expected to continue in the background conditions except for the intersections of US 41 at Centennial Blvd and at Flamingo Blvd. The delay for the northbound and southbound approaches at these two intersections is expected to increase to a LOS F. These delays are probably due to the high volumes along US 41, creating high delays for the minor roadways trying to find a gap to enter or cross the major street.

The analysis of the future conditions with the West Port project indicates that the intersections of US 41 at Centennial Blvd and at Flamingo Blvd will need signalization to operate with acceptable LOS. This is supported by the signal warrant analysis that concludes that both intersections are expected to satisfy the warrants. The volumes on US 41 are too high causing the minor street to suffer high delays to find a gap to enter or cross the major street. However, these two intersections are too close to each other, for both intersections to be signalized. So, it is recommended to move the analysis of these intersections to the Intersection Control Evaluation process to consider the various intersection control strategies.

The remaining site access driveways serving the site are expected to operate with acceptable LOS and or delays, with the exception of the northbound approach at US 41 at Westport Blvd and at Como Street, for which the analysis indicate delays slightly higher than 100-sec.

At background conditions, the intersection of Toledo Blade at Westport Crossings is expected to serve the Arredondo Pointe project as one of their main entrances. The volume projections indicate that the left turn movements entering and exiting the Arredondo site will require considering the signalization of the intersection to operate satisfactorily. In the future conditions with the Westport development, the intersection is expected to operate with LOS C or better.

The intersection of US 41 at Toledo Blade is currently operating with an overall LOS D. With the improvements listed in Table 3 for the Arredondo Pointe project, the intersection is expected to operate with an overall LOS E. the analysis of the future condition which include the improvements listed in Table 9, show that the intersection operating with LOS E and F during the AM and PM peak period respectively.

The intersection of Toledo Blade at SR 776 is operating with an overall LOS D during both peak periods, At the background conditions, with the improvements in Table 3, the intersection is expected to operate with an overall LOS E during the AM period and LOS F during the PM peak period. In the Future conditions, the intersection is expected to operate with LOS E for both peak periods.

The intersection of Flamingo Blvd at SR 776 is operating with LOS C during both peak periods and is expected to continue to do so in the Background conditions. However, the northbound approach is expected to operate with LOS F. With the proposed improvements, the intersection is expected to operate at a LOS D or better with the proposed Westport project.

9.0 CONCLUSION

The purpose of this analysis is to address traffic-related impacts associated with the proposed West Port development located west of the US 41 and SR 776 intersection in Port Charlotte, Florida. The West Port project was approved in 2021. However, the development plan has changed, and the developers are also planning to extend the project to include the lot between Flamingo Blvd and Toledo Blade Blvd.

The total West Port project will consist of 2702 residential units and 620,522 square feet of retail space. The project is expected to generate 1,482 net new trips in the AM peak hour and 2,641 net new trips in the PM peak hour, out of which 1,156 trips in the AM peak hour and 1,481 trips in the PM are part of the previously approved project.

As part of the project, the developers have reconstructed Centennial Blvd from SR 776 and US 41. In addition, the developers are planning to extend Flamingo Blvd from SR 776 to US 41 as a four-lane roadway. The proposed extension will create the north leg for the intersection of SR 776 at Flamingo Blvd. This will trigger the need to prepare Intersection Control Evaluation (ICE) for the modified intersection. The ICE analysis will be developed after concurrence from the County and FDOT on the assumptions and conclusions in this report.

The roadway LOS analysis indicates that all the surrounding roadways are currently operating with LOS D or better and they will continue to do so in the future with the proposed project. except for SR 776 which will deteriorate to a LOS F at the background conditions.

The analysis indicates that the access management along SR 776 currently meets the required standards for its posted speed limit and will continue to do so with the proposed driveways. Similarly, the proposed driveways along Flamingo Blvd and Toledo Blade Blvd will meet the County's required spacing, except for the spacing between Seymour Avenue and US 41, which is an existing condition.

Along US 41, the access management spacing requirements for a Class 3 roadway are met, except for the spacing between Centennial Blvd and Flamingo Blvd, and the spacing between Toledo Blade Blvd and the full median opening serving the Shell gas station as well as with the connection at Como Street. These are conditions that are existing and will remain in the Buildout scenario.

For the future scenario in 2027, the trips generated by the proposed development will satisfy the volume requirements for signalization of both intersections of US 41 at Centennial Blvd and Flamingo Blvd. As signalized conditions, both intersections will operate with acceptable LOS. However, the intersections will not meet access management spacing requirements for both intersections to be signalized. Since signalizing these intersections will require to be further analysis for other intersection

control strategies as part of FDOT's ICE process. It is recommended to include the analysis of these intersections in the ICE process.

The results of the Intersection analysis indicate that with the roadway improvements listed in Table 3 and Table 9 of the report, intersections are expected to operate as follows:

- All proposed site access driveways are expected to operate with acceptable delays per County standards. With the exception of the northbound approach at the intersections of US 41 at Westport Boulevard and US 41 at Como Street.

- The intersections of Toledo Blade Boulevard at US 41 is expected to operate with overall LOS F.

- The intersections of Toledo Blade Boulevard at SR 776 is expected to operate with overall LOS E. If the West Port Development connects to Toledo Blade Boulevard prior to the construction of the Arredondo Pointe development, then Westport is recommended to provide the following improvements at the intersection of SR 776 at Toledo Blade Boulevard:

    - Provide a southbound right turn lane of 418'.
    - Extend the southbound left turn lane to 438'

- The intersection of SR 776 at Flamingo Blvd is expected to operate with an overall LOS D.

- The turn lane requirements were calculated based on the synchro models 95th percentile back of queues. Table 15 in the report summarized the required queue lengths.

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