CONFIDENTIAL

Lake Labelle VILLAS

8050 Cedarwood Parkway
Labelle, FL

-A Suncrest Community-

Overview

- 744 Units
- 25 Buildings
- 75 acres+/-
- Location in Port Labelle
- Port Labelle Utilities and Florida Power & Light

Subject Property

8050 Cedarwood Parkway, Port Labelle
Parcel Number: 13043 07A00 0003.0100

Objective

- Lake Labelle will provide a luxurious living experience that exceeds the expectations of our residents at an affordable price. We aim to create a vibrant and welcoming community that fosters a sense of belonging and provides exceptional amenities, services, and living spaces. Our goal is to establish our complex as the premier destination for those seeking a high-end, modern, and convenient lifestyle."

Benefits

- Lake Labelle offers high-end amenities. Our community may offer a range of impressive amenities such as a fitness center, swimming pool, spa, outdoor lounge areas, and more. These amenities can provide residents with convenient access to recreational activities and a comfortable, upscale lifestyle.

- Modern living spaces: Granite countertops, white shaker cabinets throughout, enery efficient kitchen appliances.

- Lake Labelle will be a community that offers comfort, quietness, and relaxation with all the features you are looking for, bringing you a better way of life than you'd ever imagine. It is an inviting new home community complete with a fishing lake and nature trails.

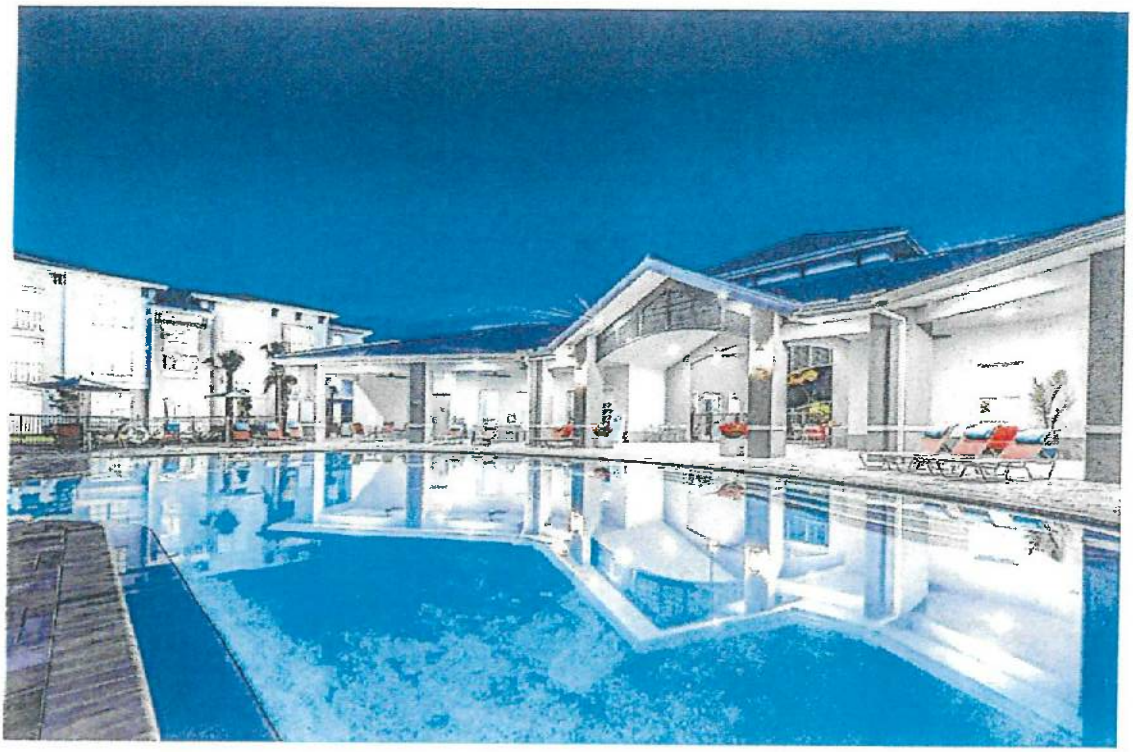
- This up-and-coming area in Port Labelle is conveniently located within minutes of the City of Labelle. Port Labelle is one of a few areas where you can still enjoy the natural beauty of the land and wildlife.

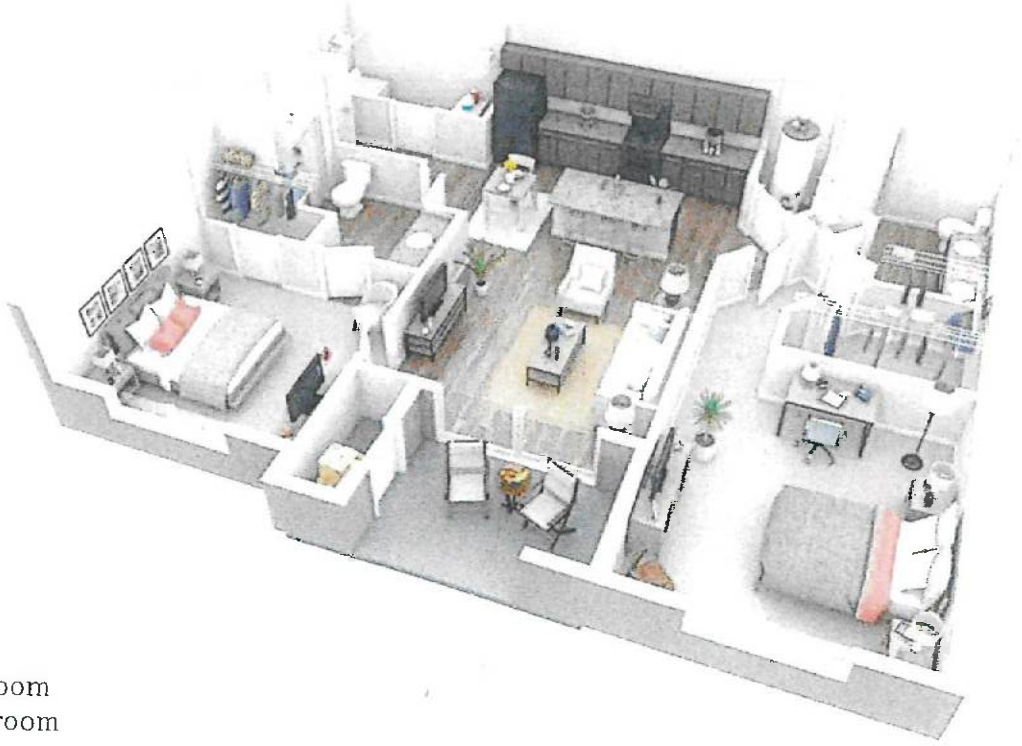
Overall, living in a luxury community can offer residents a high-end, comfortable, and convenient lifestyle with a range of impressive benefits.

3 Bedroom
2 Bathroom

SQ FT

Renderings are an artist's conception and are intended only as a general reference.
Features, interior and finishes and layout of subject unit may be different than shown.



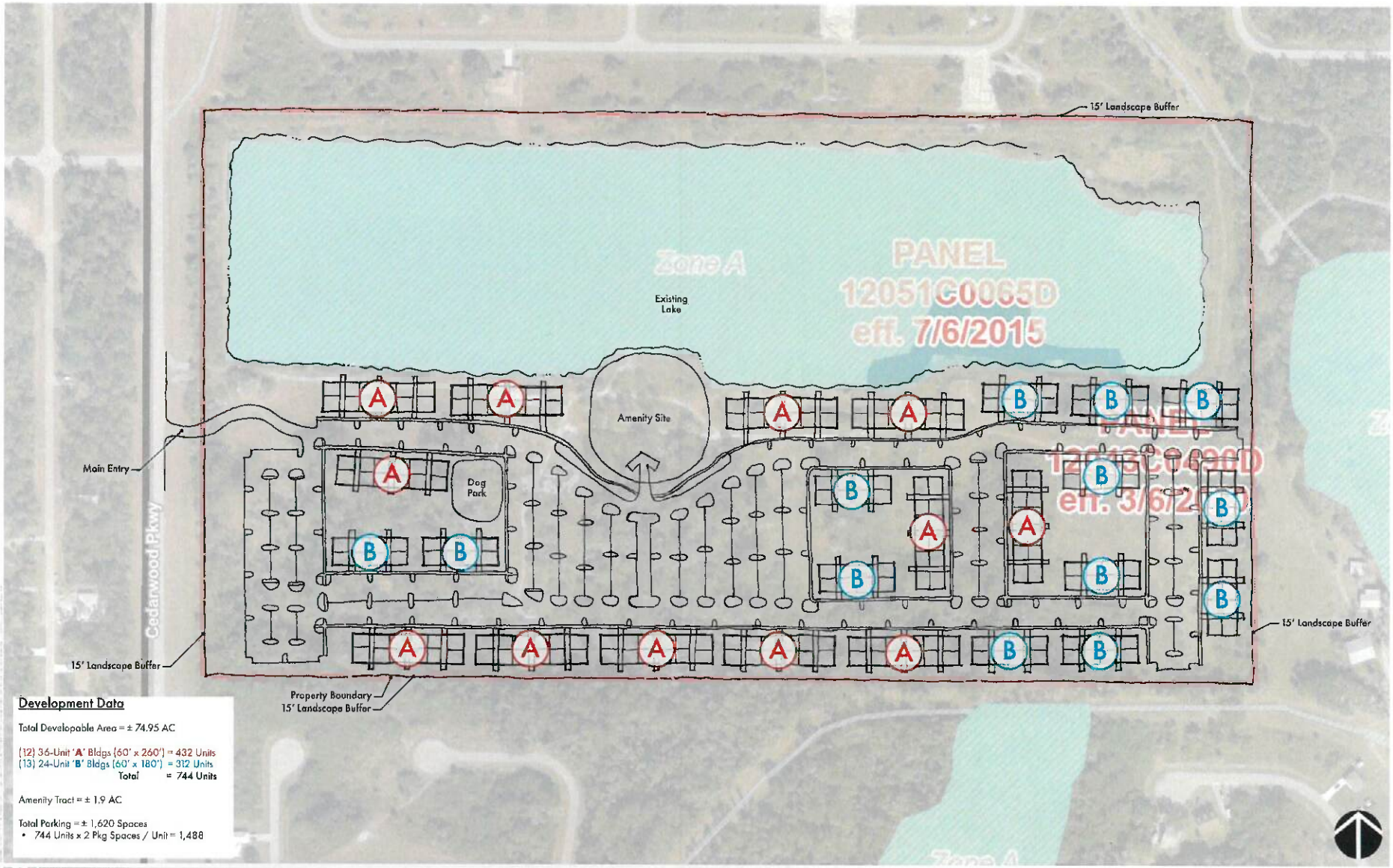


2 Bedroom
1 Bathroom

SQ FT

Renderings are an artist's conception and are intended only as a general reference. Features, materials, finishes and layout of subject unit may be different than shown.

CONCEPTUAL PLAN



Development Data

Total Developable Area = ± 74.95 AC

(12) 36-Unit '**A**' Bldgs (60' x 260') = 432 Units
(13) 24-Unit '**B**' Bldgs (60' x 180') = 312 Units
Total = 744 Units

Amenity Tract = ± 1.9 AC

Total Parking = ± 1,620 Spaces
- 744 Units x 2 Pkg Spaces / Unit = 1,488

WALDROP ENGINEERING

Lake Isabella

Conceptual Land Plan (Multi-family)

prepared for:
September 10, 2021

SCALE: 1"=100'

This plan is conceptual in nature. Final densities, layout, development parameters, calculations, and site conditions may change upon further development of the Preliminary and/or Master Site Plan, and upon evaluation of topographic survey, water management and existing trees to remain.

ENVIRONMENTAL REPORT

LAKE LABELLE

ENVIRONMENTAL ASSESSMENT REPORT

Lee County STRAP #: 15-45-24-00-00016.0040

May 2022

Prepared For:

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Introduction

An environmental assessment was conducted on the Lake LaBelle project site on May 19, 2022. The 74.41± acre site is located in Sections 7, Township 43S, and Range 21E, of Hendry County, Florida. More specifically, the site is located at 8050 Cedarwood Parkway, south of State Route 80 and immediately east of Cedarwood Parkway, in LaBelle, Florida. Please see the attached Project Location Map (Exhibit A).

The purpose of this assessment was to identify the potential for either U.S. Army Corps of Engineers (ACOE) Department of Environmental Protection (DEP), and/or South Florida Water Management District (SFWMD) jurisdictional wetlands. The site was also assessed to determine the potential of listed (endangered, threatened, etc.) species inhabiting the site that are regulated by the U.S. Fish & Wildlife Service (FWS) and the Florida Fish & Wildlife Conservation Commission (FWC).

The project's surrounding land uses are a mixture of residential homes, undeveloped vacant land, and forested land. The survey was conducted in the early-morning to mid-afternoon; the temperatures were in the low-mid 80's, with light breezes, and partly cloudy skies.

Background

The ACOE, DEP, and the SFWMD are the agencies that regulate development activities in wetlands. To be considered wetlands by the ACOE, DEP, and/or SFWMD, the area should exhibit wetland hydrology, contain wetland vegetation, and have hydric soils. For an area to be considered wetlands, a site should have hydric soils, wetland hydrology, and wetland vegetation present. The property was reviewed for indicators of these parameters.

Hydric soils are identified by certain characteristics that are unique to wetland soils. Wetland hydrology is normally present if the soil is saturated or inundated for a period of time; typically, from May through November; the rainy season in Southwest Florida. In the absence of visual signs of saturation or inundation, the regulatory agencies typically use hydrologic indicators such as adventitious rooting, lichen lines, or algal matting as method of guidance. If most of the shrubs/plants that are present are those that are adapted to saturated soil conditions, it's likely wetland vegetation.

The FWS and FWC are the primary agencies that review potential impacts to listed species. The FWS reviews potential impacts and provides comments to the ACOE and DEP during the permitting process, while the FWC provides comments to the SFWMD. In general, the wildlife agency concerns need to be addressed for the permits to be authorized by the ACOE, DEP, and/or the SFWMD.

Existing Site Conditions

Boundary – The project boundary was obtained from the Hendry County parcel data and is assumed to be approximately 74.41± acres.

Soils - The soils on the property have been mapped by the National Resource Conservation Service (NRCS, formerly the Soil Conservation Service). These mappings are general in nature but can provide a certain level of information about the site as to the possible extent of wetland area. The agencies commonly use these mappings as justification for certain wetland/upland determinations. According to these mappings, the parcel is underlain by Boca Sand (NRCS #1; non-hydric), Pineda Sand, Limestone Substratum (NRCS #2; hydric), Malabar Sand (NRCS #8; hydric), Hallandale Sand (NRCS #23; non-hydric), and Riviera Sand, Depressional, (NRCS #32; hydric). Both Boca sand, Hallandale sand soils are considered non-hydric at both the local and national levels. Please see the attached NRCS Soils Map (Exhibit D).

Vegetation Descriptions – Vegetation is one parameter used in determining the presence of uplands or wetlands; these community mappings will generally reflect what a specific area could be considered by the regulatory agencies. We identified approximately 0.99± acres of disturbed wetlands and 25.56± acres of "other surface water" communities on-site during the initial site assessment.

While on-site, generalized community delineations are hand-drawn on an aerial defining the different vegetation associations on-site. These general delineations were based on the nomenclature of the Florida Land Use, Cover and Forms Classification System (FLUCFCS), Level III and IV (FDOT 1999). Please see the attached FLUCFCS Map with Aerial (Exhibit B) and FLUCFCS Map without Aerial (Exhibit C). Listed below are the vegetation communities and land-uses identified on the site.

FLUCFCS Codes & Community Descriptions

Uplands

The following community areas have been designated as upland habitats. Uplands are any area that does not qualify as a wetland because the associated hydrologic regime is not sufficiently wet enough to elicit development of vegetation, soils, and/or hydrologic characteristics associated with wetlands.

FLUCFCS 411 Pine Flatwoods – 7.68± Ac.

This upland community type occupies 7.68± acres of the property. The canopy is similar to the community above; however, it contains slash pine *(Pinus elliottii)* with scattered laurel oak *(Quercus laurifolia)*, with melaleuca *(Melaleuca quinquenervia)*, and earleaf acacia *(Acacia auriculiformis)*. The sub-canopy also contains slash pine *(Pinus elliottii)*, melaleuca *(Melaleuca quinquenervia)*, live oak (*Quercus virginiana)*, and laurel oak *(Quercus laurifolia)* with cabbage palm *(Sabal palmetto)*, Brazilian pepper *(Schinus terebinthifolius)*, wax myrtle *(Myrica cerifera)*, tar flower (*Bejaria racemosa*), rusty lyonia *(Lyonia ferruginea)*, and myrsine *(Rapanea punctata)*. The ground cover is dominated by saw palmetto *(Seranoa repens)*, with caesar weed (*Urena lobata*), pennyroyal *(Piloblephis rigida)*, pawpaw *(Asimina* sp.), cocoa plum (*Chrysobalanus icaco*), and false buttonweed *(Spermacoce verticillata)*, with various other opportunistic weedy species. Commonly observed vines include grapevine *(Vitis munsoniana)*, air potato (*Dioscorea bulbifera*), greenbriar *(Smilax* spp.), and poison ivy *(Toxicodendron radicans)*. This community would be considered uplands by the regulatory agencies.

FLUCFCS 420 Mixed Upland Forest – 13.42± Acres

This upland community type occupies approximately 13.42± acres of the property. The canopy is dominated by live oak (*Quercus virginiana*), with slash pine (*Pinus elliottii*), earleaf acacia *(Acacia auriculiformis*), and mimosa (*Albizia julibrissin*). The sub-canopy contains cabbage palm (*Sabal palmetto*), Brazilian pepper (*Schinus terebinthifolius*), wax myrtle (*Myrica cerifera*), myrsine (*Rapanea guinensis*), wild coffee (*Psychotria nervosa*), cocoplum (*Chrysobalanus icaco*), and beauty-berry (*Callicarpa americana*). The groundcover contained Spanish needle (*Bidens alba*), false buttonweed (*Spermacoce floridan*), cogon grass (*Imperata cylindrica*), caesar weed (*Urena lobata*), dog fennel (*Eupatorium capillifolium*), ragweed (*Ambrosia artemisiifolia*), sandspur (*Cenchrus echinatus*), broomsedge (*Andropogon virginicus*), and bahia grass (*Paspalum notatum*), with various other opportunistic weedy species. Commonly observed vines include air potato (*Dioscorea bulbifera*), greenbriar (*Smilax sp.)*, grapevine (*Vitis rotundifolia)*, Virginia creeper (*Parthenocissus quinquefolia*), peppervine (*Ampelopsis arborea*), and poison ivy (*Toxicodendron radicans*). This community would be considered uplands by the regulatory agencies.

FLUCFCS 422/743 Brazilian Pepper – Berm – 9.42± Acres

This disturbed upland community type occupies approximately 9.42± acres of the property. It's comprised of several spoil piles located around the lake. The canopy is mostly open with widely scattered slash pine (*Pinus elliottii*). The sub-canopy is dominated by Brazilian pepper (*Schinus terebinthifolius*) with scattered cabbage palm (*Sabal palmetto*). The ground cover includes broomsedge (*Andropogon virginicus*), Spanish needle (*Bidens pilosa*), dog fennel (*Eupatorium capillifolium*), ragweed (*Ambrosia trifida*), caesar weed (*Urena lobata*), cogon grass (*Imperata cylindrica*), hairy beggar-ticks (*Bidens alba*), and bahia grass (*Paspalum notatum*), with various other opportunistic weedy species. Commonly observed vines include grapevine (*Vitis rotundifolia)*, Virginia creeper (*Parthenocissus quinquefolia*), poison ivy (*Toxicodendron radicans*), and greenbriar *(Smilax* spp.). This community would be considered uplands by the regulatory agencies.

FLUCFCS 740 Disturbed Lands – 16.84± Acres

This disturbed upland community occupies approximately 16.84± acres of the property. The canopy is mostly open with scattered and slash pine (*Pinus elliotti*). The sub-canopy is also mostly open with scattered Brazilian pepper *(Schinus terebinthifolius*), earleaf acacia *(Acacia auriculiformis),* and cabbage palm (*Sabal palmetto).* The ground cover includes broomsedge (*Andropogon virginicus*), Spanish needle (*Bidens pilosa*), cogon grass (*Imperata cylindrical*), dog fennel (*Eupatorium capillifolium*), false buttonweed (*Spermacoce verticillata*), ragweed (*Ambrosia trifida*), caesar weed (*Urena lobata*), hairy beggar-ticks (*Bidens alba*), creeping ox-eye (*Wedelia chinensis*), sandspur (*Cenchrus echinatus*), bahia grass (*Paspalum notatum*), St. Augustine grass (*Stenotaphrum secundatum*), and other various opportunistic weedy species. Commonly observed vines include greenbriar (*Smilax sp.)*, grapevine (*Vitis rotundifolia)*, Virginia creeper (*Parthenocissus quinquefolia*), creeping oxeye *(Sphagneticola trilobata)* and poison ivy (*Toxicodendron radicans*). This community would be considered uplands by the regulatory agencies.

FLUCFCS 743 Spoil Piles – 0.50± Acres

This disturbed upland community type is comprised of several spoil piles mixed with old debris and fill material; it's located in the central-northern portion of the property and occupies approximately 0.50± acres of the property. The canopy contains slash pine (*Pinus elliottii*), live oak (*Quercus virginiana*), ear-leaf acacia (*Acacia auriculiformis*), java plum (*Syzygium cumini*), and melaleuca *(Melaleuca quinquenervia)*. The sub-canopy contains cabbage palm (*Sabal palmetto*), Brazilian pepper (*Schinus terebinthifolius*), ear-leaf acacia (*Acacia auriculiformis*), and carrotwood (*Cupaniopsis anacardioides*). The ground cover includes broomsedge (*Andropogon virginicus*), Spanish needle (*Bidens pilosa*), dog fennel (*Eupatorium capillifolium*), ragweed (*Ambrosia trifida*), caesar weed

(*Urena lobata*), cogon grass (*Imperata cylindrica*), hairy beggar-ticks (*Bidens alba*), and bahia grass (*Paspalum notatum*), with other various opportunistic weedy species. Commonly observed vines include creeping ox-eye (*Wedelia chinensis*), grapevine (*Vitis rotundifolia)*, Virginia creeper (*Parthenocissus quinquefolia*), poison ivy (*Toxicodendron radicans*), and greenbriar *(Smilax* spp.). This community would be considered uplands by the regulatory agencies.

Wetlands

The following community areas have been designated as wetland habitats. Wetlands are any areas that under normal circumstances have hydrophytic vegetation, hydric soils, and wetland hydrology.

FLUCFCS 641 Freshwater Marsh – 0.99± Acres

This wetland area occupies approximately 0.99± acres of the property. The canopy is mostly open with scattered Carolina willow (*Salix caroliniana*), and melaleuca *(Melaleuca quinquenervia).* The sub-canopy contains primrose willow (*Ludwigia peruviana*), with saltbush (*Baccharis halimifolia*), wax myrtle *(Myrica cerifera),* and Brazilian pepper (*Schinus terebinthifolius*) along the edges. The ground cover includes torpedo grass (*Panicum repens*), swamp fern *(Blechnum serrulatum)*, yellow-eyed grass (*Xyris* floridana), cat-tail (*Typha latifolia*), rosy camphorweed (*Pluchea rosea*), mermaid-weed (*Proserpinaca palustris*), maidencane (*Panicum hemitomon*), and white-top sedge (*Rhynchospora colorata*), with other various grasses and sedges. This community does contain some transitional wetland vegetation, advantageous rooting, water line staining, and algal matting, as well as other signs in this community that would be classified as wetlands. This community would be considered wetlands by the regulatory agencies.

Other Surface Waters (OSW)

The following community area has been designated as other surface waters. Surface waters are waters on the surface of the earth, contained in bounds created naturally or artificially.

FLUCFCS 742 Borrow Area (Lake) – 25.56± Acres

This excavated "other surface water" habitat type occupies approximately 25.56± acres of the property. The canopy and sub-canopy is open with widely scattered Carolina willow (*Salix caroliniana*) and Brazilian pepper (*Schinus terebinthifolius*) with saltbush (*Baccharis halimifolia),* and wax myrtle *(Myrica cerifera).* along the edges. The ground cover contains scattered cat-tail (*Typha latifolia*), maidencane (*Panicum hemitomon*), water hyacinth *(Eichhornia crassipes),* dotted smartweed (*Polygonum punctatum*), torpedo grass (*Panicum repens*), and swamp fern *(Blechnum serrulatum).* This community was artificially created and would be considered other surface waters by the regulatory agencies.

Table 1. FLUCFCS Community Table

FLUCFCS Code	Community Description	Habitat Type	Acres
411	Pine Flatwoods	Upland	7.68± Ac.
420	Mixed Upland Hardwoods	Wetland	13..42± Ac.
422/743	Brazilian Pepper – Berm	Upland	9.42± Ac.
641	Freshwater Marsh	Wetland	0.99± Ac.
740	Disturbed Lands	Upland	16.84± Ac.
742	Borrow Area (Lake)	OSW	25.56± Ac.
743	Spoil Piles	Upland	0.50± Ac.
Total			**74.41± Ac.**

Potential Listed Species

A formal protected species survey has not been conducted on the site at this time. There were a few stick nests observed in some of the canopy trees, but they are believed to belong to that of the numerous eastern gray squirrels (*Sciurus carlinensis*) observed while on-site. There was plenty of habitat for the gopher tortoise (*Gopherus polyphemus*) in the pine flatwood communities in which they typically inhabit. There were several burrows, believed to belong to that of the eastern nine-banded armadillo (*Dasypus novemcinctus*), that were identified, but not flagged in the field. There were no other nest-like structures that could potentially belong to the Audubon's crested caracara (*Caracara plancus audubonii*) nor were there any tree cavities noted that could potentially belong to the Florida bonneted bat (*Eumops floridanus*). It would be recommended that a formal protected species survey be conducted on-site prior to any site development in order to confirm the presence or absence of any other protected species on the property.

Mitigation Discussion

Generally, the ACOE and/or DEP does not regulate isolated wetlands or excavation in wetlands where there is only incidental fall back of fill material; the ACOE or DEP do not have jurisdiction over isolated wetlands. In making the determination on whether the wetlands are isolated, the ACOE and DEP considers if water leaves the site, (i.e. ditches) or whether the wetlands are completely contained on-site or extend off-site. If the wetlands extend off-site, they will more than likely assert jurisdiction. Currently, the ACOE and DEP's position on most all wetlands is that one of them has jurisdiction; the ACOE regulates navigable waters whereas the DEP regulates both navigable waters and adjacent wetlands. The regulatory agencies would not make this determination until a Jurisdictional Determination (Formal or Informal) is conducted on the project site or an Environmental Resource Permit (ERP) application is received by the SFWMD. A formal determination (FD) is a legally binding determination of the landward extent (boundaries) of wetlands and other surface waters as defined by Chapter 62-340, F.A.C. A formal determination is binding on the real property for which that determination is sought for as long as the determination is valid; an informal determination is the same as a formal; however, it's not binding.

The SFWMD does not require mitigation for impacts to isolated wetlands not used by listed (protected) species that are less than 0.50± acres in size. Impacts to wetlands greater than 0.50± acres or those utilized by protected species would require mitigation. With the ACOE and DEP, impacts to wetlands that are less than 0.50± acres, the activity can usually be processed as a Nationwide Permit application. For projects with greater than 0.50± acres of impacts, the application will be processed as an Individual Permit application. This involves a public notice process and coordination with other federal agencies such as the EPA and the FWS.

There are three steps that are required to be addressed when requesting an ERP permit with the SFWMD and/or the DEP for impacts to regulated wetlands:

1) Avoidance (i.e. can these wetland impacts be completely avoided)
2) Minimization (i.e. can the amount of wetland impact be reduced while maintaining a feasible project)
3) Mitigation (i.e. the loss of wetland function must be replaced)

It should be noted that avoidance and minimization must first be substantiated, before mitigation will be considered by the agencies. When wetlands are proposed to be impacted, the impacts cannot result in any loss of wetland function. In order to prevent net loss in wetland function, wetland mitigation must be provided. Mitigation is a way to off-set impacts to natural resources such as wetlands and may consist of wetland enhancement, wetland creation, wetland preservation, upland compensation, or off-site mitigation. Mitigation costs usually increase with

the quantity of proposed impacts. The actual amount of mitigation required would be finalized during the Environmental Resource Permit review process with the SFWMD, ACOE, and DEP.

There are two main categories of wetland mitigation, on-site or off-site. On-site mitigation would include preserving a portion of the on-site wetlands, treating and removing the exotics, potentially providing supplemental plantings, and placing the preserve areas under a Conservation Easement. Preserve areas are required to be maintained in perpetuity. Off-site mitigation requires the purchase of wetland credits at an approved mitigation bank within the service area of the site.

Summary

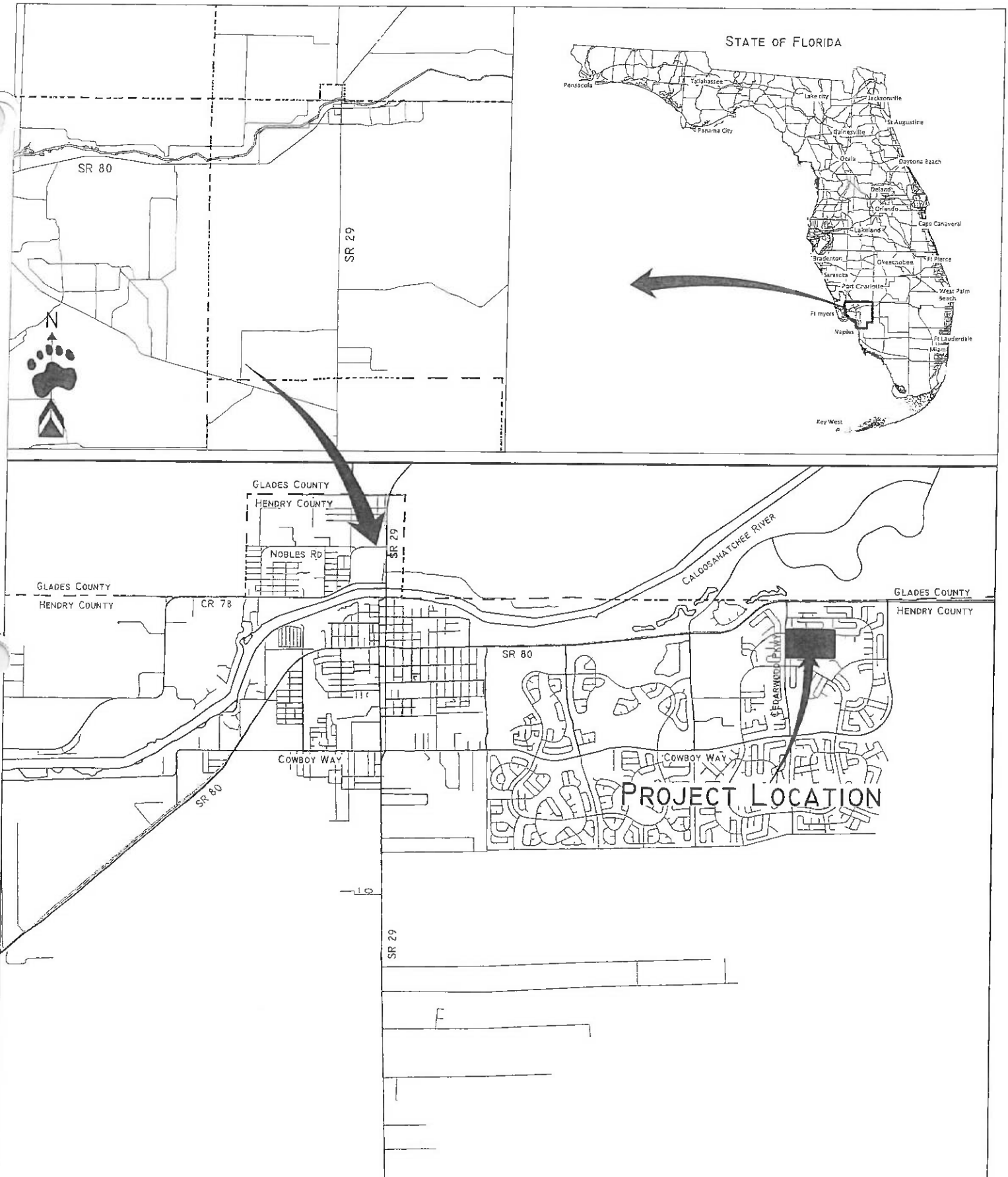
In general, due to the historical land use (mine), this site does not contain much native, undisturbed community types in which protected species would typically inhabit. Due to the disturbed nature of the site, the surrounding land uses, and busy roadways, it is unlikely that this site supports or would provide habitat for protected species. A formal protected species survey would be required in order to confirm the presence or absence of protected species.

Wetland and community habitat locations were drawn using non-rectified aerial images with approximate property boundaries; hence their location, aerial extent, and acreage is approximate. Before any detailed site planning, it is recommended that the wetland lines are flagged, surveyed by professional land surveyor, and approved by the regulatory agencies.

The information contained and the work performed as part of this initial assessment, conforms to the standards and generally accepted practices in the environmental field, and was prepared substantially in accordance with then-current technical guidelines and criteria. The determination of ecological system classifications, functions, values, and boundaries, is an inexact science, and different individuals and agencies may reach different conclusions; therefore, the conclusions of this report are preliminary in nature and would require a full review by the appropriate regulatory agencies.

EXHIBIT A

Project Location Map



DRAWN BY:	DATE:	CATEGORY
BWS	5/21/22	LOCATION
JOB NUMBER		SCALE: NTS
S/T/R		COUNTY
7/43S/30E		HENDRY

Lake LaBelle

Location Map

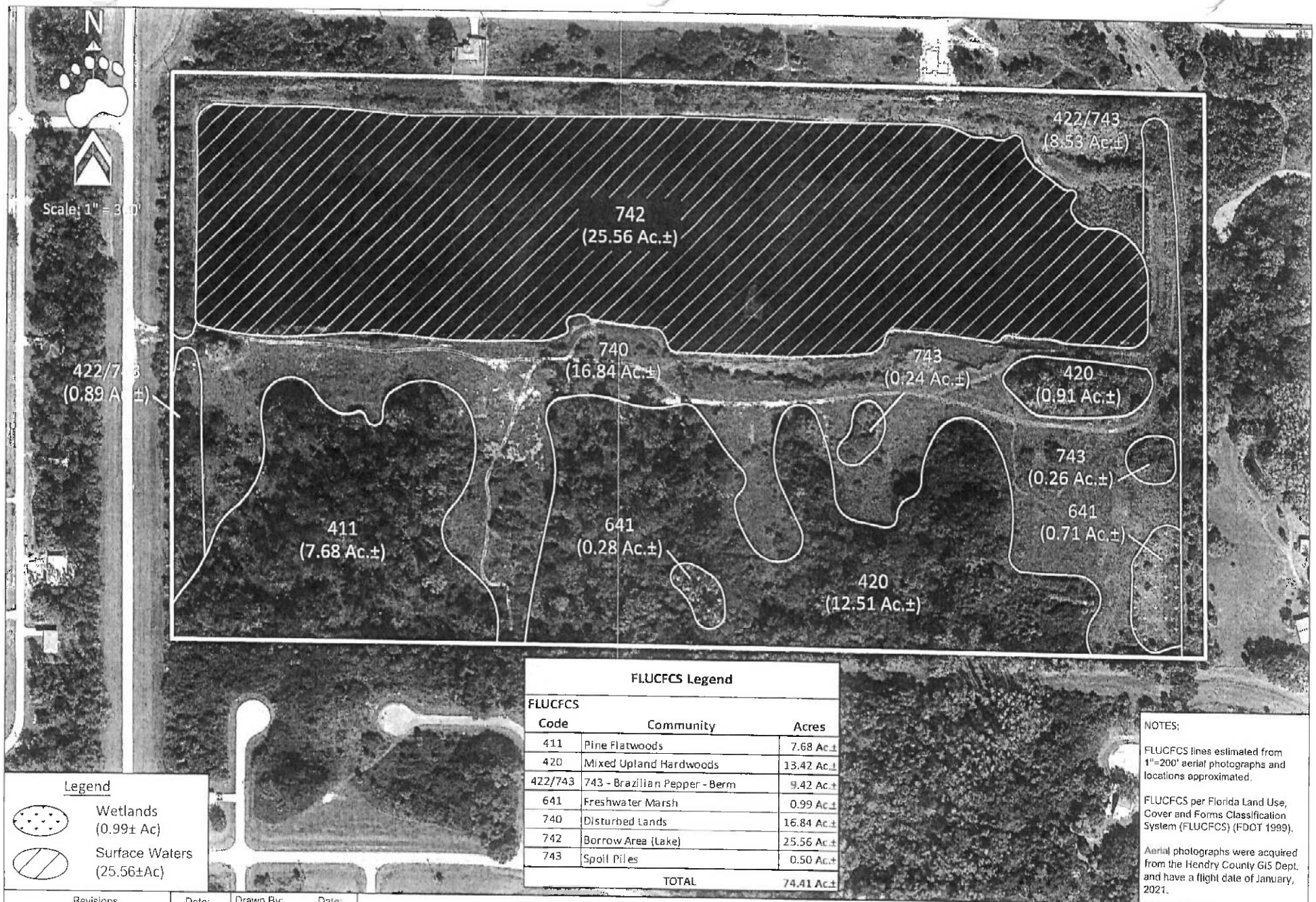
BEARPAWS ENVIRONMENTAL CONSULTING
1599 COVINGTON CIRCLE EAST FORT MYERS, FL 33919
(239) 319-0673 BEARPAWS.ENV.CONSULTING@GMAIL.COM

PAGE

EXHIBIT

EXHIBIT B

FLUCFCS Map with Aerial



FLUCFCS Legend

FLUCFCS Code	Community	Acres
411	Pine Flatwoods	7.68 Ac.±
420	Mixed Upland Hardwoods	13.42 Ac.±
422/743	743 - Brazilian Pepper - Berm	9.42 Ac.±
641	Freshwater Marsh	0.99 Ac.±
740	Disturbed Lands	16.84 Ac.±
742	Borrow Area (Lake)	25.56 Ac.±
743	Spoil Piles	0.50 Ac.±
	TOTAL	74.41 Ac.±

Legend

- Wetlands (0.99± Ac)
- Surface Waters (25.56±Ac)

NOTES;

FLUCFCS lines estimated from 1"=200' aerial photographs and locations approximated.

FLUCFCS per Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999).

Aerial photographs were acquired from the Hendry County GIS Dept. and have a flight date of January, 2021.

Revisions	Date:

Drawn By: BWS Date: 5/21/22

Job Number

S/T/R 7/43S/30E

Lake LaBelle

Aerial FLUCFCS Map

Category: FLUCFCS

Scale: 1" = 300'

County: Hendry

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Page -

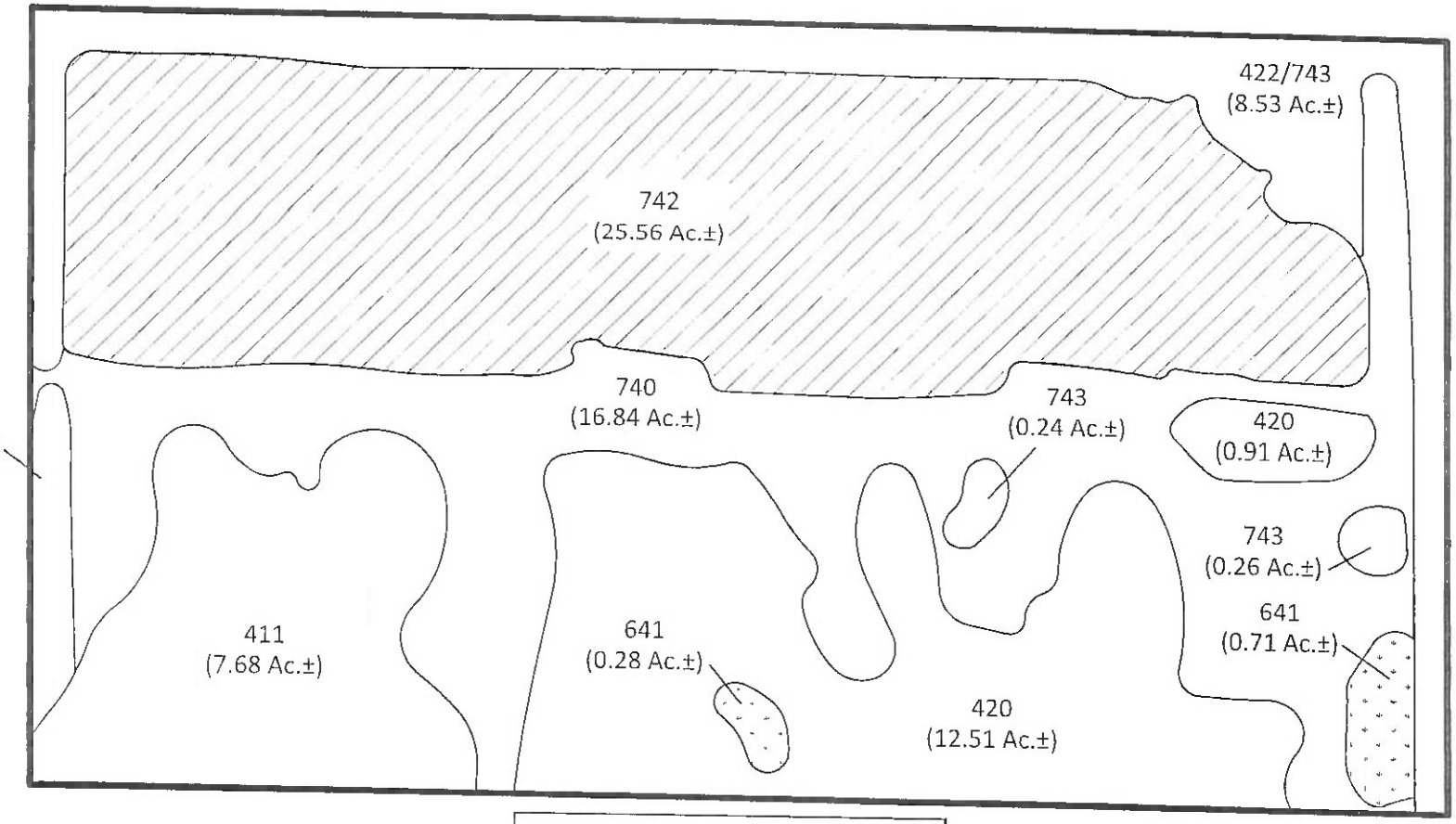
Exhibit -

EXHIBIT C

FLUCFCS Map

N

Scale: 1" = 300'



FLUCFCS Legend		
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742	Borrow Area (Lake)	25.56 Ac.±
743	Spoil Piles	0.50 Ac.±
	TOTAL	74.41 Ac.±

Legend

Wetlands
(0.99± Ac)

Surface Waters
(25.56±Ac)

NOTES:

FLUCFCS lines estimated from 1"=200' aerial photographs and locations approximated.

FLUCFCS per Florida Land Use, Cover and Forms Classification System (FLUCFCS) (FDOT 1999).

Revisions	Date:

Drawn By:	Date:
BWS	5/21/22
Job Number	
S/T/R	
7/43S/30E	

Lake LaBelle

FLUCFCS Map

Category	
FLUCFCS	
Scale:	
1" = 300'	
County	
Hendry	

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Exhibit	
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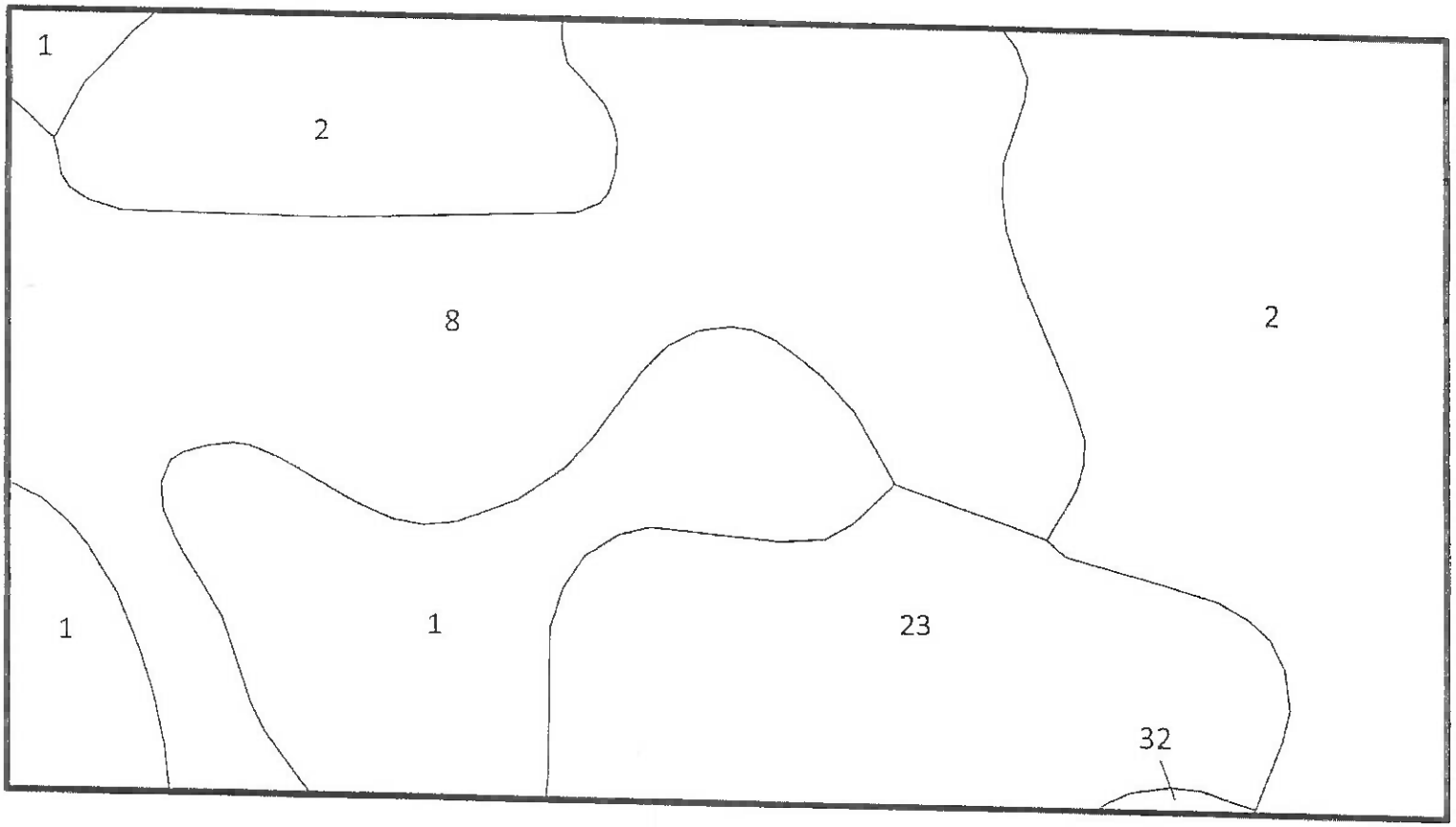
EXHIBIT D

NRCS Soils Map

N

Scale: 1" = 300'



NRCS Soils Legend		
Soil No	Description	Status
1	Boca Sand	Non-Hydric
2	Pineda Sand, Limestone Substratum	Hydric
8	Malabar Sand	Hydric
23	Hallandale Sand	Non-Hydric
32	Riviera Sand, Depressional	Hydric

NOTES

Soils were acquired from LABINS and are from the NRCS.

Revisions	Date:	Drawn By:	Date:
		BWS	5/21/22
		Job Number	
		S/T/R	
		7/43S/30E	

Lake LaBelle

Soils Map

Category	Page
Soils	-
Scale: 1" = 300'	Exhibit
County: Hendry	-

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Lake Labelle
VILLAS

PUD ZONING

RVi Planning + Landscape Architecture

LAKE LABELLE
RZ22-0003
CPA22-0001

HENDRY COUNTY LOCAL PLANNING AGENCY

January 24, 2024

Applicant and Owner:
Brian Quinn

Land Use Planner:
Alexis Crespo, AICP – RVi Planning

Environmental:
Barrett Stejskal – BearPaws Environmental

Transportation Engineer:
Yury Bykau – TR Transportation

Economic Analysis:
Kristine Smale – Zonda Advisory

PROJECT TEAM

RZ22-0003
CPA22-0001
LPA PRESENTATION

Amend the Future Land Use Map for a 75+/-acre property know as "Lake LaBelle" from Agriculture to Residential High Density

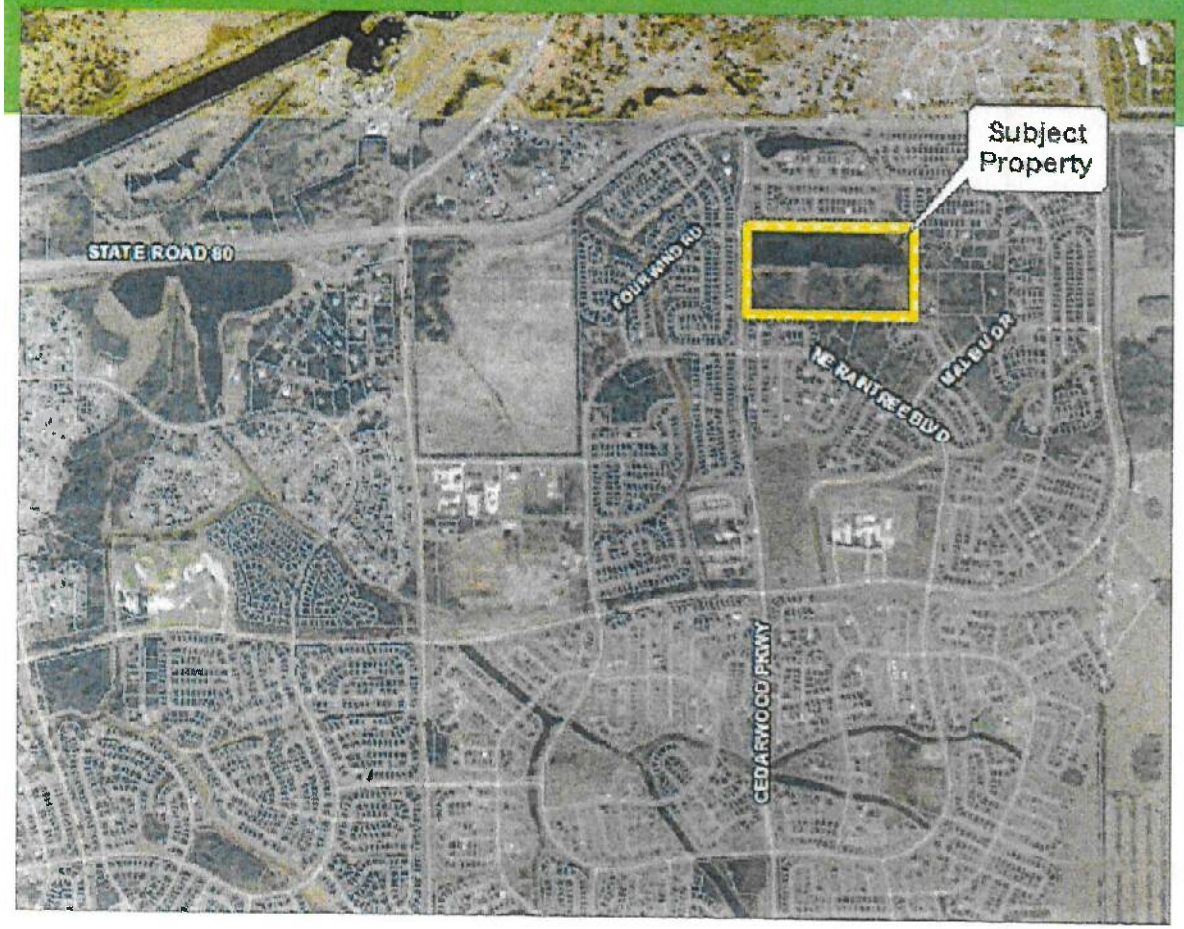
&

Amend the Planned Unit Development (PUD) zoning to allow for 744 dwelling units and eliminate approved mining uses

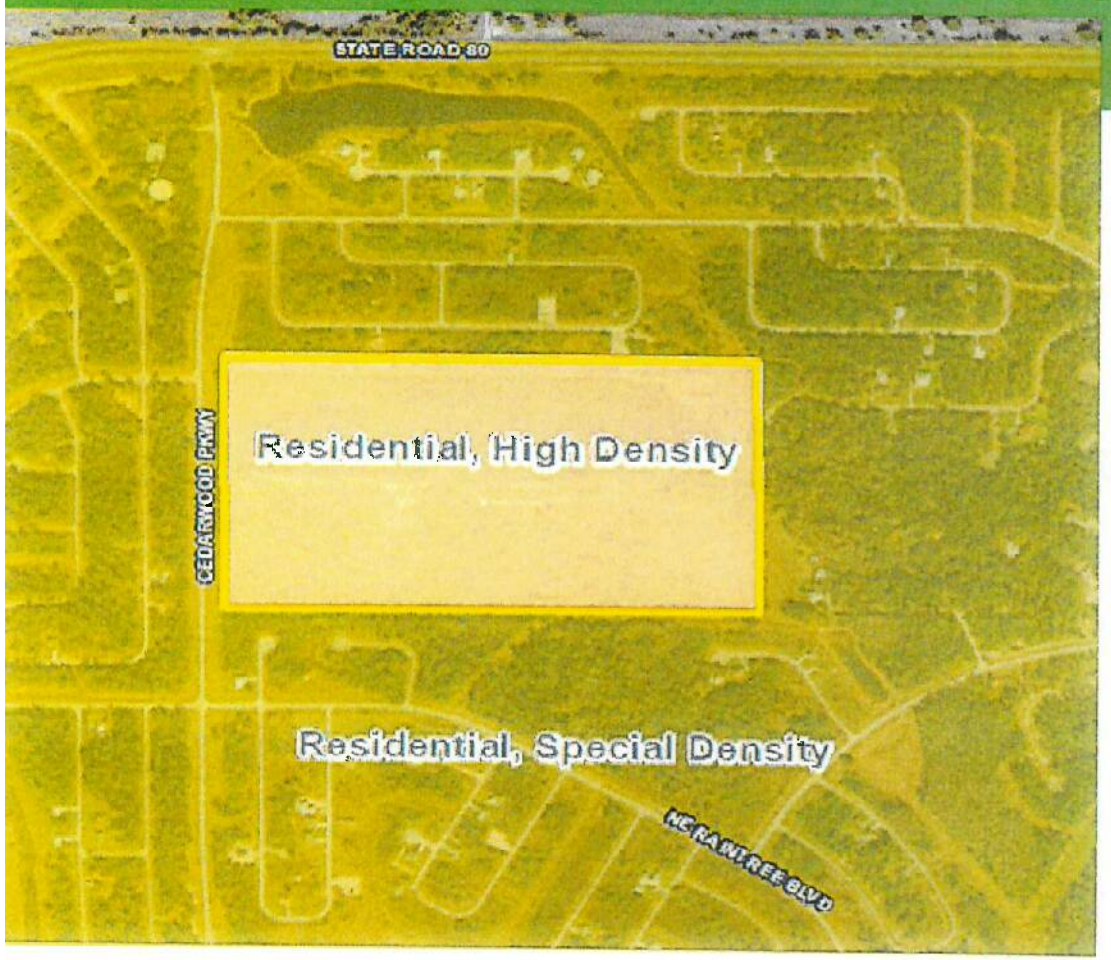
REQUEST

RZ22-0003
CPA22-0001

LOCATION



- Located within the Port LaBelle Community
- East of Cedarwood Parkway and south of SR 80
- Direct access to Cedarwood Parkway
- Proximate to SR 80
- Partially vegetated with existing 25± acre mining lake created by approved mining permits



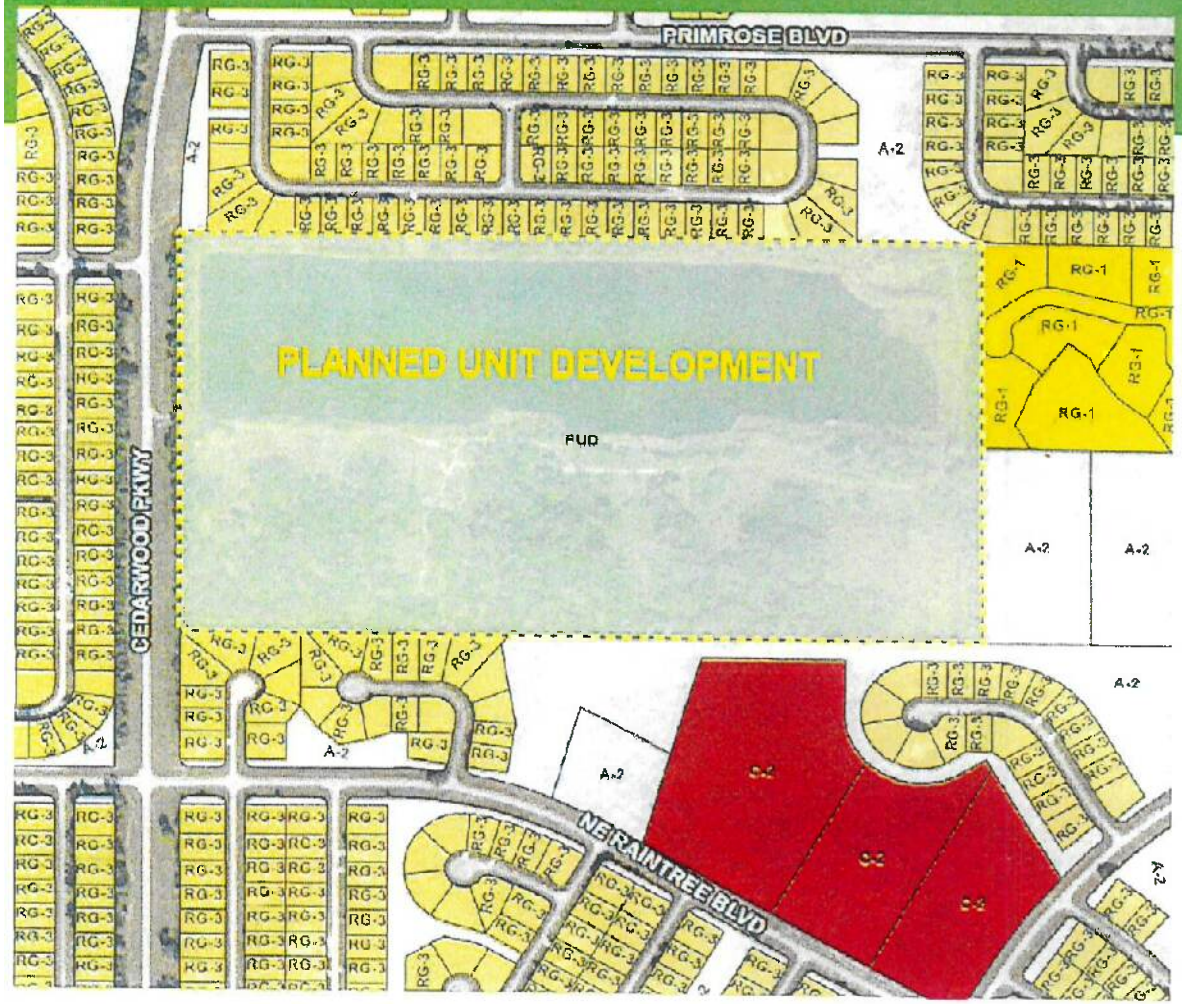
FUTURE LAND USE

REQUEST

- Amend the Future Land Use Map to re-designate the Property from Agriculture to the Residential, High Density future land use category to allow for a maximum of 10 du/acre

PROPOSED AMENDMENT

- Allows for residential uses at higher densities to accommodate alternative housing options
- Removes the possibility of mining operations
- Promotes infill development
- Site is well served by Port LaBelle Utilities and existing services and infrastructure



ZONING REQUEST

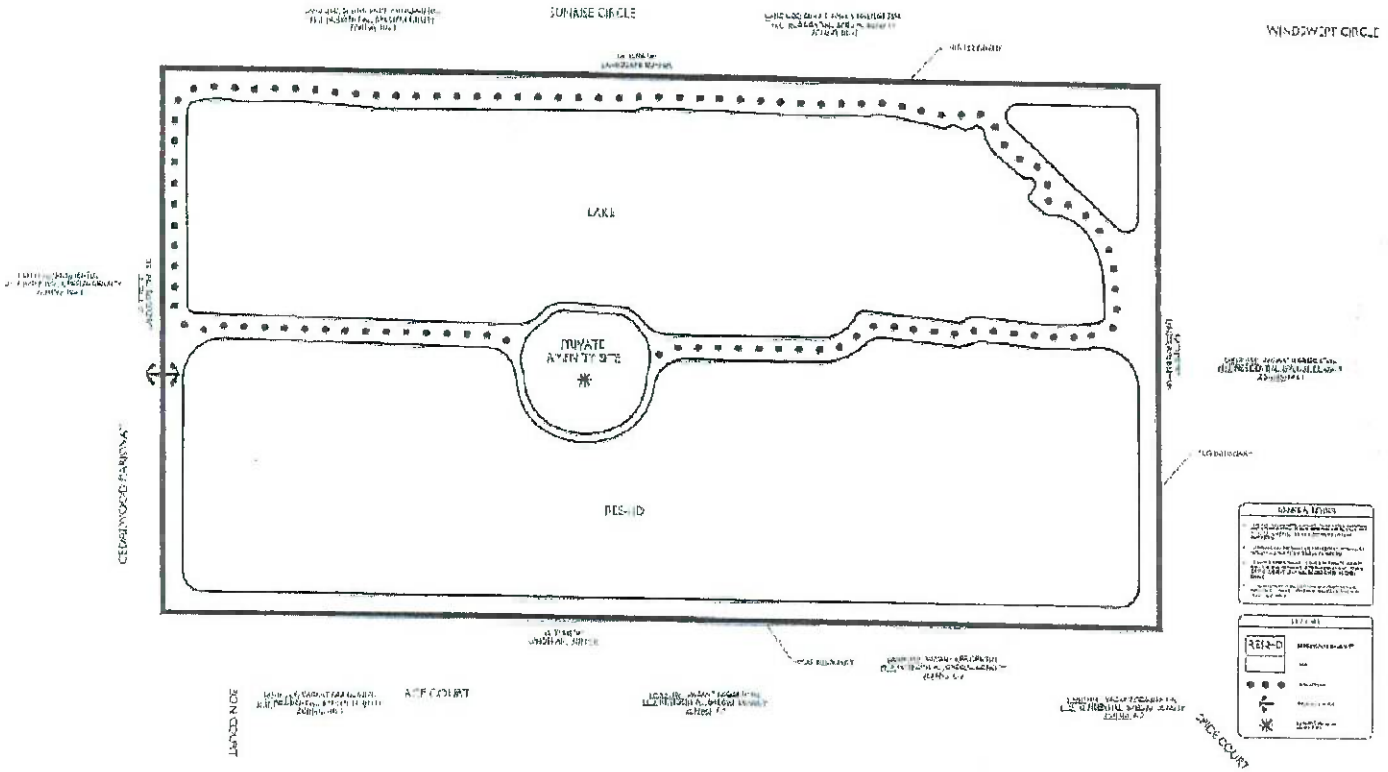
REQUEST

- Requesting approval to amend the current PUD to allow for residential community

PROPOSED AMENDMENT

- 744 multi-family dwelling units, recreational amenities and supportive infrastructure
- Eliminates mining as permitted use
- Design is compatible with surrounding properties
- Flexibility to develop single-family attached, two family, or townhomes in order to meet market demand

MASTER CONCEPT PLAN

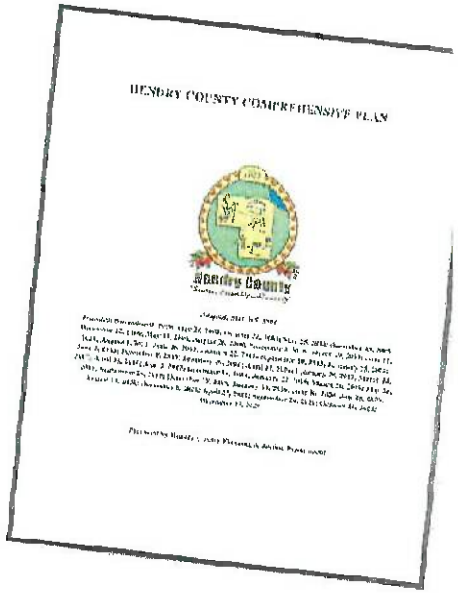


- Maintains existing ingress / egress Cedarwood Parkway
- 15-foot type "B" perimeter landscape buffer around the entire site
- Clustering of dwelling units on the southern portion of the property to maintain views
- Lake maintained for water management and community amenity
- On-site recreational amenities located away from single-family homes in the area
- Trail System
- Local developer committed to providing quality housing

CONSISTENCY WITH HENDRY COUNTY COMPREHENSIVE PLAN

Staff finds the request is consistent with Hendry County's Plan policies, goals, objectives and standards:

- Future Land Use Element: Policy 1.1.5 "Suitable location for Residential, High Density land use designation"
- Housing Element: Policy 1.1.3 "ideally located in an area that can utilize the County's investment in existing infrastructure"
- Transportation Element: Policy 1.2.6 "amendment will not negatively impact level of service on the adjacent road network"
- Concurrency Management Element: "amendment should have no negative impacts on Port LaBelle utilities, Hendry County Schools, or Fire and Emergency Response"


HENDRY COUNTY COMPREHENSIVE PLAN

DECISION MAKING CRITERIA

Staff finds the request complies with Land Development Code

- ✓ Is compatiole with existing and planned uses in the surrounding area
- ✓ No conflicts between the proposed use and the potential uses on the adjacent properties
- ✓ The proposed buffering and open space are consistent with the requirements of Section 1-58-41 and Objective 1.5.1
- ✓ Will not adversely affect environmenta.ly critical or sensitive areas and natural resources
- ✓ PUD provides flexib e zoning regu.ations to encourage innovative and imaginative designs
- ✓ The recommended conditions provide sufficient safeguards to the public interest and are reasonably related to the impacts on the publ'c's interest expected from the proposed development

- Eliminate the existing intensive mining uses
- Project is consistent with the Goals, Objectives, and Policies of Hendry County's Comprehensive Plan
- Compatible with surrounding land use pattern
- Efficiently use the County's investment in public infrastructure where adequate and available public facilities and infrastructure exist
- Promotes highly demanded residential infill and workforce housing options

CONCLUSION

RZ22-0003
CPA22-0001
HENDRY COUNTY LPA
PRESENTATION

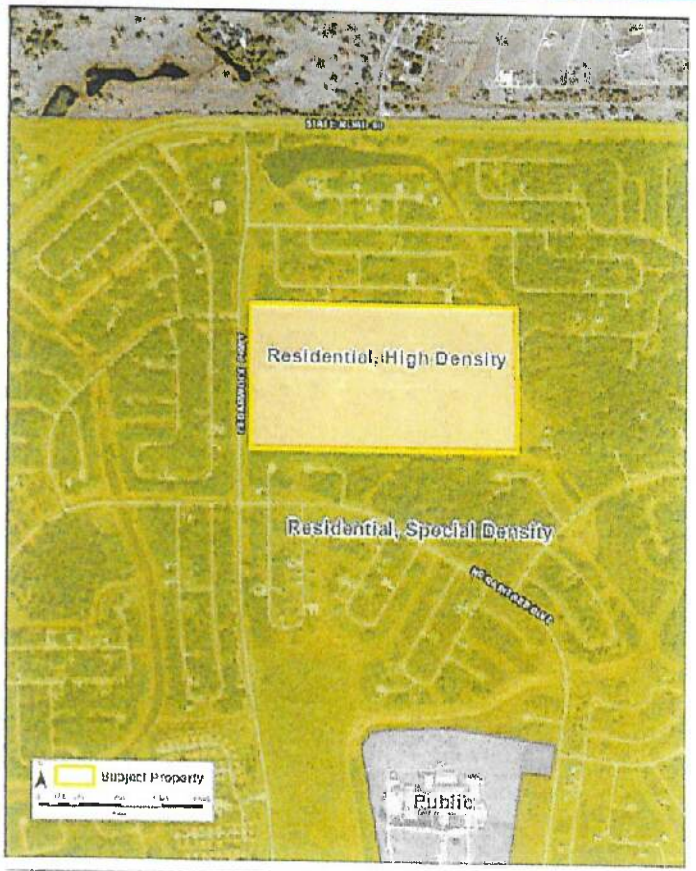
THANK YOU

QUESTIONS?

CURRENT FLUM

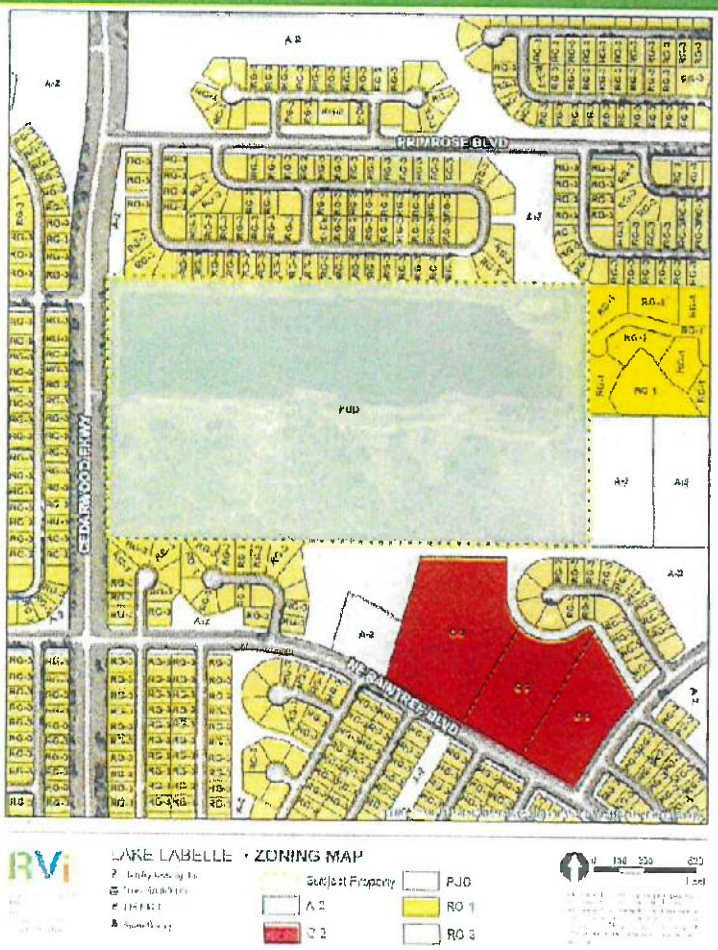
RVi LAKE LABELLE - FUTURE LAND USE

PROPOSED FLUM



RVi LAKE LABELLE - PROPOSED FUTURE LAND USE

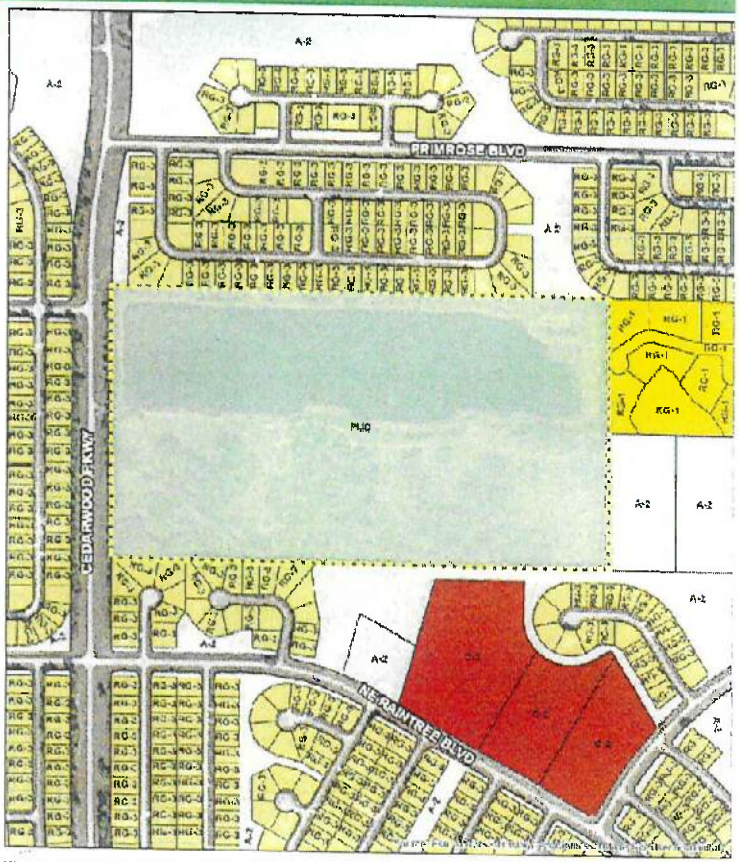
CURRENT ZONING



LAKE LABELLE - ZONING MAP

Subject Property
A-2
C-2
PUD
RG-1
RG-3

PROPOSED ZONING

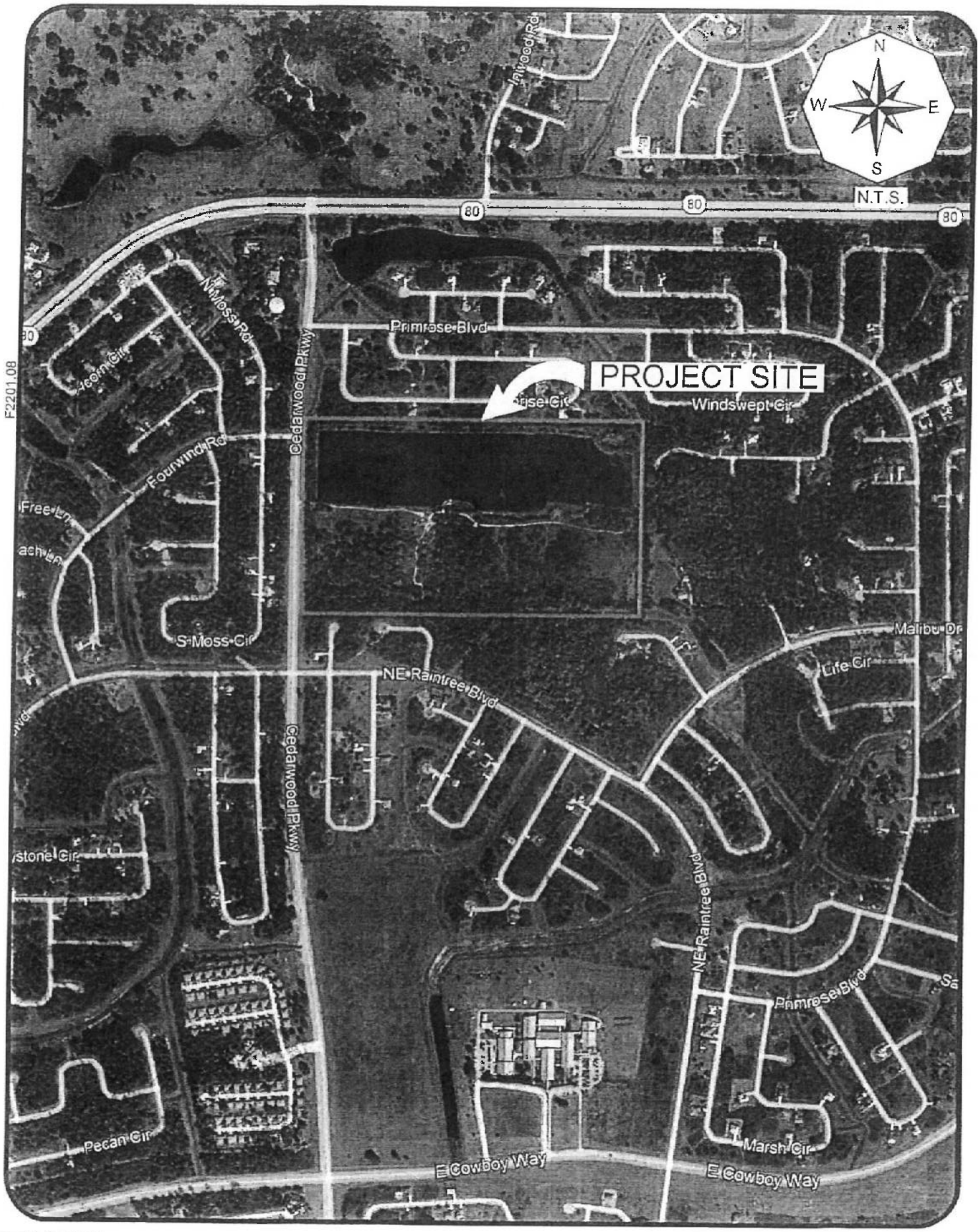


LAKE LABELLE - ZONING MAP

Subject Property
A-2
C-2
PUD
RG-1
RG-3

Lake Labelle
VILLAS

TRAFFIC IMPACT STATEMENT



TR TRANSPORTATION CONSULTANTS, INC

PROJECT LOCATION MAP
LAKE LABELLE CPA & REZONE

Figure 1

SR 80 is an east/west four-lane divided arterial within the vicinity of the subject site. SR 80 has a posted speed limit of 60 mph and is under the jurisdiction of the Florida Department of Transportation (FDOT).

III. PROPOSED DEVELOPMENT

The applicant is proposing to change the land use designation and rezone the approximate 75 acre subject site to permit a development of up to 744 multi-family residential dwelling units. **Table 1** summarizes the land uses utilized for the purposes of this analysis.

Table 1
Land Use
Lake Labelle CPA & Rezone

Land Use	Size
Multifamily Housing (LUC 220)	744 Dwelling Units

Access to the subject site is proposed to Cedarwood Parkway via a single connection.

IV. TRIP GENERATION

The trip generation for the proposed development was determined by referencing the Institute of Transportation Engineer's (ITE) report, titled ***Trip Generation Manual***, 11th Edition. Land Use Code 220 (Multifamily Housing Low-Rise) was utilized for the trip generation purposes of the proposed multi-family residential uses. The trip generation equations utilized from this land use are attached to the Appendix for reference. Note, utilizing LUC 220 (Multifamily Housing Low-Rise) represents the worst-case scenario in terms of trip generation potential when compared to other ITE multi-family land uses such as LUC 221 (Multifamily Housing Mid-Rise) and LUC 222 (Multifamily Housing High-Rise). **Table 2** outlines the anticipated weekday A.M. and P.M. peak hour and daily trip generation of the development as currently proposed.

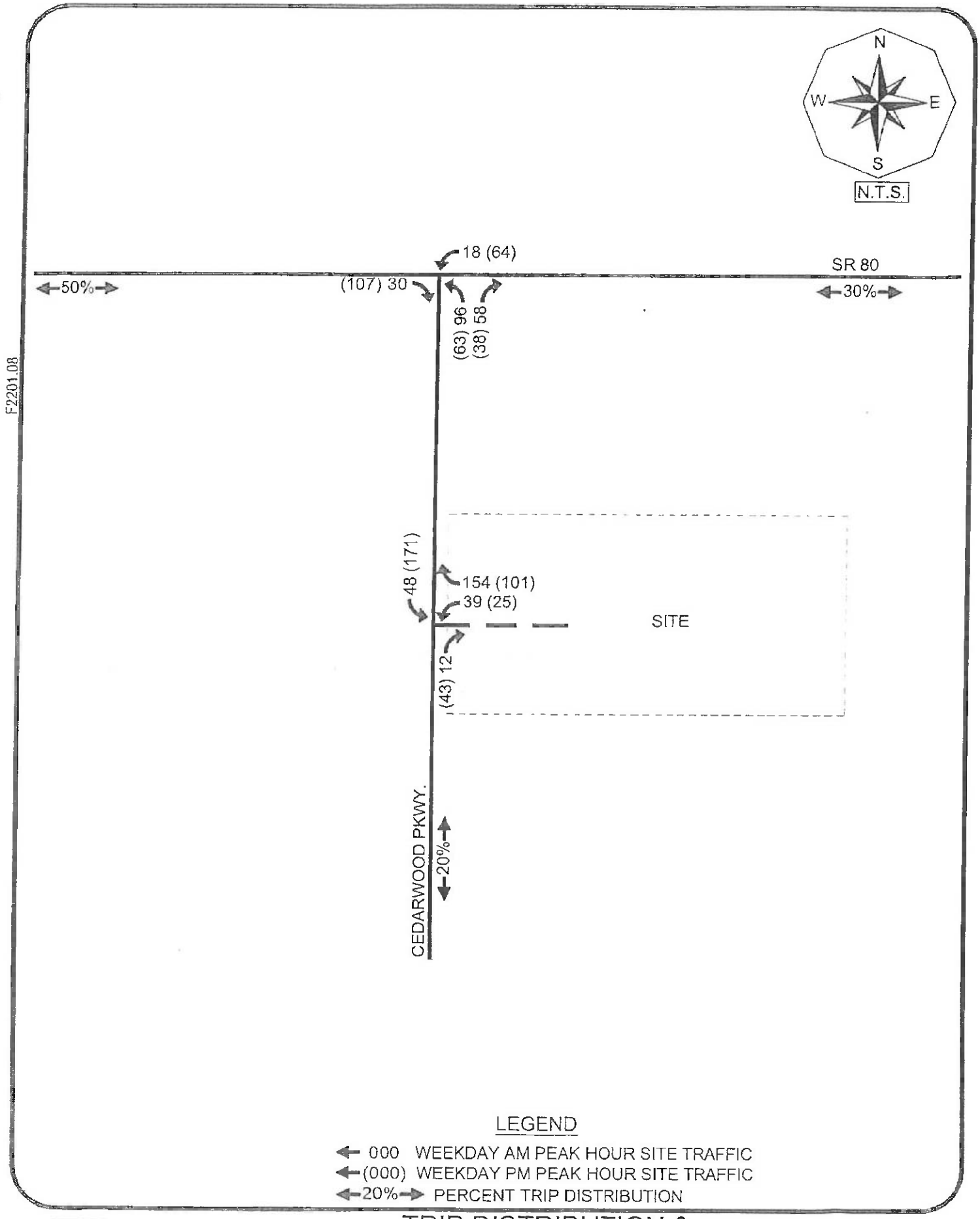
Table 2
Trip Generation
Lake Labelle CPA & Rezone

Land Use	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour			Daily (2-way)
	In	Out	Total	In	Out	Total	
Multifamily Housing Low-Rise (744 Dwelling Units)	60	193	253	214	126	340	4,844

V. TRIP DISTRIBUTION

The trips the proposed development is anticipated to generate, as shown in the Table 2, were assigned to the surrounding roadway network. The anticipated trip distribution of the development traffic is shown on **Figure 2**. Also shown on Figure 2 is the assignment of the project related trips to the proposed site access drive and surrounding intersections.

Table 1A, in the Appendix, summarizes the projected project traffic distribution on the surrounding roadway network. This table also indicates the project impact percentage to the Level of Service Standard volume on each roadway link. The Level of Service threshold volumes were derived based on the FDOT's *Generalized Peak Hour Directional Volumes*, Table 8 and Table 9. Note, the Level of Service threshold volumes for SR 80 were consistent with the service volumes as shown on the attached ***FDOT's District One 2019 LOS Spreadsheet***.



TRANSPORTATION CONSULTANTS, INC

TRIP DISTRIBUTION & SITE TRAFFIC ASSIGNMENT LAKE LABELLE CPA & REZONE

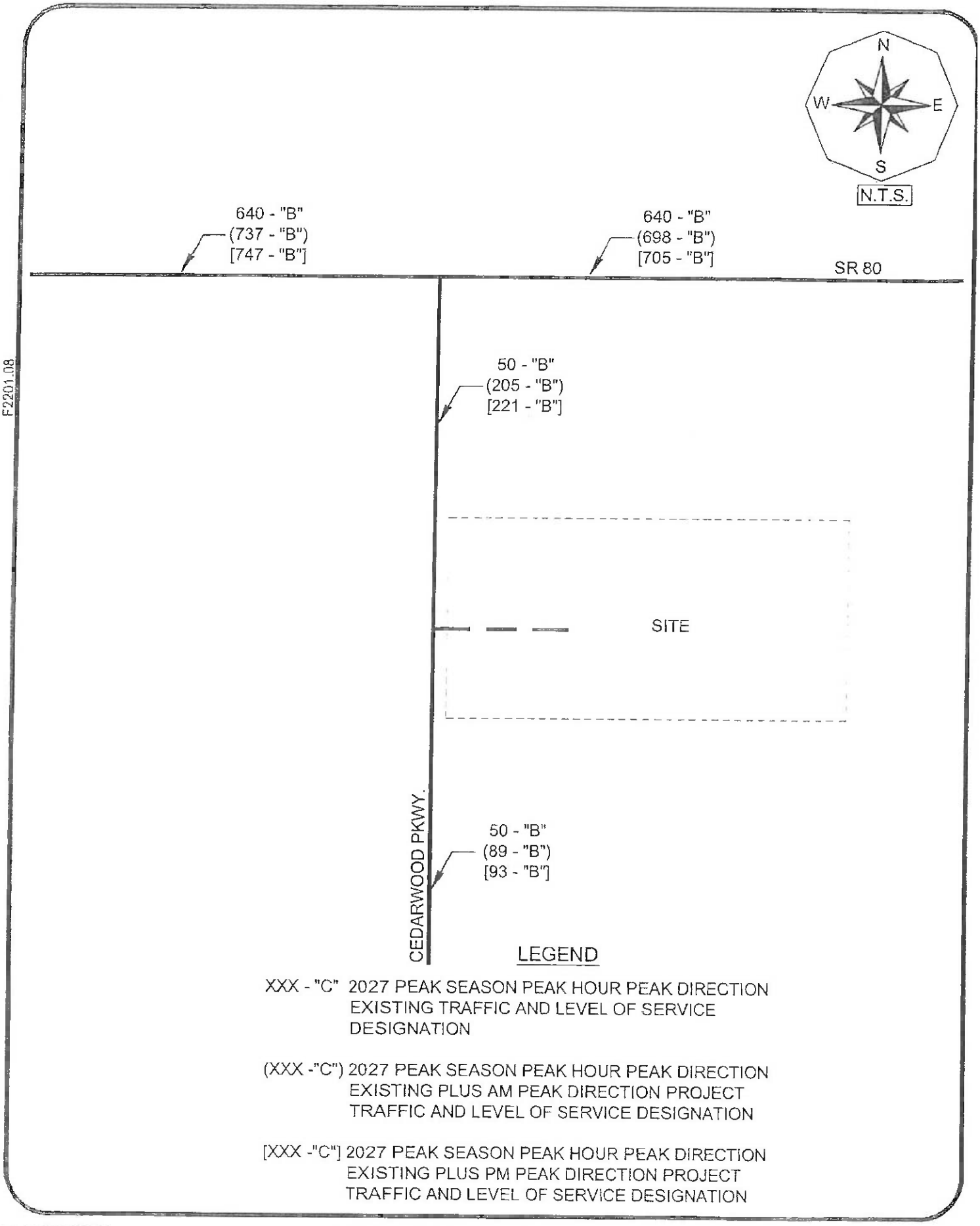
Figure 2

VI. FUTURE TRAFFIC CONDITIONS

A horizon year analysis of 2027 was selected as the analysis year to evaluate the future impacts this project will have on the surrounding roadway network. Based on this horizon year, a growth rate was applied to the existing traffic conditions for all roadway links in the study area. Based on the project distribution illustrated on Table 1A, the link data was analyzed for the year 2027 without the development and year 2027 with the development.

Table 2A in the Appendix of the report indicates the methodology utilized to obtain the year 2027 build-out traffic volumes as well as the growth rate utilized for each roadway segment. The existing peak hour, peak season, peak direction traffic volumes for were derived by factoring the latest AADT volumes by appropriate K & D factors. The existing peak hour, peak season, peak direction traffic volumes were then factored by the appropriate annual growth rates in order to obtain the 2027 background traffic conditions on the area roadway network. The growth rates for each roadway were calculated based on historical traffic data obtained from the FDOT's ***Florida Traffic Online*** webpage.

Figure 3 indicates the year 2027 peak hour – peak direction traffic volumes and Level of Service for the various roadway links within the study area. Noted on Figure 3 is the peak hour – peak direction volume and Level of Service of each link should no development occur on the subject site and the peak hour – peak direction volume and Level of Service for the weekday A.M. and P.M. peak hours with the development traffic added to the roadways. This figure is derived from Table 2A contained in the Appendix.



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2027 LEVEL OF SERVICE ANALYSIS
LAKE LABELLE CPA & REZONE

Figure 3

VII. PROJECTED LEVEL OF SERVICE AND IMPROVEMENTS

Adverse impacts are defined as a degradation of the Level of Service beyond the adopted Level of Service Thresholds for those links as indicated in Table 1A. In comparing the links' functional classification and calculated 2027 traffic volumes to the Service Volume Tables, it was determined that all analyzed roadways are projected to operate at an acceptable Level of Service "B" in 2027 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed land use change and rezoning request.

A preliminary turn lane analysis was also conducted at the proposed site access drive on Cedarwood Parkway. The need for a northbound right turn lane was evaluated based on the criteria outlined in Table 27 of the FDOT's *Access Management Guidebook* (November, 2019). Based on the criteria in the FDOT guidebook, a right turn volume of 80 vehicles per hour would warrant a separate right turn lane. As noted in Figure 2, the projected right turn volume at the proposed site access connection to Cedarwood Parkway is 43 vehicles in the PM peak hour, which is less than the threshold of 80 vehicles per hour to warrant the right turn lane. Therefore, a separate northbound right turn lane will not be warranted at the proposed site access connection to Cedarwood Parkway.

The need for southbound left turn lane at the proposed site access connection to SR 29 was evaluated utilizing the data from the *ITE Committee 4A-22 Report*, which is modeled after the M.D. Hamerlink data. This resource is consistent with the turn lane analysis conducted for the traffic studies prepared for Florida Department of Transportation (FDOT). Based on the high projected southbound left turn demand at the site access drive, a separate left turn lane is anticipated to be warranted at this location. ITE Committee's 4A-22 Report is attached to the Appendix of this report for reference.

Turn lane improvements at the site access drive intersection will be evaluated again at the time the project seeks a site development plan approval, which is when more specific site uses/intensities will be known.

VIII. LAND USE CONVERSION MATRIX

A land use conversion matrix was prepared for the proposed project. The main intent of the conversion matrix is to allow the flexibility for the project to convert the multi-family housing dwelling units (low-rise) to other residential development options such single-family detached housing, multi-family housing (mid-rise) and twin-villas (single-family attached housing). This would also ensure that the trip generation is not being increased from what was analyzed as part of this traffic study.

Table 3 below shows a land use conversion matrix between the multi-family housing (low-rise), single-family detached housing, multi-family housing (mid-rise) and twin-villas (single-family attached housing). Note, Table 3 was developed based on the PM peak hour trip generation utilizing the average rates obtained from the Institute of Transportation Engineers Report titled ***Trip Generation Manual***, 11th Edition.

Table 3
Land Use Conversion Matrix
Lake Labelle CPA & Rezone

	Land Use			
	Multifamily Housing Low-Rise [2-3 floors] (Units)	**Multifamily Housing Mid-Rise [4-10 floors] (Units)**	**Single-Family Detached Housing (Units)**	**Single-Family Attached Housing (Units)**
Multifamily Housing (Low-Rise: 2-3 floors)	1	1.30	0.55	0.90

*ITE LUC 220, LUC 221, LUC 210 & LUC 215 were utilized.

IX. CONCLUSION

The proposed development is located on the east side of Cedarwood Parkway just south of SR 80 in Hendry County, Florida. The Level of Service analysis conducted as part of this report indicates all roadways to operate above the minimum adopted Level of Service in 2027 both with and without the proposed development. Therefore, roadway capacity improvements will not be warranted as a result of the additional traffic to be generated by the proposed development.

Based upon the results of the preliminary turn lane analysis conducted as part this report, a southbound left turn lane is anticipated to be warranted at the proposed site access drive on Cedarwood Parkway. No other turn lane improvements are expected to be warranted at this time. Turn lane improvements at the site access drive intersection will be evaluated again at the time the project seeks a site development plan approval, which is when more specific site uses/intensities will be known.

APPENDIX

TABLES 1A & 2A

TABLE 1A
LEVEL OF SERVICE THRESHOLDS
LAKE LABELLE CPA & REZONE

TOTAL AM PEAK HOUR PROJECT TRAFFIC = 253 VPH IN= 60 OUT= 193

TOTAL PM PEAK HOUR PROJECT TRAFFIC = 340 VPH IN= 214 OUT= 126

ROADWAY	ROADWAY SEGMENT	# LANES	ROADWAY DESIGNATION	LOS A VOLUME	LOS B VOLUME	LOS C VOLUME	LOS D VOLUME	LOS E VOLUME	PERCENT PROJECT TRAFFIC	PROJECT TRAFFIC	PROJ/ LOS STANDARD
SR 80	W. of Cedarwood Pkwy	4LD	Uninterrupted Flow Highway	0	1,710	2,470	3,120	3,550	50%	107	4.33%
	E. of Cedarwood Pkwy	4LD	Uninterrupted Flow Highway	0	1,530	2,210	2,820	3,220	30%	64	2.90%
Cedarwood Pkwy	N. of Site	2LU	Collector	0	560	860	1,160	1,560	80%	171	19.91%
	S. of Site	2LU	Collector	0	560	860	1,160	1,560	20%	43	4.98%

[ ] - Denotes the LOS Standard for each roadway segment

* Level of Service Thresholds for FDOT/Hendry County mantained roadways were taken from FDOT's Generalized Peak Hour Directional Volumes, Table 8 & Table 9.

TABLE 2A
LEVEL OF SERVICE CALCULATIONS
LAKE LABELLE CPA & REZONE

TOTAL PROJECT TRAFFIC AM =	253	VPH	IN =	60	OUT=	193
TOTAL PROJECT TRAFFIC PM =	340	VPH	IN=	214	OUT=	126

FDOT Sta. #	K	D
070013	0.090	0.558
074119	0.090	0.558

ROADWAY	ROADWAY SEGMENT	LCDOT PCS OR FDOT SITE #	BASE YR ADT	2020 ADT	YRS OF GROWTH.[1]	ANNUAL RATE	2020 PK HR PK SEASON PEAK DIR.[2]	2027 PK HR PK SEASON PEAK DIRECTION VOLUME	LOS	V/C Ratio	PERCENT PROJECT TRAFFIC	AM PROJ TRAFFIC	PM PROJ TRAFFIC	2027 BCKGRND + AM PROJ VOLUME	LOS	V/C Ratio	2027 BCKGRND + PM PROJ VOLUME	LOS	V/C Ratio
SR 80	W. of Cedarwood Pkwy	070013	11,000	11,100	15	2.00%	557	640	B	0.26	50%	97	107	737	B	0.30	747	B	0.30
	E. of Cedarwood Pkwy	070013	11,000	11,100	15	2.00%	557	640	B	0.29	30%	58	64	698	B	0.32	705	B	0.32
Cedarwood Pkwy	N. of Site	074119	600	800	9	3.25%	40	50	B	0.03	80%	154	171	205	B	0.13	221	B	0.14
	S. of Site	074119	600	800	9	3.25%	40	50	B	0.03	20%	39	43	89	B	0.06	93	B	0.06

1 AGR for all roadways was calculated based the historical traffic data obtained from the Florida Traffic Online webpage.

2 Current peak hour peak season peak direction traffic volumes for FDOT/Hendry County mantained roadways were obtained by adjusting the 2020 AADT by the appropriate K and D factors

FDOT GENERALIZED PEAK HOUR DIRECTIONAL VOLUMES

TABLE 8 TABLE 9

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,430	3,180	3,790	3,910
3	3,520	4,670	5,610	5,870
4	4,630	6,170	7,440	7,830
5	5,480	7,310	8,730	9,800

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	560	860	1,160	1,560
2	Divided	1,710	2,470	3,120	3,550
3	Divided	2,560	3,700	4,680	5,320

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas and Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,010	2,770	3,270	3,650
3	2,820	3,990	4,770	5,470
4	3,630	5,220	6,260	7,300

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	450	730	1,490
2	Divided	1,630	2,350	2,910	3,280
3	Divided	2,450	3,530	4,360	4,920

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	540	820	1,110	1,490
2	Divided	1,530	2,210	2,820	3,220
3	Divided	2,300	3,320	4,240	4,830

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TRAFFIC DATA FROM
FDOT FLORIDA TRAFFIC ONLINE

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4119 - CEDARWOOD PARKWAY, NORTH OF COWBOY WAY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	800 F	N	400	S	400	9.00	55.80	6.00
2019	800 C	N	400	S	400	9.00	56.80	6.00
2018	1300 S	N	650	S	650	9.00	57.40	4.40
2017	1200 F	N	600	S	600	9.00	56.80	4.40
2016	1100 C	N	550	S	550	9.00	56.30	4.40
2015	550 F	N	250	S	300	9.00	56.90	6.80
2014	550 C	N	250	S	300	9.00	56.70	6.80
2013	600 S		0		0	9.50	56.30	11.60
2012	600 F		0		0	9.50	56.50	11.50
2011	600 C	N	0	S	0	9.50	56.50	15.00

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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0013 - SR 80, EAST OF FORD RD/CITY DITCH RD LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	11100 C	E 5600	W 5500	9.00	55.80	11.40
2019	12700 C	E 6500	W 6200	9.00	56.50	12.90
2018	10800 C	E 5400	W 5400	9.00	56.20	11.00
2017	10900 C	E 5500	W 5400	9.00	55.40	9.30
2016	10900 F	E 5500	W 5400	9.50	55.40	10.20
2015	10300 C	E 5200	W 5100	9.50	55.70	10.20
2014	9500 F	E 4900	W 4600	9.50	54.80	9.60
2013	9400 C	E 4800	W 4600	9.50	54.50	9.60
2012	9400 C	E 4700	W 4700	9.50	54.70	9.90
2011	8600 F	E 4400	W 4200	9.50	51.90	10.60
2010	8800 C	E 4500	W 4300	9.91	56.65	10.60
2009	9500 C	E 4800	W 4700	10.14	55.96	14.10
2008	10100 C	E 5100	W 5000	10.10	54.31	10.40
2007	10700 C	E 5400	W 5300	9.53	55.53	9.90
2006	11100 C	E 5600	W 5500	9.52	57.15	18.30
2005	11000 C	E 5600	W 5400	9.40	57.90	12.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FDOT'S

DISTRICT ONE LOS SPREADSHEET

YEAR 2019 HENDRY COUNTY LEVEL OF SERVICE SPREADSHEET - PEAK HOUR PEAK DIRECTION

Roadway ID No.	State Road No.	Street Name	From	From MP	To	To MP	Section Length	SIS	Functional Classification	Posted Speed	Area Type	Facility Type	FDOT LOS Std	County LOS Std	LOS Std	Year 2019: Arterial Class	Divided/ Undivided	One/Two Way	Left Turn Bays	Right Turn Bays	Thru Lanes	Max Service Vol	Peak Dir Volume	LOS	Deficiency/ Over Capacity
07010000	SR 80	SR 80	Lee County Line	0.000	CR 78A/Ft. Denaud Rd	3.605	3.605	SIS	Principal Arterial-other	60	RDA	H	C	[illegible]			U	2W	WI	WR	4	2,210	931	B	
07010000	SR 80	SR 80	CR 78A/Ft. Denaud Rd	3.605	CR 80A (Cowboy Way)	7.420	[illegible]	SIS	Principal Arterial-other	60	RDA	H	C	C			D	2W	WL	WR	4	2,230	954	B	
07010000	SR 80	SR 80	CR 80A (Cowboy Way)	7.420	CR 731/MLK Blvd	8.595	1.125	SIS	Principal Arterial-other	50	TA	H	C	C	C		U	2W	WL	DR	4	2,470	732	B	
07010000	SR 80	SR 80/HICKPOCHEE AVE	CR 731/MLK Blvd	8.595	SR 29 (Main St)	9.355	0.760	SIS	Principal Arterial-other	40	TA	A	C	C	C	1	U	2W	WI	WR	4	1,827	953	C	
07010000	SR 80	HICKPOCHEE AVE	SR 29 (Main St)	9.355	Forney Ln	10.390	1.035	SIS	Principal Arterial-other	50	TA	A	C	C	C	1	D	2W	WL	DR	4	1,740	467	C	
07010000	SR 80	SR 80	Forney Ln	10.390	0.2 Miles E. Cattlewood Pkwy	11.837	1.447	SIS	Principal Arterial-other	60	TA	H	C	C			U	2W	WI	WR	4	2,470	646	B	
07010000	SR 80	SR 80	0.2 Miles E. Cattlewood Pkwy	11.837	Cattlewood Pkwy	13.395	1.558	SIS	Principal Arterial-other	60	TA	H	C	C			U	2W	WI	WR	3	2,150	516	B	
07010000	SR 80	SR 80	Cattlewood Pkwy	13.395	Dalton Ln	17.614	4.219	SIS	Principal Arterial-other	60	RDA	H	C	C			U	2W	WI	DR	4	2,210	610	B	
07010000	SR 80	SR 80	Dalton Ln	17.614	Flaghole Canal Bridge	29.830	12.216	SIS	Principal Arterial-other	60	RDA	H	C	C			U	2W	WL	WR	2	820	648	C	
07010000	SR 80	SR 80	Flaghole Canal Bridge	0.000	US 27/SR 25	2.066	2.066	SIS	Principal Arterial-other	60	RDA	H	C	C			U	2W	WI	DR	1	2,310	176	B	
07120000	SR 82	SR 82	Lee County Line	0.000	Collier County Line	1.275	1.275	SIS	Principal Arterial-other	60	RDA	H	C	D			U	2W	WI	DR	4	2,310	[illegible]	B	
07030000	US 27	US 27/SR 25/SR 80	Palm Beach County Line	0.000	Old US 27	1.635	1.635	SIS	Principal Arterial-other	65	RDA	H	C	C			D	2W	WI	WR	1	2,210	531	B	
07030000	US 27	US 27/SR 25/SR 80	Old US 27	1.635	Sugarland Canal	4.711	3.076	SIS	Principal Arterial-other	35	TA	A	C	C	1	2	U	2W	WL	WP	1	315	1,164	D	Over Capacity
07030000	US 27	US 27/SR 25/SR 80	Sugarland Canal	4.711	CR 720	5.840	1.129	SIS	Principal Arterial-other	60	RDA	H	C	C			D	2W	WI	WR	1	2,210	1,014	B	
07030000	US 27	US 27/SR 25/SR 80	CR 720	5.840	Flaghole Rd	11.173	5.333	SIS	Principal Arterial-other	65	RDA	H	C	C			U	2W	WL	WR	1	2,210	912	B	
07030000	US 27	US 27/SR 25/SR 80	Flaghole Rd	11.173	SR 80	12.259	1.086	SIS	Principal Arterial-other	65	RDA	H	C	C			D	2W	WI	WR	1	1,210	883	B	
07020000	US 27	US 27/SR 25	SR 80	12.259	Glades County Line	13.336	0.997	SIS	Principal Arterial-other	65	RDA	H	C	C			U	2W	WL	WR	1	1,210	[illegible]	B	
07040000	SR 29	SR 29	Collier County Line	0.000	CR 832 (Keri Rd)	5.542	5.542	SIS	Principal Arterial-other	60	RDA	H	C	C			U	2W	WI	WR	2	450	311	C	
07040000	SR 29	SR 29	CR 832 (Keri Rd)	5.542	Sears Rd	9.001	3.459	SIS	Principal Arterial-other	60	RDA	H	C	C			U	2W	WI	WR	2	450	395	C	
07040000	SR 29	SR 29	Sears Rd	9.001	C Rd	12.297	3.296	SIS	Principal Arterial-other	60	RDA	H	C	C			U	2W	WI	WR	2	450	337	C	
07040000	SR 29	SR 29	C Rd	12.249	Helms Rd	14.932	2.683	SIS	Principal Arterial-other	60	RDA	H	C	C			D	2W	WI	WR	2	172	137	C	
07060000	SR 29	SR 29	Helms Rd	14.932	0.039 miles S. Industrial Loop Rd	15.362	0.430	SIS	Principal Arterial-other	55	RDA	H	C	C			U	2W	WL	WR	2	291	579	C	
07060000	SR 29	SR 29	S. of Industrial Loop Rd	15.362	CR 80A (Cowboy Way)	15.912	0.550	SIS	Principal Arterial-other	45	TA	A	C	C		1	U	2W	WL	DR	2	710	519	C	
07060000	SR 29	MAIN ST	CR 80A (Cowboy Way)	15.912	SR 80 (Hickpochee Ave)	16.934	1.022	SIS	Principal Arterial-other	45	TA	A	C	C	D	1	U	2W	WI	WR	2	783	327	C	
07060000	SR 29	BRIDGE ST/N. RIVER RD	SR 80 (Hickpochee Ave)	17.008	Glades County Line	18.498	1.490	SIS	Principal Arterial-other	45	TA	A	C	C	D	2	U	2W	WI	DR	1	[illegible]	451	B	Over Capacity

Legend

| Aggregated segment   Single count segment

###

* Based on HRTPO 2040 CF Plan, the 2040 no. of lanes on SR 29 from F Rd (MP 19.745) to Glades Co. Line (MP 18.498) should be 4 Lanes

Note: LOS Spreadsheet should be used as a planning level analysis tool. A detailed analysis is necessary to validate the actual operating conditions which may vary from this worksheet

FDOT'S
ACCESS MANAGEMENT
GUIDEBOOK

When Not to Consider Exclusive Right-Turn Lanes

- Dense or built-out corridors with limited space
- Right-turn lane that would negatively impact pedestrians or bicyclists
- Vehicular movements from driveways or median openings that cross the right-turn lane resulting in multiple threat crashes
- *Context classifications C2T, C4, C5, or C6*

When Exclusive Right-Turn Lanes are Beneficial

There are instances when adding an exclusive right-turn lane for unsignalized driveways are beneficial to traffic operations and safety. ***Table 27*** provides some guidance for this situation based on the speed limit of the roadway and how many right turns occur per hour. Locations where the Auto and Truck Modal Emphasis is "High" may be appropriate for consideration of Exclusive Right Turn Lanes.

Table 27 – Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway[10]

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	80 – 125[1]
Over 45 mph	35 – 55[2]
Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.	
Note on traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.	
[1] The lower threshold of 80 right-turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).	
[2] The lower threshold of 35 right-turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right-turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).	

Source: NCHRP Report 420 (Impacts of Access Management Techniques)

These recommendations are primarily based on the research done in NCHRP Report 420, Impacts of Access Management Techniques, Chapter 4 – Unsignalized Access Spacing (Technique 1B), and Use of Speed Differential as a Measure to Evaluate the Need for Right-Turn Deceleration Lane at Unsignalized Intersections.

In the *NCHRP Report 420*, the observed high-speed roads, 30 to 40 right-turn vehicles per hour caused evasive maneuvers on 5 - 10 percent of the following through vehicles. For lower speed roadways, 80 to 110 right-turn vehicles caused 15 - 20 percent of the following through vehicles to make evasive maneuvers. The choice of acceptable percentages of through vehicles impacted is a decision based on reasonable expectations of the different roadways.

In this study, by modeling speed differentials, a better understanding of the impacts of through volume and driveway radius was discovered.

[10] May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

ITE COMMITTEE 4A-22 REPORT

Table 5

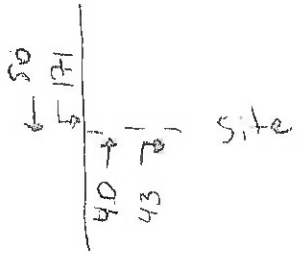
GUIDELINES FOR LEFT-TURN LANE AT UNSIGNALIZED INTERSECTION

Two-lane Roadway

Operating Speed = 30 mph
Speed Limit = 35 mph
Design Speed = 40 mph

Opposing Volume (vph)	Advancing Volume - vph																							
	Left-turn - percent																							
	0.50	0.75	1.00	1.25	1.50	1.75	2.0	2.5	3.0	3.5	4.0	4.5	5.0	5.5	6.0	6.5	7.0	8.0	9.0	10	15	20	30	40	50
50	2224	1818	1576	1412	1290	1196	1120	1005	920	854	800	757	720	688	660	636	615	578	548	523	439	392	342	320	314
100	1958	1601	1388	1243	1136	1053	987	885	810	752	705	666	634	606	582	560	541	509	483	460	387	345	301	282	276
150	1749	1430	1240	1111	1015	941	881	790	723	671	630	595	566	541	520	501	484	455	431	411	346	308	269	252	247
200	1598	1306	1133	1015	927	860	805	722	661	613	575	544	517	494	475	457	442	415	394	376	316	282	246	230	225
250	1436	1174	1018	912	833	772	723	649	594	551	517	489	465	444	426	411	397	373	354	338	284	253	221	207	203
300	1331	1088	944	845	773	716	671	601	550	511	479	453	431	412	395	381	368	346	328	313	263	235	205	192	188
350	1214	992	861	771	704	653	612	548	502	466	437	413	393	376	361	347	336	316	299	285	240	214	187	175	171
400	1118	914	793	710	649	602	564	505	462	429	403	381	362	346	332	320	309	291	276	263	221	197	172	161	158
450	1026	839	728	652	596	552	517	464	424	394	369	349	332	318	305	294	284	267	253	241	203	181	158	148	145
500	937	766	664	595	544	504	472	423	388	360	337	319	303	290	278	268	259	244	231	220	185	165	144	135	132
550	869	711	616	552	504	468	438	393	359	334	313	296	281	269	258	249	240	226	214	204	172	153	134	125	123
600	823	672	583	522	477	442	414	372	340	316	296	280	266	254	244	235	227	214	203	193	162	145	127	118	116
650	759	621	538	482	441	408	382	343	314	291	273	258	246	235	225	217	210	197	187	178	150	134	117	109	107
700	717	586	508	455	416	385	361	324	296	275	258	244	232	222	213	205	198	186	177	168	142	126	110	103	101
750	657	537	466	417	381	353	331	297	272	252	236	223	213	203	195	188	182	171	162	154	130	116	101	95	93
800	598	489	424	380	347	322	301	270	247	230	215	203	194	185	178	171	165	155	147	141	118	105	92	86	84
850	560	458	397	356	325	301	282	253	232	215	202	191	181	173	166	160	155	146	138	132	111	99	86	81	79
900	524	428	371	332	304	282	264	237	217	201	188	178	169	162	156	150	145	136	129	123	103	92	81	75	74
950	488	399	346	310	283	263	246	221	202	187	176	166	158	151	145	140	135	127	120	115	96	86	75	70	69
1000	454	371	322	288	263	244	229	205	188	174	163	154	147	140	135	130	125	118	112	107	90	80	70	65	64
1050	420	343	298	267	244	226	212	190	174	161	151	143	136	130	125	120	116	109	103	99	83	74	65	60	59
1100	365	298	258	231	212	196	184	165	151	140	131	124	118	113	108	104	101	95	90	86	72	64	56	52	51
1150	331	271	235	210	192	178	167	150	137	127	119	113	107	102	98	95	92	86	82	78	65	58	51	48	47
1200	272	222	193	173	158	146	137	123	112	104	98	93	88	84	81	78	75	71	67	64	54	48	42	39	38
1250	236	193	168	150	137	127	119	107	98	91	85	80	76	73	70	68	65	61	58	56	47	42	36	34	33
1300	199	163	141	126	115	107	100	90	82	76	72	68	64	62	59	57	55	52	49	47	39	35	31	29	28

2027 PM Pk Hr



Advancing Vol = 221

Opposing Vol = 83

% Left turn ≈ 77%

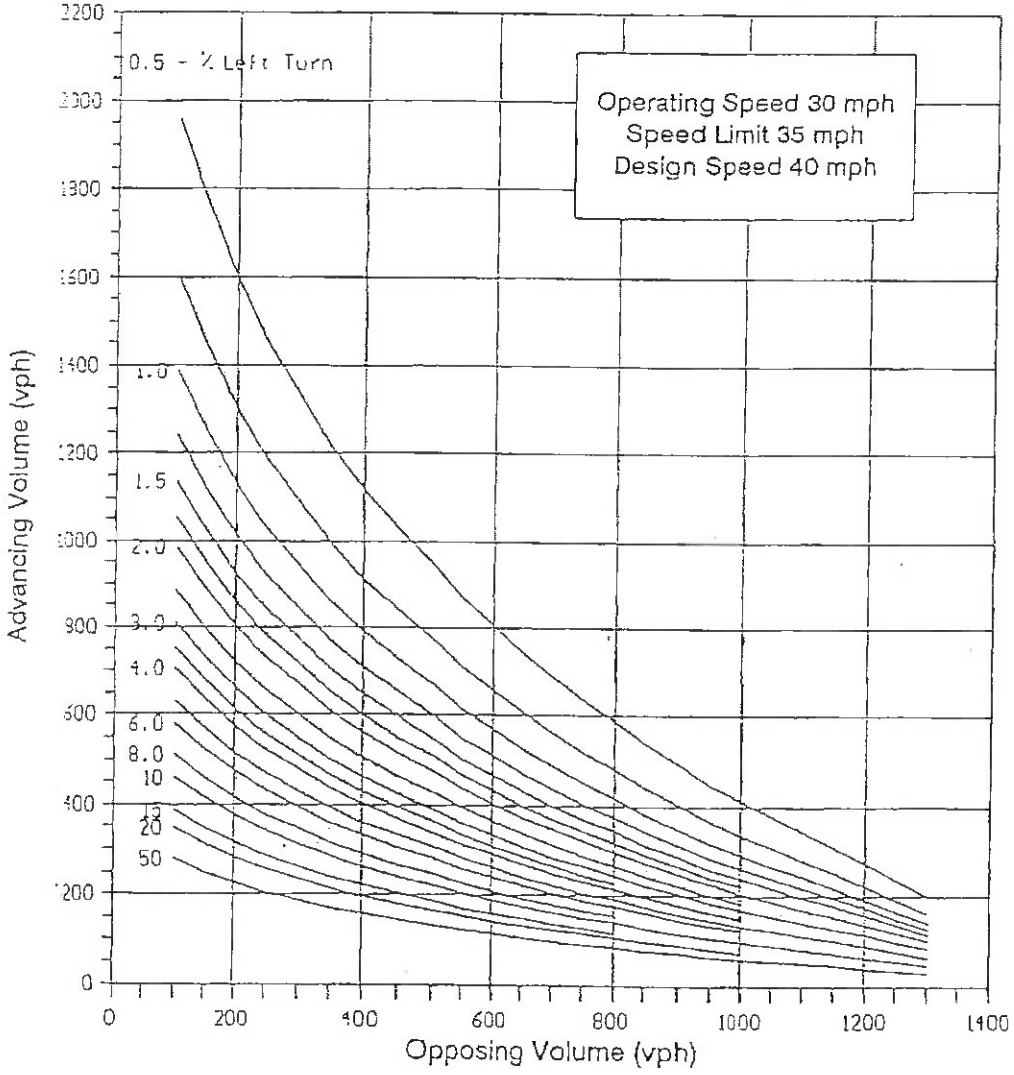


Figure 5 Guidelines for Left-turn Lane at Unsignalized Intersection - Two-lane Roadway

TRIP GENERATION EQUATIONS

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

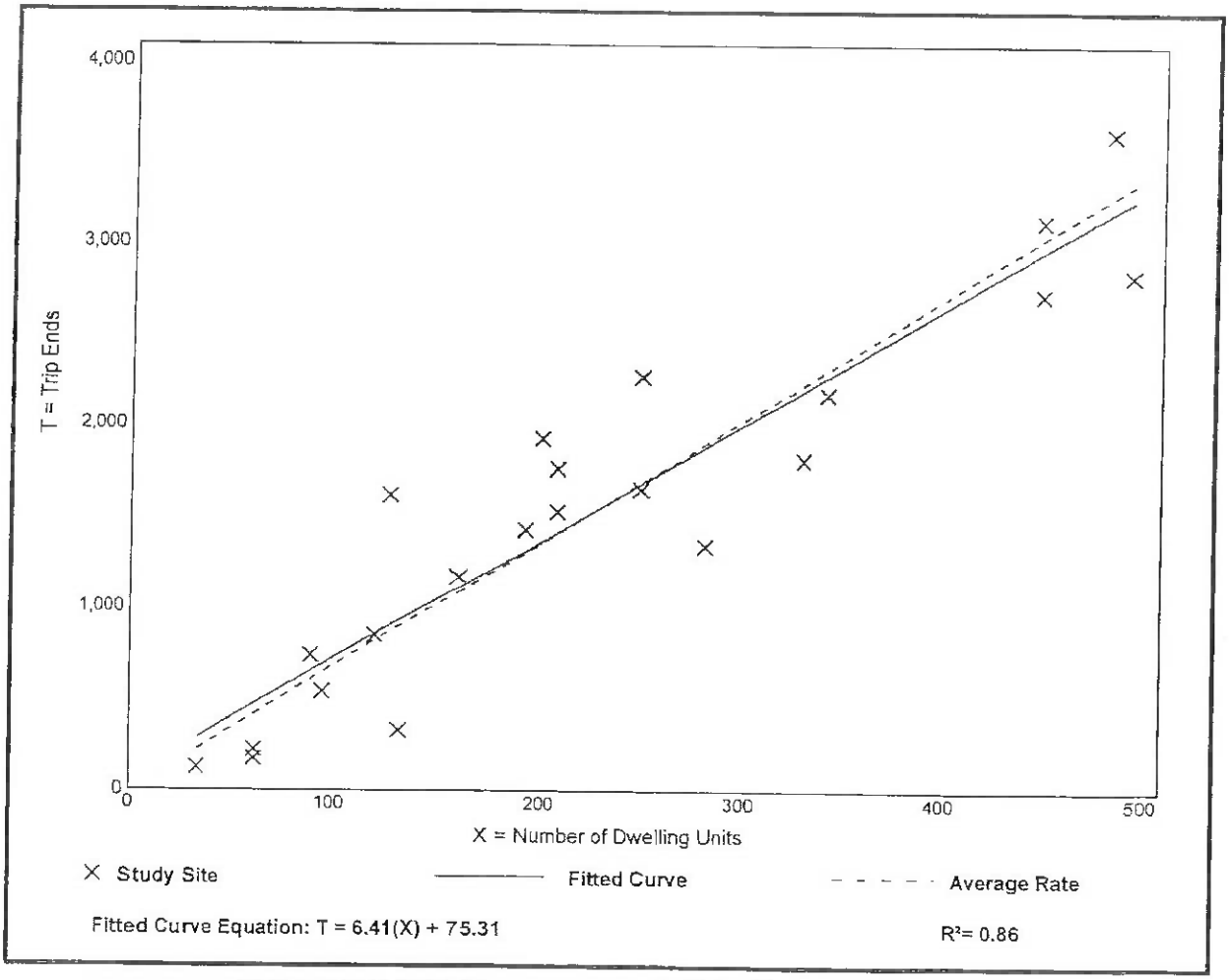
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



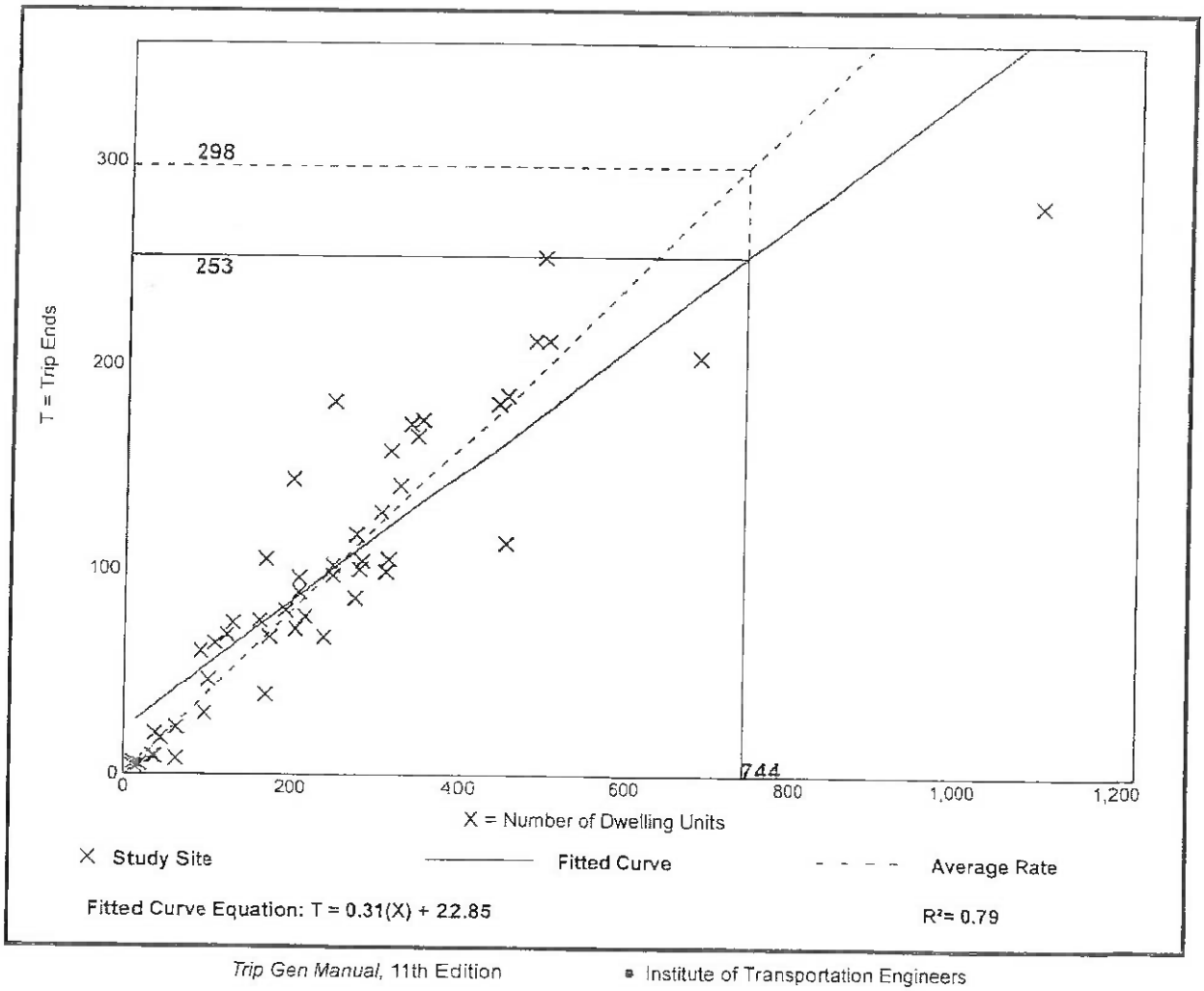
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



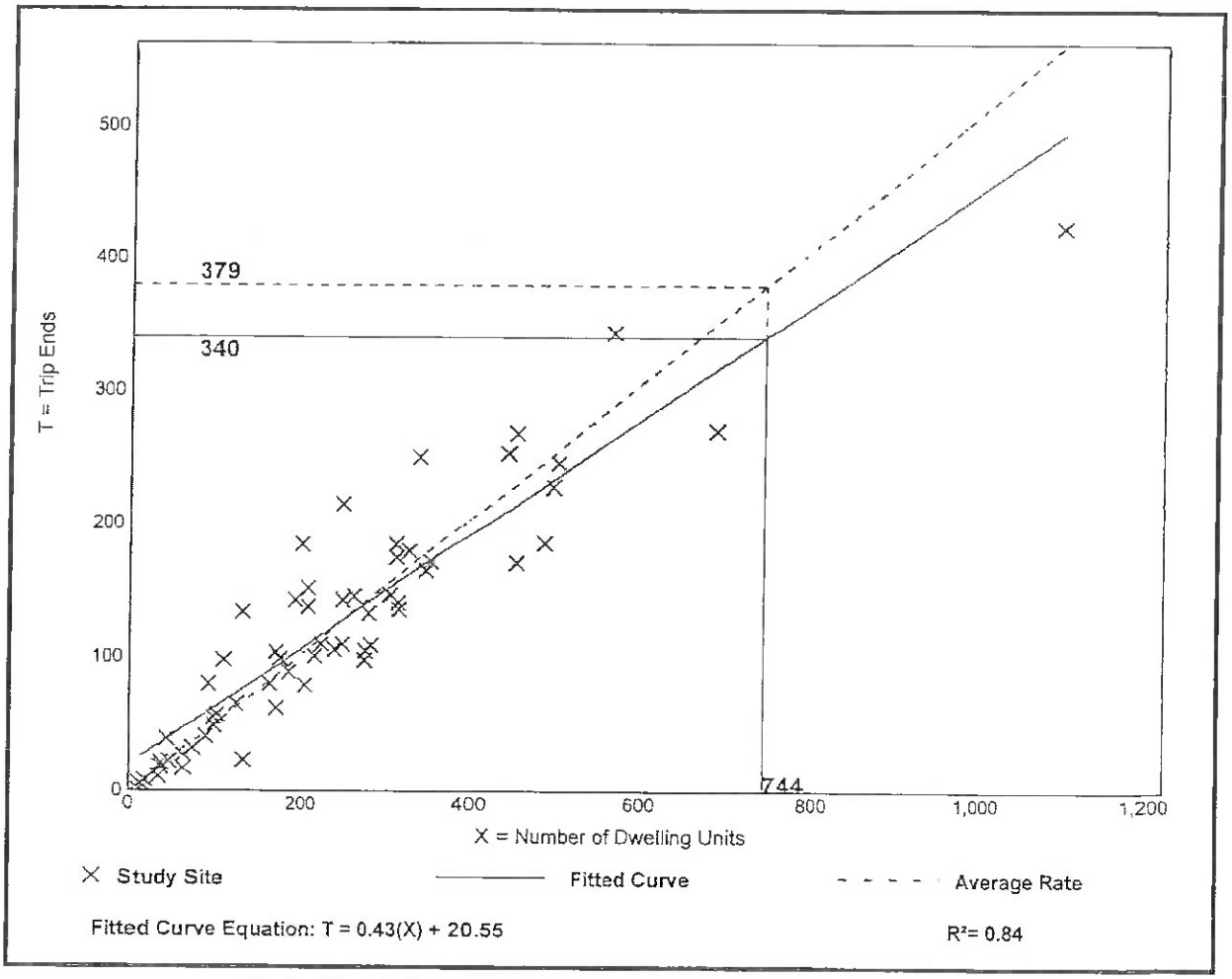
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



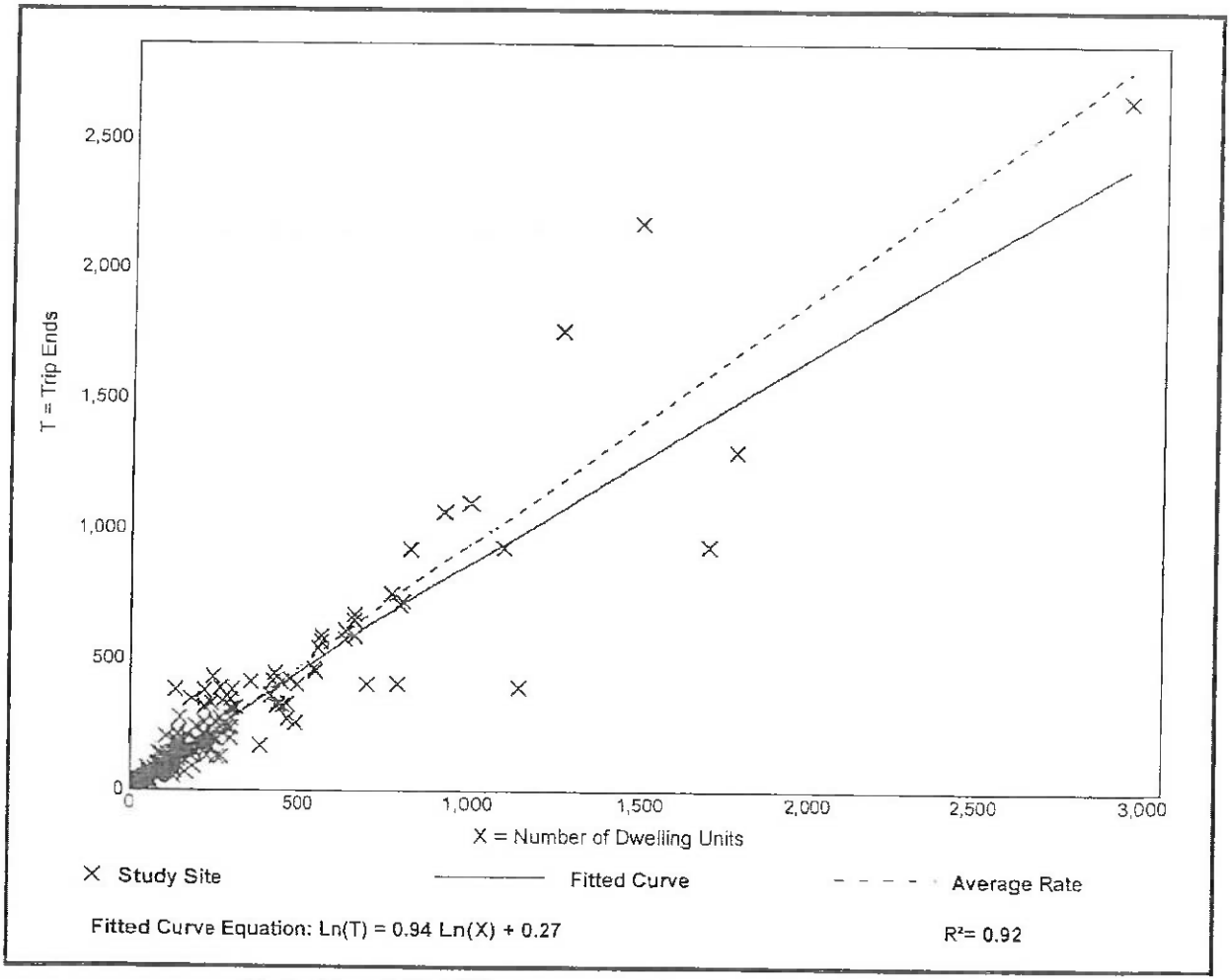
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	Dwelling Units
On a:	Weekday,
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	General Urban/Suburban
Number of Studies:	208
Avg. Num. of Dwelling Units:	248
Directional Distribution:	63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

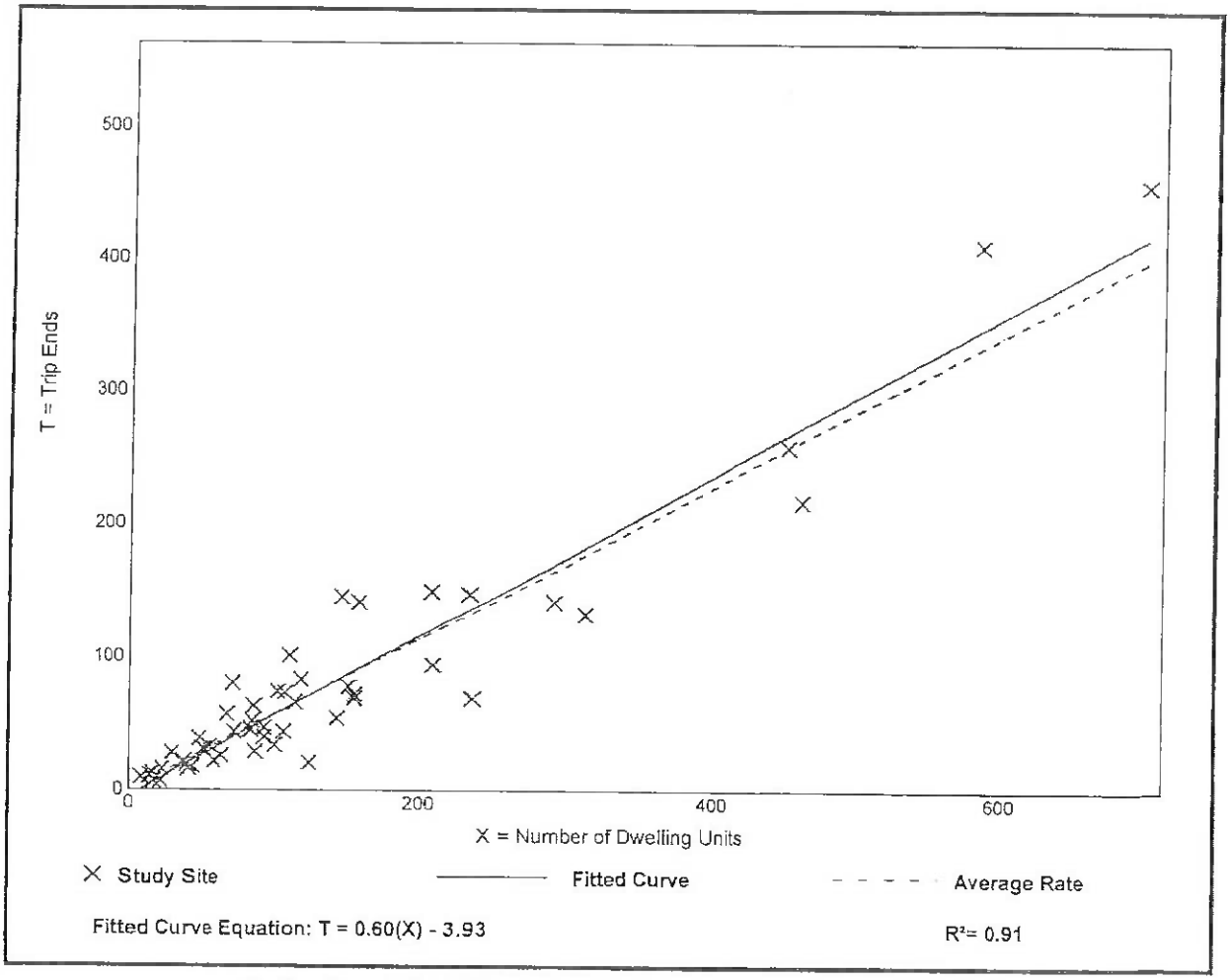
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



Fitted Curve Equation: T = 0.60(X) - 3.93

R^2= 0.91

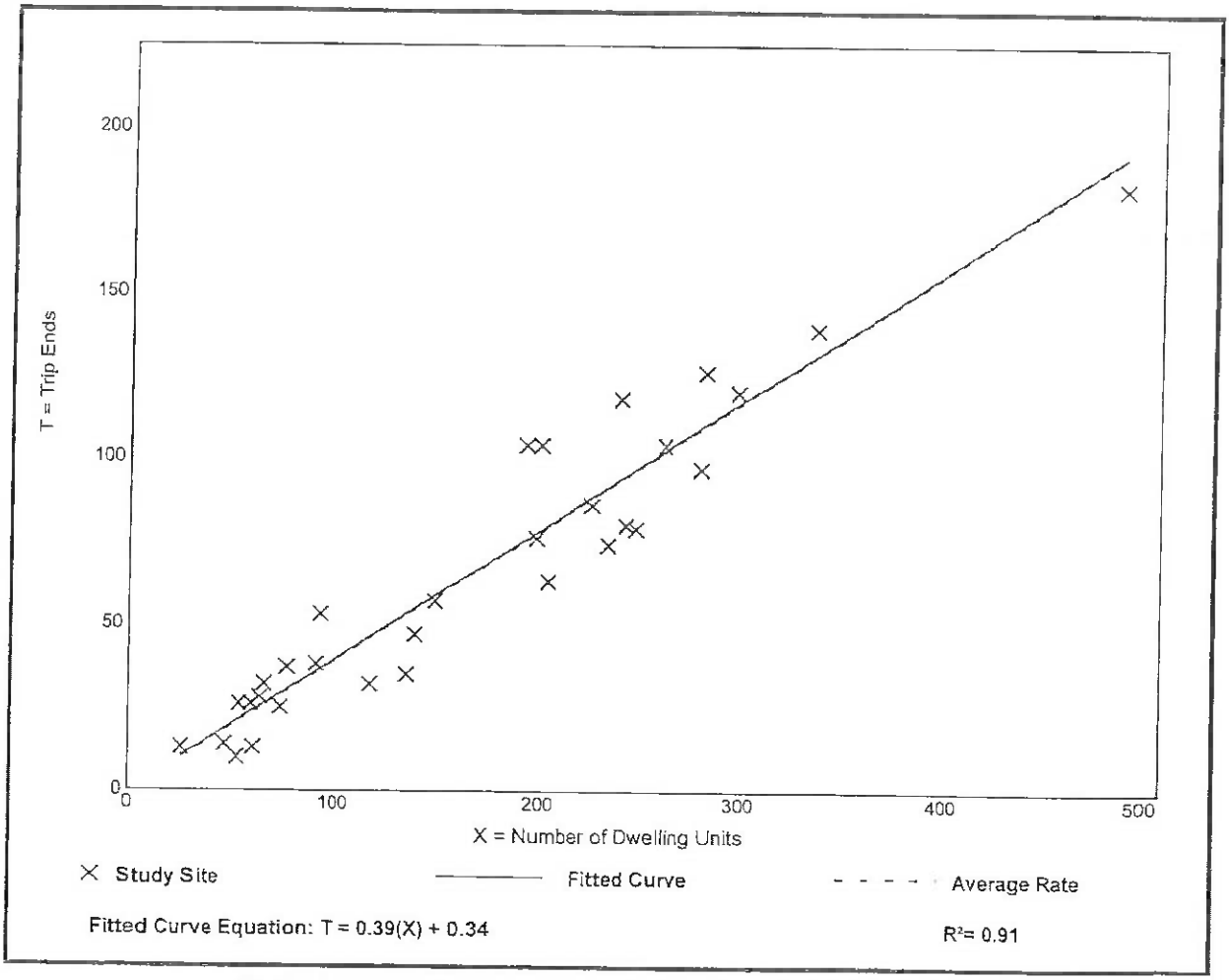
Multifamily Housing (Mid-Rise)
Not Close to Rail Transit (221)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	31
Avg. Num. of Dwelling Units:	169
Directional Distribution:	61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



TR TRANSPORTATION CONSULTANTS, INC

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FAX 239.278.1906

TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
SIGNAL SYSTEMS/DESIGN

TRAFFIC IMPACT STATEMENT

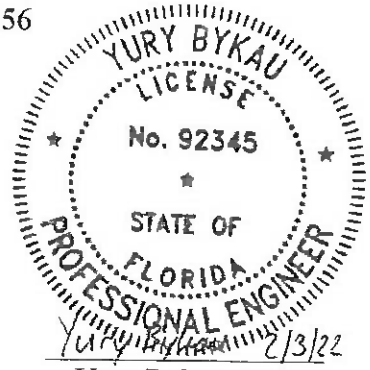
FOR

LAKE LABELLE COMPREHENSIVE PLAN AMENDMENT & REZONING

(PROJECT NO. F2201.08)

PREPARED BY:
TR Transportation Consultants, Inc.
Certificate of Authorization Number: 27003
2726 Oak Ridge Court, Suite 503
Fort Myers, Florida 33901-9356
(239) 278-3090

February 3, 2022



Yury Bykau 2/3/22
Yury Bykau, P.E.
License No. 92345

TR TRANSPORTATION CONSULTANTS, INC

CONTENTS

TR TRANSPORTATION CONSULTANTS, INC

I. INTRODUCTION

TR Transportation Consultants, Inc. has conducted a traffic impact statement to fulfill requirements set forth by the Hendry County for projects seeking an amendment to the Comprehensive Land Use Plan and rezoning approval. The proposed development is located on the east side of Cedarwood Parkway just south of SR 80 in Hendry County, Florida. The approximate location of the subject site is illustrated on **Figure 1**.

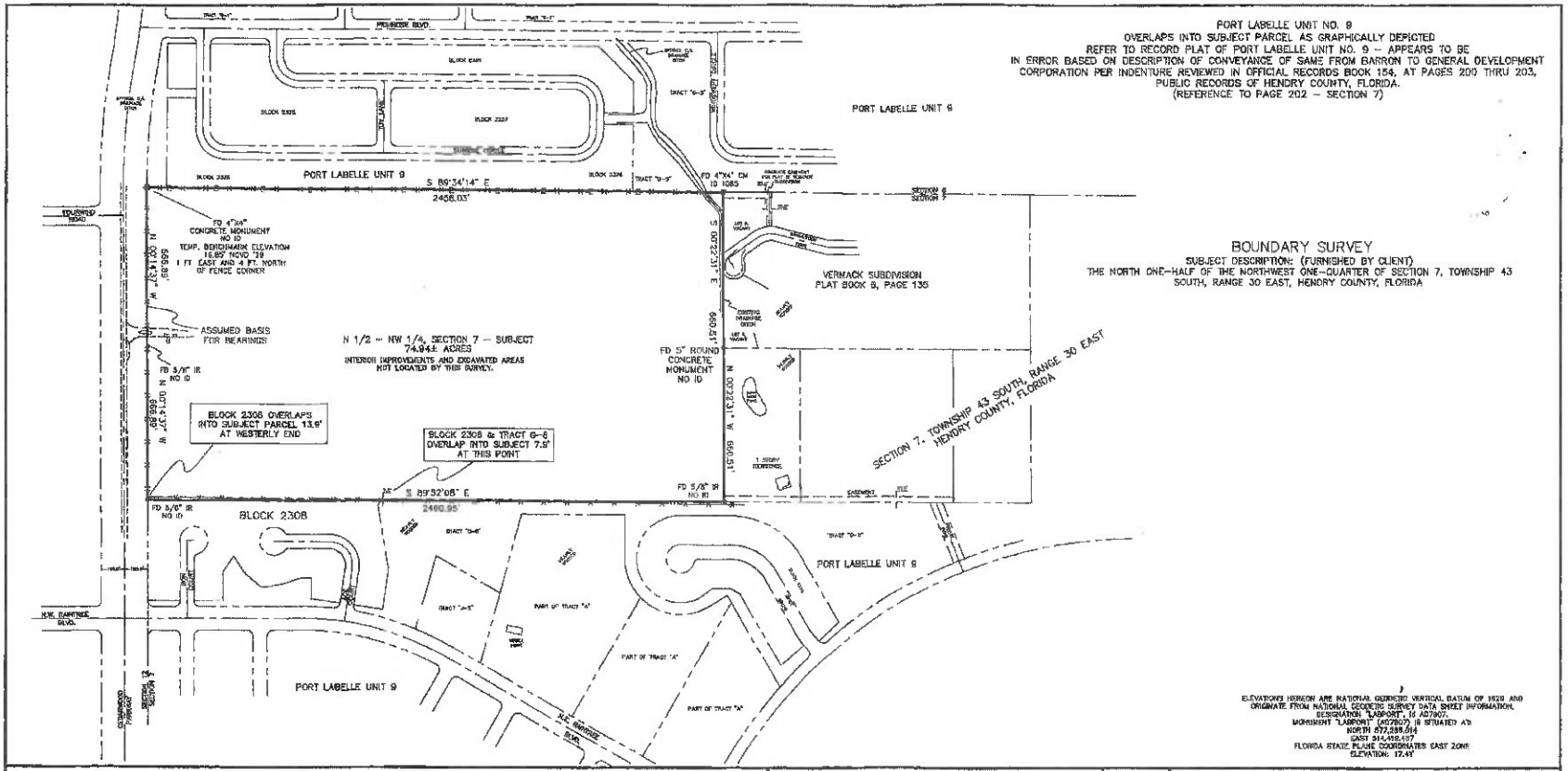
The approximate 75 acre subject site currently has a future land use category of Agriculture. The applicant is proposing to change the land use designation to High Density Residential as well as a PUD rezone to permit a development of up to 744 multi-family residential dwelling units. Access to the subject site is proposed to Cedarwood Parkway via a single connection.

This report examines the impact of the development on the surrounding roadways. Trip generation and assignments to the various site access drives were completed and an analysis conducted to determine the impacts of the development on the surrounding streets.

II. EXISTING CONDITIONS

The subject site is currently vacant. The overall site is generally bordered by Cedarwood Parkway to the west, and by residential uses and vacant land to the north, east and south.

Cedarwood Parkway is a north/south two-lane undivided collector that borders the subject site to the west. Cedar Parkway has a posted speed limit of 35 mph and is under the jurisdiction of Hendry County.



PORT LABELLE UNIT NO. 9
OVERLAPS INTO SUBJECT PARCEL AS GRAPHICALLY DEPICTED
REFER TO RECORD PLAT OF PORT LABELLE UNIT NO. 9 – APPEARS TO BE IN ERROR BASED ON DESCRIPTION OF CONVEYANCE OF SAME FROM BARRON TO GENERAL DEVELOPMENT CORPORATION PER INDENTURE REVIEWED IN OFFICIAL RECORDS BOOK 154, AT PAGES 200 THRU 203, PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA.
(REFERENCE TO PAGE 202 – SECTION 7)

BOUNDARY SURVEY

SUBJECT DESCRIPTION: (FURNISHED BY CLIENT)
THE NORTH ONE-HALF OF THE NORTHWEST ONE-QUARTER OF SECTION 7, TOWNSHIP 43 SOUTH, RANGE 30 EAST, HENDRY COUNTY, FLORIDA

ELEVATIONS HEREON ARE NATIONAL GEODETIC VERTICAL DATUM OF 1929 AND ORIGINATE FROM NATIONAL GEODETIC SURVEY DATA SHEET INFORMATION. DESIGNATION "LABPORT", IS AD7907. MONUMENT "LABPORT" (AD7907) IS SITUATED AT: NORTH 577,289.514 EAST 814,498.497 FLORIDA STATE PLANE COORDINATES EAST ZONE ELEVATION: 17.49'

1. This survey was performed without benefit of Title Search results.
2. Property depicted hereon was not title obstructed for right of ways, easements, ownership, reservations, or other elements of record.
3. Only the improvements graphically depicted hereon were located. Other improvements may exist below ground surface, but were not located per the scope of this survey.
4. Elevations hereon are based on National Geodetic Vertical Datum of 1929 (IF ANY).
5. Bearings hereon are based on the bearings per the legal description provided by the client, or otherwise, as depicted hereon.
6. Parcel appears to be situated in Flood Zone's A & C , per Flood Insurance Rate Map 120107 0075 B, dated 5/17/1982.
7. Underground utilities, foundations, and/or other improvements not located by this survey.
8. This survey plat is prepared as a boundary survey. It is not intended to delineate the jurisdictional areas of any federal, state, regional or local agency (or other entity).
9. This survey is subject to easements, restrictions, reservations and right of ways of record; written, recorded, or otherwise.
10. This survey is certified only to the named person(s) hereon.
11. This survey is not a certification of title, zoning, setbacks, or freedom of encumbrances.
12. This survey is NOT valid without the signature and original raised embossed seal of the surveyor whose name appears hereon.

BOUNDARY SURVEY

TYPICAL LINETYPES
BOUNDARY
CENTERLINE (C/L)
RIGHT-OF-WAY (R/W)
EASEMENT (ESMT)
EDGE OF PAVEMENT
OVERHEAD ELECTRIC LINE — E — E —
FENCE — x — x — x —

NORTH-PER REFERENCE

SCALE 1"= 400 FT.

PLAT OF SURVEY

SUBJECT SURVEY IS CERTIFIED TO THE FOLLOWING:

1. LAKE LABELLE, LLC
2. HENDRY COUNTY BOARD OF COUNTY COMMISSIONERS

CERTIFIED TO LAST DATE OF FIELD WORK, NOT DATE OF SIGNATURE.

SURVEY VALID FOR NO MORE THAN ONE YEAR FROM LAST DATE IN FIELD. SURVEY EXCEEDS MINIMUM TECHNICAL STANDARDS FOR CLOSURE REQUIREMENT(S).

DATE 1-27-2014

GARY BEN HULL, SR., for HULL LAND SURVEYING, INC.
FLORIDA PROFESSIONAL SURVEYOR AND MAPPER NO. 5195

HULL LAND SURVEYING, INC.
1095 REDWING COURT
LABELLE, FLORIDA 33935
(863) 675-8875
FAX (239) 236-0694
LICENSED BUSINESS NO. 7054

ABBREVIATIONS

POC = POINT OF COMMENCEMENT
POB = POINT OF BEGINNING
FD = FOUND
SET = SET 1/2" IR ID 7054
IR = IRON ROD
CM = CONCRETE MONUMENT
"PCP" REFERS TO PERMANENT CONTROL POINT
"PRM" REFERS TO PERMANENT REFERENCE MONUMENT
ID = IDENTIFICATION
TP = TELEPHONE SERVICE PEDESTAL
CATV = CABLE TV PEDESTAL
WM = WATER METER
OH = OVERHEAD ELECTRIC
PP = POWER POLE
EP = EDGE OF PAVEMENT
= GUY ANCHOR
CMP = CORRUGATED METAL PIPE
FNC = FENCE
S = SECTION NUMBER
T = TOWNSHIP SOUTH
R = RANGE EAST
(D) = DESCRIPTION DIMENSION(S)
(F) RECORD PLAT DIMENSION(S)
(M) MEASURED/CALCULATED DIMENSION(S) IN U.S. FEET
ESMT = EASEMENT

THIS IS A SURVEY FOR BOUNDARY AND IMPROVEMENTS (IF ANY).
THE DESCRIPTION FOR THIS SURVEY AND THE REQUEST FOR THIS SURVEY WAS PROVIDED BY JOHN JAY WATKINS, ESQUIRE.
THE ADDRESS FOR THE SUBJECT PROPERTY IS: 8050 CEDARWOOD PARKWAY, LABELLE, FLORIDA.
LAST DATE IN FIELD: 1/24/2014 FILE: 20041200.CRD COUNTY: HENDRY
SECTION-TOWNSHIP SOUTH-RANGE EAST: 7-43-30
FIELD BOOK: HLSI
PROJECT NO. 20142516 FIELD: GBH DRAWING: GBH PAGE 1 OF 1