

CITY OF LABELLE



AGENDA

Local Planning Agency Meeting
Thursday, February 12, 2026, at 5:30 PM

LaBelle Commission Chambers
481 West Hickpochee Ave
LaBelle, FL 33975

CITY COMMISSION:

Julie C. Wilkins, Mayor
Kevin Holland, Commissioner
Jackie Ratica, Commissioner
Bobbie Spratt, Commissioner
Hugo Vargas, Commissioner

ADMINISTRATION:

Tijauna Warner, MPA, MMC, Deputy City Clerk
Derek Rooney, Esq., City Attorney
Mitchell Wills, Superintendent PW

Agenda

1. **Call to Order**
2. **Invocation and Pledge of Allegiance**
3. **Roll Call**
4. **New Business**
 - A. ORDINANCE 2026-01 AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, PROVIDING FOR A SMALL-SCALE COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND USE MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET; AMENDING THE COMPREHENSIVE PLAN DESIGNATION FOR THE PROPERTIES FROM “DOWNTOWN DISTRICT” DESIGNATION TO “COMMERCIAL” DESIGNATION; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.
 - B. ORDINANCE 2026-02 AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, AMENDING THE CITY OF LABELLE ZONING MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET, AMENDING THE ZONING DESIGNATION FROM PLANNED UNIT DEVELOPMENT (PUD) AND DOWNTOWN BUSINESS DISTRICT (DBD) ZONING DISTRICT TO PLANNED UNIT DEVELOPMENT (PUD) ZONING DISTRICT, PROVIDING FOR IDENTIFICATION OF THE SUBJECT PROPERTY; PROVIDING FOR INTENT; PROVIDING FOR SEVERABILITY; PROVIDING AN EFFECTIVE DATE.
5. **Adjournment**

Meeting Records Request

Any person requesting the appeal of a decision of the Planning Agency will require a verbatim record of the proceedings and for that purpose will need to ensure that such verbatim record is made. Pursuant to FS. 286.0105, the record must include the testimony and evidence upon which the appeal is to be based. The City of LaBelle does not prepare or provide such verbatim record.

Americans with Disabilities Act

In accordance with the provisions of the Americans with Disabilities Act (ADA), this document can be made available in an alternate format upon request. Special accommodations can be provided upon request with five (5) days advance notice of any meeting, by contacting Deputy City Clerk Tijauna Warner at LaBelle City Hall, 481 W. Hickpochee Avenue, LaBelle, Florida. Phone No. 863-675-2872. Hearing Assistance: If hearing impaired, contact Florida Relay at 800-955-8771 (TDD) or 800-955-8770 (Voice), for assistance. (Reference: Florida Statute 286.26)



CITY OF LABELLE, FLORIDA
Planning Staff Report
For Wawa
Comprehensive Plan Amendment
and Planned Unit Development Rezone

TYPE OF CASE: Comprehensive Plan Amendment, & PUD Rezone

STAFF REVIEWER: Patty Kulak

DATE: February 12, 2026

APPLICANT: ComTerra Development

AGENT: Daniel DeLisi, AICP, DeLisi, Inc.

REQUEST: Amend the City of LaBelle Comprehensive Plan Future Land Use Map designation for a 1.58± acre assemblage generally located at the northwest corner of West Hickpochee Avenue (SR 80) and North Main Street (SR 29), from “Downtown District” to “Commercial” future land use; and amend the City of LaBelle Zoning Map to rezone the subject property from Business Professional (B-1) (formerly Planned Unit Development (PUD)) and Downtown Business District (DBD) to the Planned Unit Development (PUD) zoning district, to facilitate redevelopment of the site consistent with the proposed commercial land use.

LOCATION: 10 West Hickpochee Avenue

PROPERTY SIZE: 1.58+/-acres

FUTURE LAND USE DESIGNATION, CURRENT ZONING AND LAND USE:

Existing Future Land Use Designation: Downtown District
Existing Zoning: Business Professional (B-1) and former Trading Post PUD;
and Downtown Business District (DBD)
Land Use: Vacant

SURROUNDING LAND USE:

North: FLU – Downtown District
Zoning – Downtown Business District

Land Use – Office

South: FLU – Commercial
Zoning – Business (B-2)
Land Use – Public Right-of-way (SR 80); Commercial - Restaurant

East: FLU – Downtown District
Zoning – Downtown Business District
Land Use – Public Right-of-way (SR 29/Main Street); Commercial - Retail

West: FLU – Downtown District
Zoning – Downtown Business District
Land Use – Public Right-of-way (College Street); Commercial - Retail

STAFF NARRATIVE:

ComTerra Acquisitions, LLC (“Applicant”) is requesting approval of the following actions for the proposed Wawa development within the City of LaBelle:

1. Amend the City of LaBelle Comprehensive Plan Future Land Use Map to change the subject property’s designation from Downtown District to Commercial in order to allow for the redevelopment of the site with a convenience store and fuel pumps;
2. Rezone the subject property from Business Professional (B-1) and Downtown Business District (DBD) zoning classifications to a new Planned Unit Development (PUD) specific to the proposed use, along with a Master Concept Plan (MCP) for a XXX SF convenience store with up to 12 fuel pumps and uses, as identified in the Schedule of Uses.

BACKGROUND

The subject property consists of approximately 1.58 acres of land located within the City of LaBelle, along the north side of State Road 80 (Hickpochee Avenue) between College Street and North Main Street. The site is situated near the historic center of the City and occupies a prominent location along a major east–west arterial transportation corridor. The property was previously developed with strip commercial uses and zoned Planned Unit Development (Trading Post PUD), but has since been cleared and is currently vacant. The Trading Post PUD was approved per Ordinance 2008-13 and allowed for a mix of residential and commercial uses, including convenience store with fuel pumps (see PUD ordinance in Attachments). The PUD has expired and the zoning has reverted back to the B-1 zoning district, which applied prior to the PUD approval in 2008.

The subject property is presently designated Downtown District on the City of LaBelle Future Land Use Map and is zoned Planned Unit Development (PUD) and Downtown Business District (DBD). Surrounding development is predominantly commercial in nature, with commercial zoning and uses located to the south, east, and west. Properties on the south side of SR 80 are within the Commercial future land use category and have built out with “fast food” restaurants, shopping plazas, medical office and similar uses. Properties to the north include smaller-scale office and commercial uses within the Downtown Business District. The site’s location along State Road 80 places it within a high-volume vehicular corridor that serves both local and regional traffic.

The Applicant proposes to amend the Future Land Use Map to Commercial and rezone the property to a new PUD to allow for redevelopment of the site with a convenience store and up to 12 fuel pumps, including ancillary food and beverage services. The proposed development includes approximately

7,000 square feet of commercial floor area and associated site improvements. The requested land use and zoning changes are intended to facilitate reinvestment in a long-vacant parcel and align the property's entitlement framework with the surrounding commercial context along State Road 80.

COMPREHENSIVE PLAN AMENDMENT REQUEST

The subject property is currently designated Downtown District (DBD) on the City of LaBelle Future Land Use Map. This category was adopted into the Comprehensive Plan in the early 2000's after an extensive City-initiated visioning process aimed at encouraging redevelopment and investment in Downtown and protection of the historical significance of the district. The Applicant is requesting a Comprehensive Plan Amendment to change the Future Land Use designation to Commercial in order to allow redevelopment of the site with a convenience store and fuel pumps, including ancillary food and beverage services. While the DBD FLU does not permit auto-oriented development such as gas stations, the requested Commercial designation allows for much broader commercial retail uses and is primarily designated along SR 80 and SR 29.

All properties immediately surrounding the subject site on the north side of SR 80 are located within the DBD FLU. However, the applicant states the removal of the subject property from the Downtown District would not create future land use boundary changes that are inconsistent with the intent of the district. The applicant justifies this request by stating the Downtown District is characterized by auto-oriented commercial development along State Road 80, rather than a pedestrian-focused downtown environment. They note the Commercial future land use category more accurately reflects the functional and physical characteristics of this corridor.

Overall, the applicants requested Comprehensive Plan Amendment is intended to facilitate reinvestment in an underutilized parcel, align future land use with the existing development pattern along State Road 80, and support continued commercial activity within downtown LaBelle without undermining the overall intent of the Downtown District. While the Commercial FLU request is consistent with the existing commercial development pattern along State Road 80 and the intensity of surrounding uses, it is a policy decision of the Commission to determine if this site is properly designated as DBD due to proximity to the downtown core and other long-range planning objectives relating to mobility, aesthetics and community-serving land uses.

PUD REZONING REQUEST

The subject property, consisting of approximately 1.58 acres, is currently zoned B-1 (expired PUD) and Downtown Business District (DBD). The existing zoning framework was established for prior commercial development on the site, which has since been removed, leaving the property vacant. The Applicant is requesting approval of a new PUD zoning district to allow for redevelopment of the property in a manner that is tailored to the proposed use and consistent with the requested Commercial future land use designation.

The proposed PUD is intended to accommodate a commercial development consisting of approximately 7,000 square feet of building area, including a convenience store with fuel pumps and ancillary food and beverage services, as identified in the Schedule of Uses. The PUD zoning framework would establish site-specific development standards and permitted uses to address the site's location along State Road 80 and its proximity to surrounding Downtown commercial development.

The Applicant states that the PUD zoning district provides an appropriate mechanism to ensure compatibility with adjacent properties while allowing flexibility in site design, circulation, and operational characteristics associated with a convenience store and fuel service use. The proposed PUD would

replace a long-vacant commercial site with an active commercial use intended to serve nearby residents, downtown businesses, and the traveling public.

Access

Primary access to the subject property is proposed from College Street and Main Street, with the site also fronting State Road 80 (Hickpochee Avenue), via four (4) separate access points). The proposed site plan includes two full-access driveways on College Street, one full-access driveway on Main Street, and one right-in/right-out driveway on Main Street, designed to distribute traffic efficiently and minimize operational conflicts. No direct vehicular access is proposed from State Road 80.

As part of the proposed redevelopment, the Applicant is requesting vacation of the Yeomans Avenue right-of-way, which currently traverses the site east to west. Elimination of Yeomans Avenue will require approval of a public right-of-way vacation by the City. The Applicant states that vacating this right-of-way is necessary to accommodate a cohesive site layout, internal circulation, and safe access management consistent with the proposed use. Review staff have expressed concerns for eliminating cross access through the site that serves the neighborhood to the west and can relieve SR 80 during any roadway closures due to accidents, improvements, events, etc.

A Transportation Impact Statement submitted by the Applicant evaluates the proposed access configuration and concludes that the surrounding roadway network will continue to operate at acceptable levels of service with the proposed development. All access points are subject to final engineering review and approval by the City of LaBelle and any applicable reviewing agencies to ensure compliance with adopted access management, safety, and operational standards. The Applicant has consulted with FDOT and provided pre-application meeting notes indicating the proposed access is acceptable.

Please note in the conditions section of this report and draft ordinance, Staff has provided conditions of approval for the PUD, if the Commission approved the future land use map redesignation to Commercial. Comprehensive Plan Amendments cannot be conditioned. A condition has been provided requiring the vacation of the Yeomans Avenue right-of-way prior to issuance of a site construction permit. If at such time, the vacation is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

Landscape Buffers

The proposed development includes landscape buffers consistent with City of LaBelle requirements, as depicted on the applicant's submitted Landscape Plan:

- North, East, and West Property Lines:
 - Type A landscape buffers with a minimum width of 10 feet.
 - Existing mature trees within buffer areas are proposed to be preserved and credited toward buffer requirements where applicable.
 - **Note: A condition is proposed by Staff to further enhance these buffers to address screening of the vehicular use areas, compatibility with lower intensity uses to the north and west, and align with intent for an attractive gateway to the City along SR 80 and Main Street.**
- South Property Line (State Road 80 Frontage):
 - 15-foot-wide roadway buffer along Hickpochee Avenue.
 - Includes canopy trees, palms, and a continuous hedge row to provide visual screening and enhance the arterial corridor.

- **Note: Similar to above, additional buffering is proposed by Staff to uphold the intent of the SR 80 corridor as an attractive gateway to the City.**
- Interior Landscaping:
 - Building foundation plantings and parking lot landscaping provided throughout the site.
 - Use of native and drought-tolerant species.
 - Tree preservation credits utilized to reduce new plantings while maintaining canopy coverage.

Overall, the proposed landscape buffers are intended to enhance visual compatibility, soften site improvements, and integrate the development within the surrounding Downtown commercial context while meeting or exceeding City landscaping standards. Staff has recommended additional enhancements to offset the intensity of the use and the request to develop with uses inconsistent with the intent for Downtown LaBelle.

Compatibility

The subject property is located, an area historically characterized by a compact, walkable development pattern with a mix of commercial, civic, institutional, and educational uses. Surrounding development within the Downtown District is oriented toward pedestrian activity, short internal trips, and direct access between uses, including nearby schools, offices, retail establishments, and civic destinations. Surrounding development on the south side of SR 80 are designated Commercial FLU and are developed with more intensive auto-oriented uses, as well as commercial retail and medical office.

The proposed removal of the subject property from the Downtown Business District (DBD) and redevelopment with a fast-casual convenience retailer and fuel service use introduces compatibility considerations relative to the surrounding neighborhood. While the surrounding area contains commercial uses, the downtown context differs from more auto-oriented commercial corridors elsewhere along SR 80 and throughout the city. The proposed use is primarily vehicle-focused and designed to serve regional traffic along State Road 80, which contrasts with the pedestrian-scaled character traditionally associated with the downtown core.

From a pedestrian compatibility perspective, the proposed development raises concerns due to increased vehicular movements, multiple drive aisles, and fuel service operations within an area that experiences heavy foot traffic. Adjacent and nearby uses, including schools and downtown-serving commercial and office establishments, rely on safe and convenient pedestrian circulation. The intensity and configuration of vehicular access associated with a convenience store and fuel pumps may create potential conflicts between vehicles and pedestrians within the downtown environment.

Although the applicant has incorporated site design features such as landscaping and sidewalks to improve site integration, the overall site layout and operational orientation remain primarily auto-oriented in a location that functions as a pedestrian-focused gateway to the downtown area. Based on the current configuration, the relationship between building placement, fuel service areas, vehicular circulation, and pedestrian activity presents compatibility concerns within the downtown context. Staff notes that modifications to the site layout, including adjustments to building orientation, screening of fuel operations, and circulation design, could potentially reduce these impacts. However, as proposed, the development differs from the pedestrian-scaled development pattern that characterizes the Downtown District and raises concerns related to pedestrian safety, walkability, and consistency with the established downtown character.

Architecture & Site Layout

The Applicant has provided the enclosed Architectural renderings of the convenience store (and not the fuel canopy) demonstrating a brick façade and other elements indicative of traditional architectural style. Staff recommends an alternative style of building and fuel canopy indicative of the City’s adopted “Old Florida” vernacular. Staff is also recommending consideration of an alternative site layout where the convenience store fronts on SR 80 and the fuel canopies are located to the rear or side of the building to mitigate visual impacts on the corridor and make the frontage more pedestrian-scaled and accessible.

As noted above, the fundamental decision to be made by the City Commission is the site’s appropriateness to remain in DBD FLU due to proximity to downtown and the prime location at a key intersection serving as a gateway to the historical downtown, or assign the Commercial FLU due to its frontage on SR 80, which is inherently an auto-oriented roadway carrying vehicles and freight from across the region.

Comprehensive Plan Consistency:

The following is an analysis of the request’s consistency with the following objectives and policies of the City’s Comprehensive Plan as follows:

Future Land Use Policy 1.2.1

The applicant states that the proposed redevelopment will support varied and balanced growth within the City by reinvesting in a long-vacant property located in the downtown area. The project is intended to enhance the City’s fiscal base through new commercial activity and job creation while improving the physical condition of an underutilized site. By introducing a commercial use that serves both local residents and regional traffic, the applicant asserts the project contributes to employment opportunities and economic activity consistent with the City’s goal of promoting balanced growth that supports community needs.

Policy 1.3.3 Downtown District Land Use Category

The Comprehensive Plan notes this category is “primarily intended to encourage, support, and enhance Downtown LaBelle as the most high-intensity office and employment area of LaBelle. The Downtown District supports mixed-use (office combined with hotel, residential, and other uses) development as important components of the area’s vitality. Emphasis is on the integration of commercial, residential, entertainment, civic, institutional and public spaces. A broad array of compatible uses, including retail, restaurants and cafes, residential, office, cultural, educational and indoor recreation is permitted, with active ground floor uses. The Caloosahatchee River and Barron Park will serve as the key focal points of the Downtown, essentially becoming the downtown’s front porch. Building intensities will support small town urban design as well as provide livability goals such as walkability and community gathering places and will build upon the natural features and historic assets of LaBelle to promote richness and diversity.

The proposed development will have food service and elements of a restaurant, in line with the intent of the Downtown District. Through enhancements to the site design, buffers and architecture, the proposal may be able to demonstrate compatibility with the intent for walkability, public spaces, and small town urban design. The policy notes the site is not within the key focal point of the Downtown, providing greater flexibility in terms of the intent for the site versus properties on South Bridge Street, for example. The Downtown Review Committee reviewed the submittal document on July 10, 2025 and felt that unless substantial changes were made to the site and architectural theme the committee could not support the request.

Policy 1.3.4 Commercial Land Use Category

The applicant states that the proposed project is consistent with Policy 1.3.4 in that the subject property is located along State Road 80, a corridor specifically identified for the Commercial Land Use Category. The proposed use - a convenience store with fuel pumps and ancillary food and beverage services—is a commercial use that is auto-oriented in scale and typology, consistent with development patterns anticipated along State Road 80.

The proposed development complies with the maximum Floor Area Ratio (FAR) of 1.0, with approximately 7,000 square feet of building area on a 1.58-acre site, and does not include any residential component. As such, the project is consistent with the policy provisions limiting residential development within the Commercial category and prohibiting new single-family residential uses.

The applicant further states that the project incorporates access management principles consistent with the policy, including shared and consolidated ingress and egress points from local streets rather than direct access from State Road 80. Pedestrian accommodations, landscaping, and site design elements are proposed in accordance with applicable Land Development Code standards to respect pedestrian and alternative transportation modes while accommodating an auto-oriented commercial use.

Overall, the applicant asserts that the proposed Commercial future land use designation and associated development are consistent with the intent and requirements of Policy 1.3.4 by supporting auto-oriented commercial activity along State Road 80 within an urban setting while adhering to established intensity, use, and access management standards.

As noted throughout this report, Staff appreciates the site's location on the SR 80 frontage in proximity to similar auto-oriented commercial uses. However, the site is also proximate to the City's Downtown and was incorporated into the DBD FLU as part of a policy decision by a different Commission approximately 2 decades ago. Thus, consistency with the Commercial FLU is largely a policy decision by the Commission.

Traffic Circulation Element Policy 2.5.2 & 2.5.3

The applicant has submitted a Traffic Impact Study (TIS) for the proposed project, demonstrating that adjacent roadway segments along State Road 80 will continue to operate at an acceptable Level of Service with the proposed project impacts. Specific requirements for driveway access and potential turn-lane improvements will be evaluated in coordination with the Florida Department of Transportation (FDOT) during the permitting phase. At this time, the analysis provided does not indicate the need for significant off-site roadway capacity improvements.

Infrastructure Element Policy 4.1

Currently, utilities are available near the property. Prior to construction, the applicant will be required to demonstrate adequate infrastructure capacity and confirm service availability from the City of LaBelle through the site construction permitting process.

STAFF RECOMMENDATION

Staff has reviewed the proposed Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, together with the associated Planned Unit Development (PUD) rezoning request. Based on the analysis contained in this report,

Staff finds that the requested amendments present planning and compatibility considerations that warrant careful evaluation by the City.

By removing the subject property from the Downtown District that would result in future land use boundary changes that are not consistent with the intent of maintaining a cohesive and unified downtown planning framework. The Downtown District is intended to function as a pedestrian-oriented environment with a consistent development pattern, and the proposed future land use change would introduce a different development character at a prominent gateway location.

Staff also finds that, as currently proposed, the auto-oriented nature of a convenience retail and fuel service use raises compatibility considerations within the downtown context, particularly with respect to pedestrian circulation, walkability, and proximity to uses that generate regular foot traffic.

As outlined above, Staff finds that the proposed Comprehensive Plan Amendment and PUD rezoning may be supported subject to the imposition of substantial and detailed conditions intended to address site design, operational characteristics, and compatibility with the surrounding downtown context. The conditions of approval are intended to limit the scale and intensity of development, enhance buffering and architectural quality, and ensure safe pedestrian and vehicular circulation. With these conditions in place, Staff finds that the proposed development can mitigate potential impacts associated with its location at a downtown gateway and achieve a level of compatibility consistent with the City's Comprehensive Plan and Land Development Code.

Accordingly, Staff provides conditions as outlined below, should the Commission support the policy decision to incorporate the property into the Commercial FLU.

- 1) The PUD zoning approval applies specifically to the subject property as described in Exhibit 'A'.
- 2) Allowable uses shall be limited to those specified in the approved Schedule of Uses (Exhibit 'B') and are limited to a 7,000 SF Convenience Store with 8 fuel pumps (4 fueling positions). Vehicle service, repair or carwashes are expressly prohibited.
- 3) Development shall conform to standards identified in the Development Regulations Table (Exhibit 'C').
- 4) All development must adhere to the design and phasing detailed in the approved Master Concept Plan (MCP), identified as Exhibit 'D', and comply with applicable City Land Development Code regulations.
- 5) Development must connect to the City's potable water and sanitary sewer system. The developer shall be responsible for the extension of utilities to serve the subject property. Proof of adequate service capacity shall be required prior to issuance of site construction permits, including a hydrant system demonstrating adequate and continuous water flow for firefighting purposes.
- 6) Parking shall be provided on-site in accordance with the City's Land Development Code requirements for all commercial uses, including retail store, food store, and fast food restaurant .
- 7) A unified Master Signage Plan consistent with the City's Land Development Code shall be required at the time of site construction permitting to ensure cohesive signage design throughout the commercial area.
- 8) Consistent with LDC Sec. 4-93, the architectural theme for all non-residential buildings shall reflect an Old Florida vernacular style with inclusion of roof overhangs, porches, covered corridors, covered walkways, and pitched roofs
- 9) Development shall be consistent with illustrative architectural renderings showing all building elevations, canopies, lighting and landscaping.
- 10) No outdoor piped/amplified music or speaker system is permitted.

- 11) The State Road 80 Overlay right-of-way buffer must be a minimum of 15-feet wide and contain six (6) large trees per 100 linear feet, a double hedgerow installed at 36 inches and maintained at a minimum of 48 inches, and planted on a 2-foot-tall berm. All other buffers must contain four (4) large trees per 100 linear feet, a double hedgerow installed at 24 inches and maintained at 36 inches and a 4-foot-tall masonry “knee wall” that is architecturally consistent with the principal structure. The double hedgerow shall be installed on the external side of the wall.
- 12) Dumpsters, recycling containers, and service areas must be set back a minimum of 25 feet from the PUD boundaries and appropriately screened with opaque walls or fencing.
- 13) No drive-through lane, window, or queuing area shall be permitted.
- 14) No diesel fueling shall be permitted unless explicitly reviewed and approved via a PUD Amendment requiring public hearings.
- 15) Signage must be posted to prohibit semi-trailers and large trucks from turning north onto Main Street from the site. Signage must be posted to notify trucks that idling or overnight parking is prohibited.
- 16) Prior to issuance of a site construction permit, Yeomans Street right-of-way must be vacated. If at such time, the vacation is not approved, the Applicant must amend the MCP via the public hearing process to address changes in site design.

SUGGESTED MOTION(S):

APPROVAL:

I make a motion to **APPROVE** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to APPROVE the rezoning of the subject property to a Planned Unit Development (PUD) to allow for the proposed commercial development.

APPROVAL WITH CONDITIONS:

I make a motion to **APPROVE** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to APPROVE the rezoning of the subject property to a Planned Unit Development (PUD) to allow for the proposed commercial development, with the Conditions provided by Staff (or as amended).

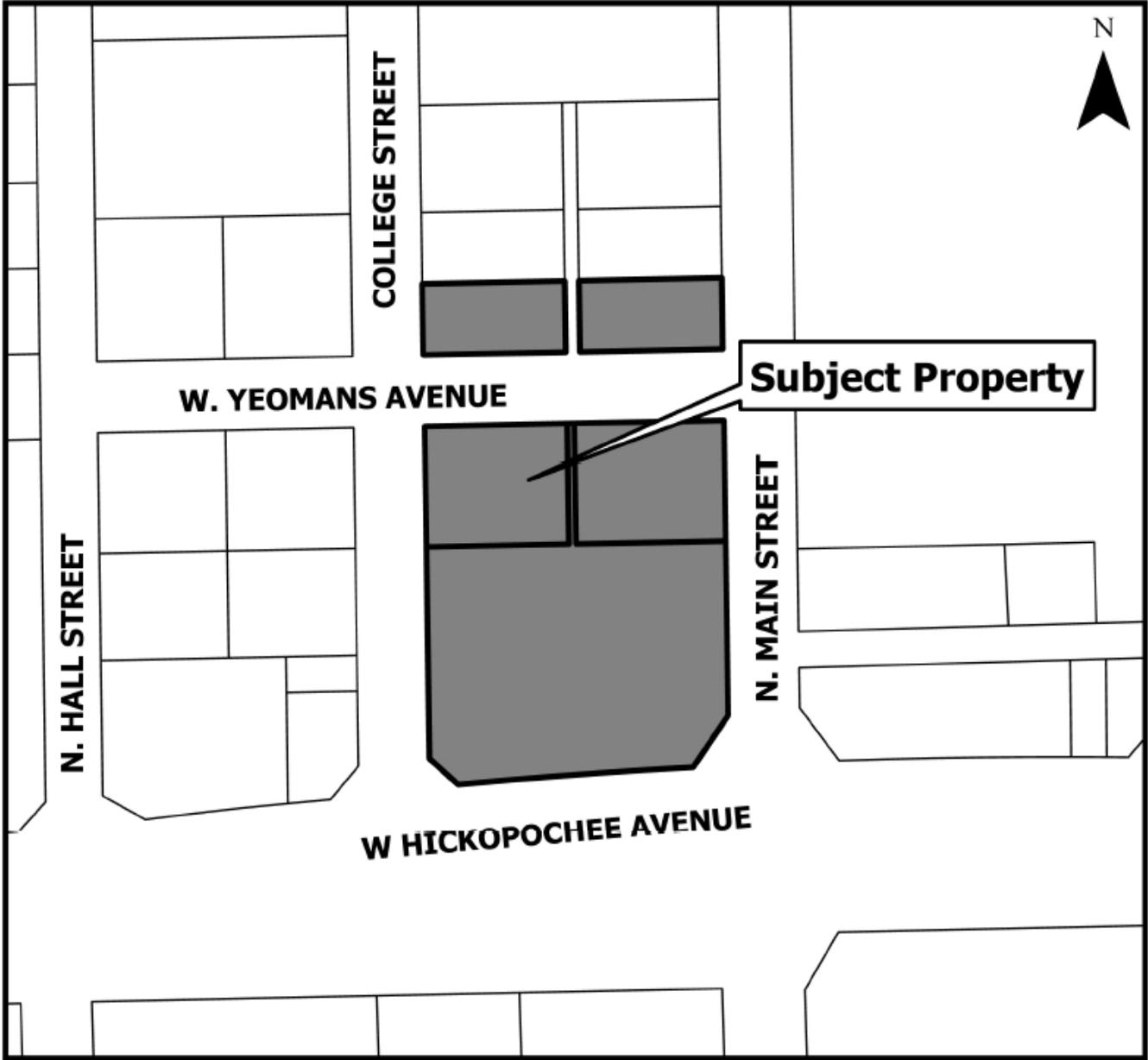
DENIAL:

I make a motion to **DENY** the Comprehensive Plan Amendment to change the Future Land Use designation of the subject property from Downtown District to Commercial, and to DENY the rezoning of the subject property to a Planned Unit Development (PUD) for the proposed commercial development.

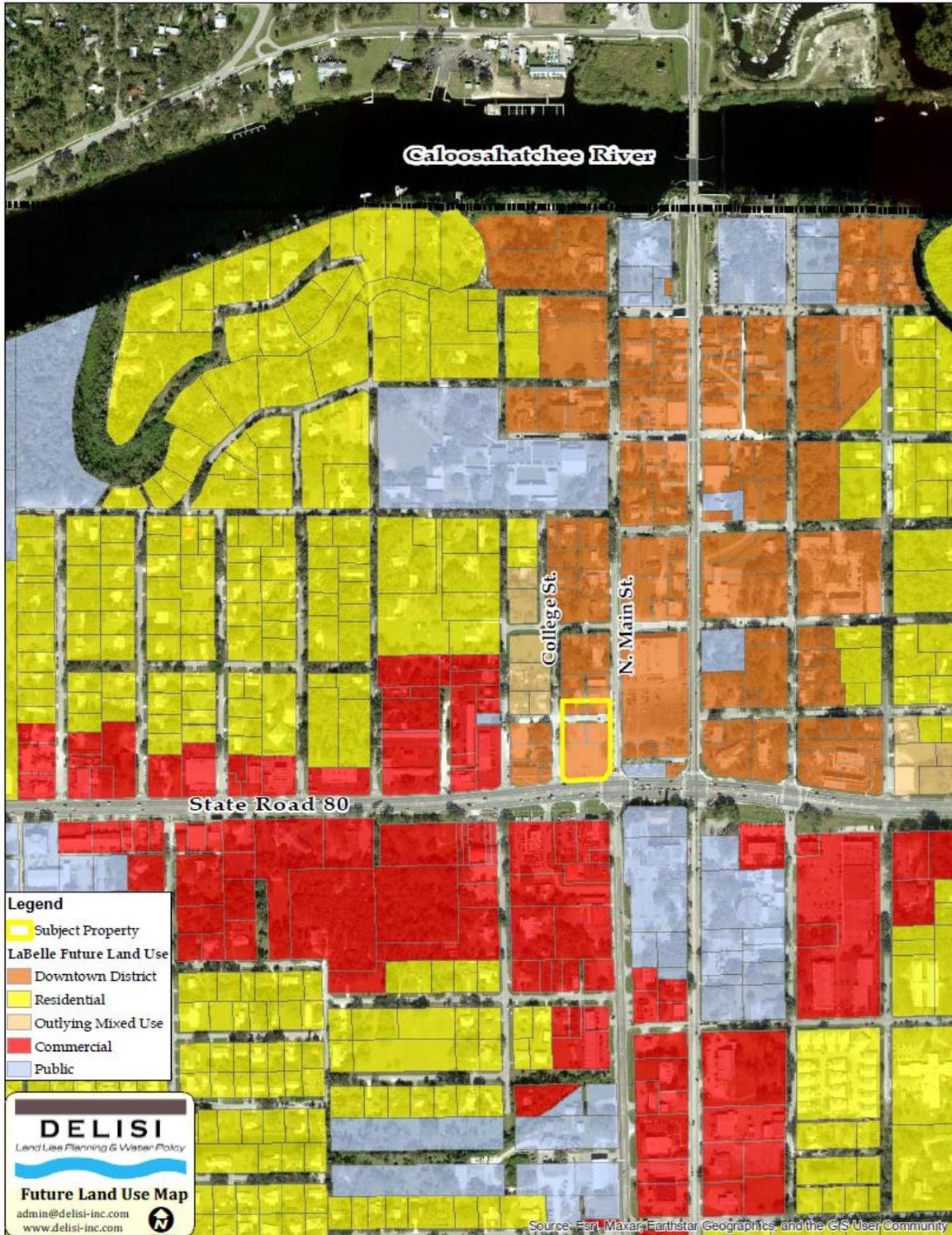
Attachments:

- Trading Post PUD Ordinance
- Applicant’s Master Concept Plan
- Applicant’s Landscape Plan
- Applicant’s Architectural Elevations
- Applicant’s Traffic Impact Study

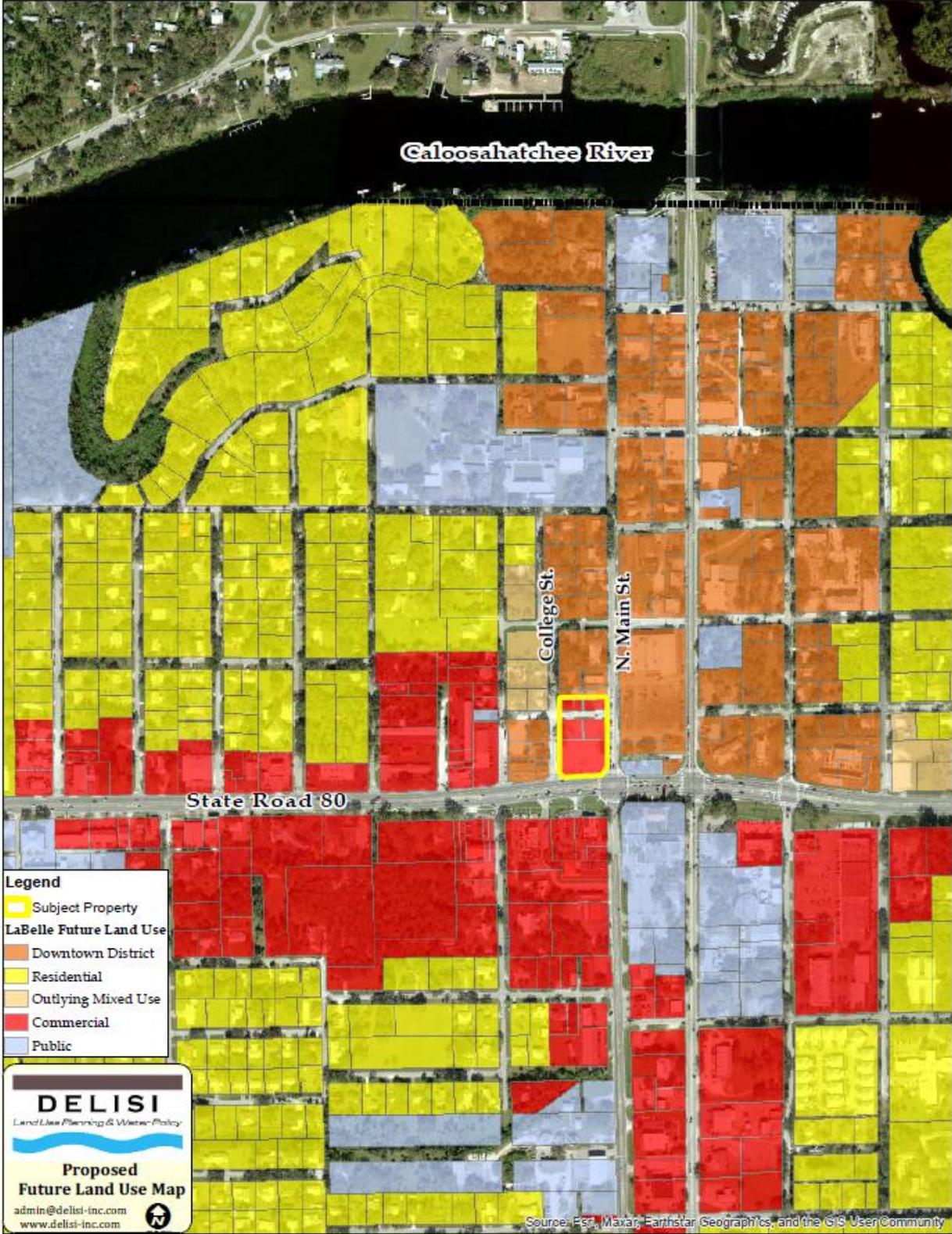
LOCATION MAP



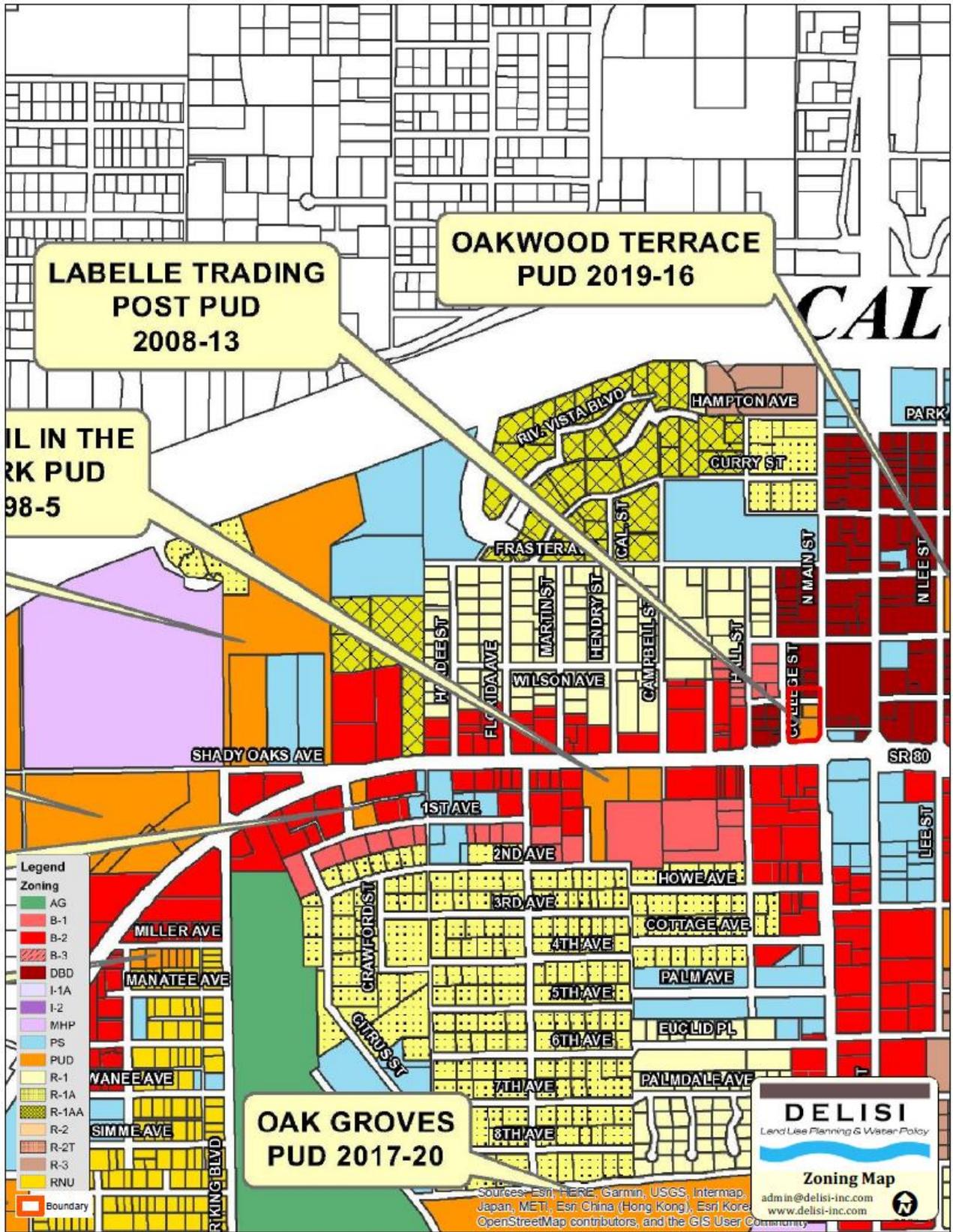
CURRENT FUTURE LAND USE MAP



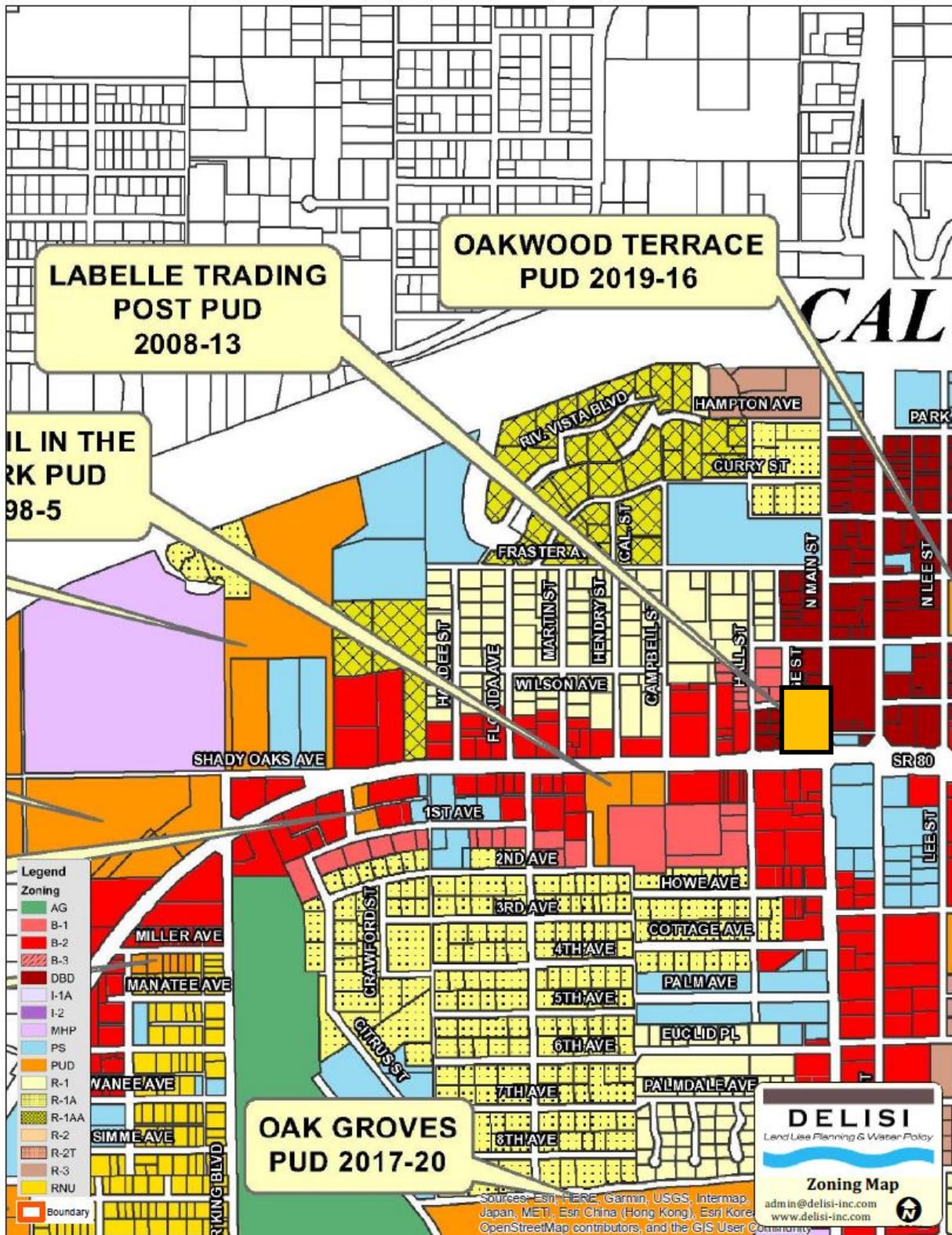
PROPOSED FUTURE LAND USE MAP



CURRENT ZONING MAP



PROPOSED ZONING



**EXHIBIT A
LEGAL DESCRIPTION**

A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF HENDRY, LYING WITHIN SECTION 2, TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-HOUSE SUBDIVISION, RECORDED IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26'02"W, ALONG THE WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET (50' WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26'02"W, ALONG THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50' WIDE RIGHT-OF-WAY); THENCE, N00°25'53"W, CROSSING SAID YEOMENS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT-HOUSE SUBDIVISION; THENCE, CONTINUING N00°25'53"W, ALONG THE WEST LINE OF BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE, N89°16'53"E, ALONG THE NORTH LINE OF BLOCK 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST CORNER OF SAID BLOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET (50' WIDE RIGHT-OF-WAY); THENCE, S00°26'23"E, ALONG THE EAST LINE OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26'23"E, CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26'23"E, ALONG THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22'34"W, ALONG THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE, ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET, A CENTRAL ANGLE OF 2°02'43", AND A LONG CHORD OF S86°12'33"W 165.50 FEET, FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF COLLEGE STREET; THENCE N47°20'17"W, ALONG THE SAID WEST LINE OF COLLEGE STREET, FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL (INCLUDING PARTS CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE ALLEY BETWEEN BLOCK 4, LOTS 27/28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66 ACRES), MORE OR LESS.

BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS BEARING
S00°26'23"E.

**EXHIBIT B
SCHEDULE OF USES**

Accessory Use or Structure

Convenience Stores, with Gas Pumps

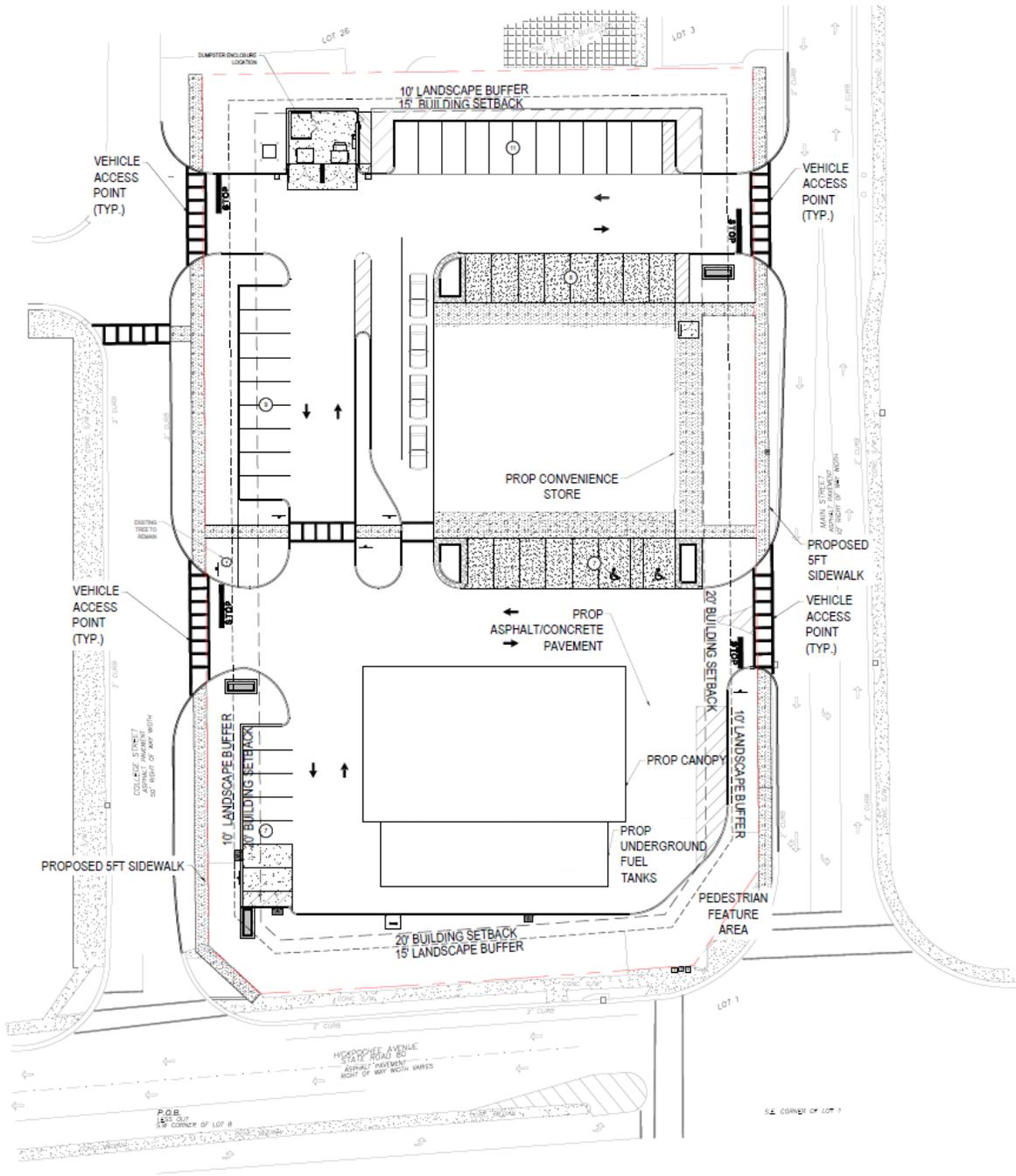
Food and Beverage Sales/Establishments

~~Drive-Thru (limited to a pick-up lane only "fly-through")~~ **(Note: Proposed by Applicant, recommended for removal by Staff)**

**EXHIBIT C
SITE DEVELOPMENT REGULATIONS**

Site Acres	1.58 ac
Min. Lot Area	20,000SF
Min. Lot Width	100 ft
Min. Lot Depth	200 ft
Impervious Area	65% Max.
Max. Height	30 ft
Minimum Setbacks	
Front (SR80)	20 ft
Front (College & Main)	20 ft
Rear (north Property Line)	15 ft
Minimum Open Space	20%

EXHIBIT D MASTER CONCEPT PLAN



1 CITY OF LABELLE
2 ORDINANCE 2026-01
3 WAWA SMALL-SCALE
4 COMPREHENSIVE PLAN MAP AMENDMENT
5

6 AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, PROVIDING FOR A
7 SMALL-SCALE COMPREHENSIVE PLAN AMENDMENT TO THE FUTURE LAND
8 USE MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED NORTH AND SOUTH
9 OF WEST YEOMANS AVENUE, NORTH OF WEST HICKPOCHEE AVENUE, AND
10 WEST OF NORTH MAIN STREET; AMENDING THE COMPREHENSIVE PLAN
11 DESIGNATION FOR THE PROPERTIES FROM “DOWNTOWN DISTRICT”
12 DESIGNATION TO “COMMERCIAL” DESIGNATION; PROVIDING FOR
13 SEVERABILITY; PROVIDING AN EFFECTIVE DATE.
14

15 WHEREAS, the City of LaBelle has considered an amendment to the Future Land Use Map
16 for real properties located on the north side of State Road 80 (Hickpochee Avenue) between
17 College Street and North Main Street, City of LaBelle, Florida, further described in Exhibit “A”,
18 attached hereto; and has considered public comment on the same, and,
19

20 WHEREAS, in the exercise of its authority pursuant to Sections 163.3187 and 1643.3184,
21 Florida Statutes, the City has determined it necessary and desirable to amend the City
22 Comprehensive Plan Future Land Use Map so that the property for comprehensive planning
23 purposes is changed from the “Downtown District ” to the “Commercial” future land use category
24 as shown on Exhibit “B” attached hereto; a
25

26 WHEREAS, amending the City of LaBelle Comprehensive Plan Future Land Use Map is
27 appropriate in consideration of the subject property’s frontage and access along State Road 80
28 (Hickpochee Avenue), its location within the City’s downtown core, and its proximity to
29 surrounding commercial, civic, and institutional uses designated within the Downtown District on
30 the adopted Future Land Use Map; and
31

32 WHEREAS, the proposed amendment is intended to promote, protect, and improve the
33 general health, safety, good order, appearance, convenience, and general welfare of the public, and
34 to help accomplish the goals, objectives, and policies of the City’s Comprehensive Plan.
35

36 NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of LaBelle,
37 Florida:
38

39 Section 1. The forgoing recitals are true and correct and are incorporated herein by this
40 reference.
41

42 Section 2. After being read by title at a public hearing on February 12, 2026 before the Local
43 Planning Agency, and duly advertised public hearing on March 12, 2026 and April 9, 2026,
44 Ordinance 2026-01, is hereby adopted, amending the City Comprehensive Plan Future Land Use
45 Map so that the Comprehensive Plan designation for the property is “Commercial”.

46
47 **Section 3.** The City has determined that the Comprehensive Plan designation of “Commercial”
48 as shown in the proposed City Comprehensive Plan Future Land Use Map attached hereto as
49 Exhibit “B”, is the most appropriate comprehensive plan designation for the affected property and
50 that such comprehensive plan designation will promote, protect, and improve the general health,
51 safety, good order, appearance, convenience, and general welfare of the public and will help
52 accomplish the goals and objectives of the City Comprehensive Plan.

53
54 **Section 4.** The small-scale comprehensive plan amendment shall apply to the real property
55 described in Exhibit “A”.

56
57 **Section 5.** This ordinance shall become effective in accordance with Florida Statutes.

58
59 **Section 6.** If any Court of competent jurisdiction shall determine any portion or provision of
60 this ordinance unconstitutional or invalid, that portion shall be severed, and the remainder of the
61 ordinance shall remain in full force and effect and given its ordinary meaning.

62
63 **Section 7.** The City Commission hereby directs the Deputy Clerk to forward certified copies
64 of this adopted ordinance within seven (7) days of the effective date hereof, to the Clerk of Circuit
65 Court of Hendry County and the County Administrator for Hendry County.

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69 PASSED AND ADOPTED in open session this _____ day _____, 2026.

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THE CITY OF LABELLE, FLORIDA

By: _____
Julie C. Wilkins, Mayor

Attest: _____
Tijauna Warner, Deputy City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

By: _____
Derek Rooney, City Attorney

Vote:	AYE	NAY
Mayor Wilkins	_____	_____
Commissioner Vargas	_____	_____
Commissioner Spratt	_____	_____
Commissioner Holland	_____	_____
Commissioner Ratica	_____	_____

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EXHIBIT A
LEGAL DESCRIPTION

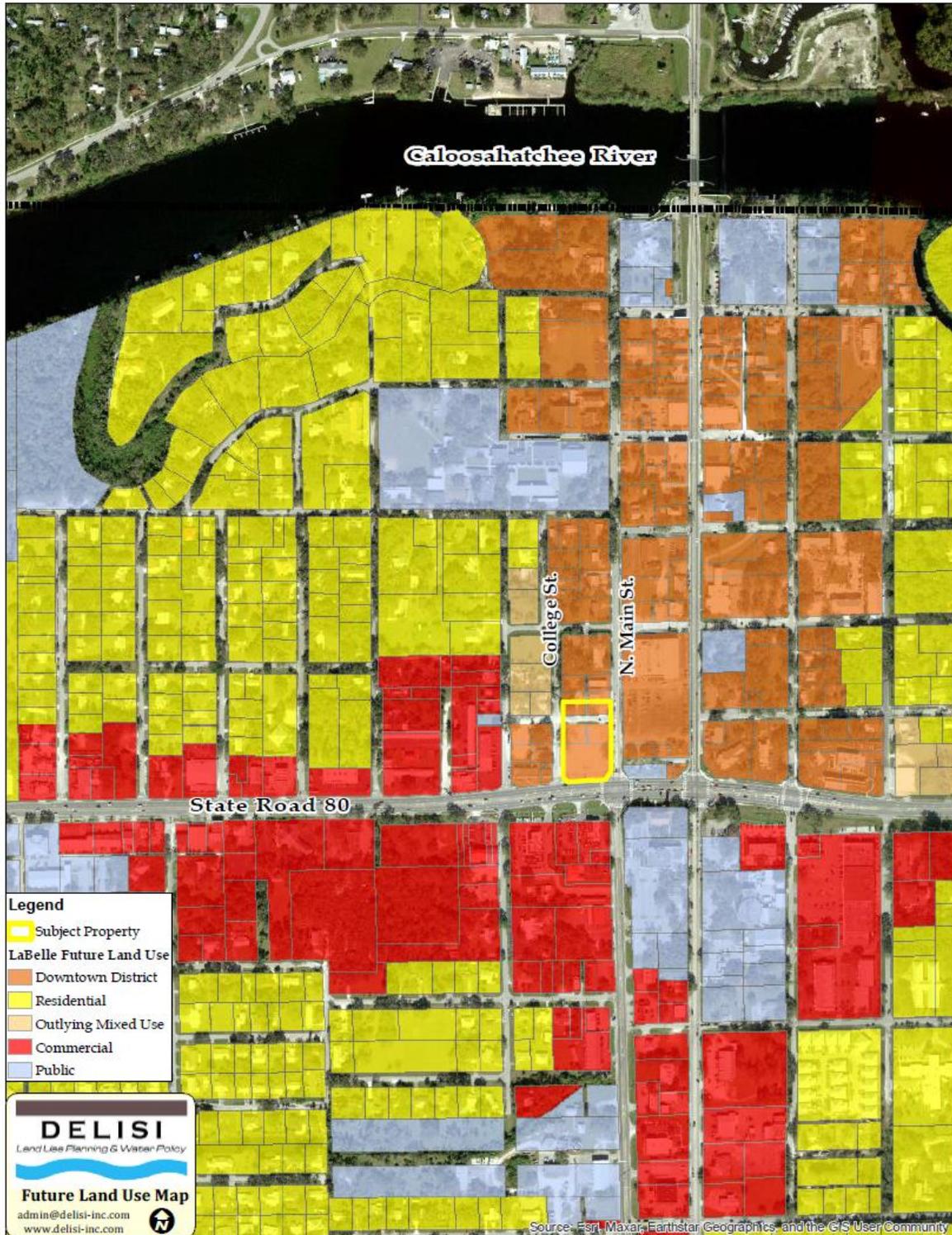
A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF HENDRY, LYING WITHIN SECTION 2, TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-HOUSE SUBDIVISION, RECORDED IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26'02"W, ALONG THE WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET (50' WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26'02"W, ALONG THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50' WIDE RIGHT-OF-WAY); THENCE, N00°25'53"W, CROSSING SAID YEOMENS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT- HOUSE SUBDIVISION; THENCE, CONTINUING N00°25'53"W, ALONG THE WEST LINE OF BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST CORNER OF SAID LOT 27; THENCE, N89°16'53"E, ALONG THE NORTH LINE OF BLOCK 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST CORNER OF SAID BOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET (50' WIDE RIGHT-OF-WAY); THENCE, S00°26'23"E, ALONG THE EAST LINE OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26'23"E, CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26'23"E, ALONG THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22'34"W, ALONG THE WEST RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE, ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET, A CENTRAL ANGLE OF 2°02'43", AND A LONG CHORD OF S86°12'33"W 165.50 FEET, FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF COLLEGE STREET; THENCE N47°20'17"W, ALONG THE SAID WEST LINE OF COLLEGE STREET,

144 FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL (INCLUDING PARTS
145 CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE ALLEY BETWEEN
146 BLOCK 4, LOTS 27/28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66 ACRES), MORE OR LESS.
147
148 BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS
149 BEARING S00°26'23"E.

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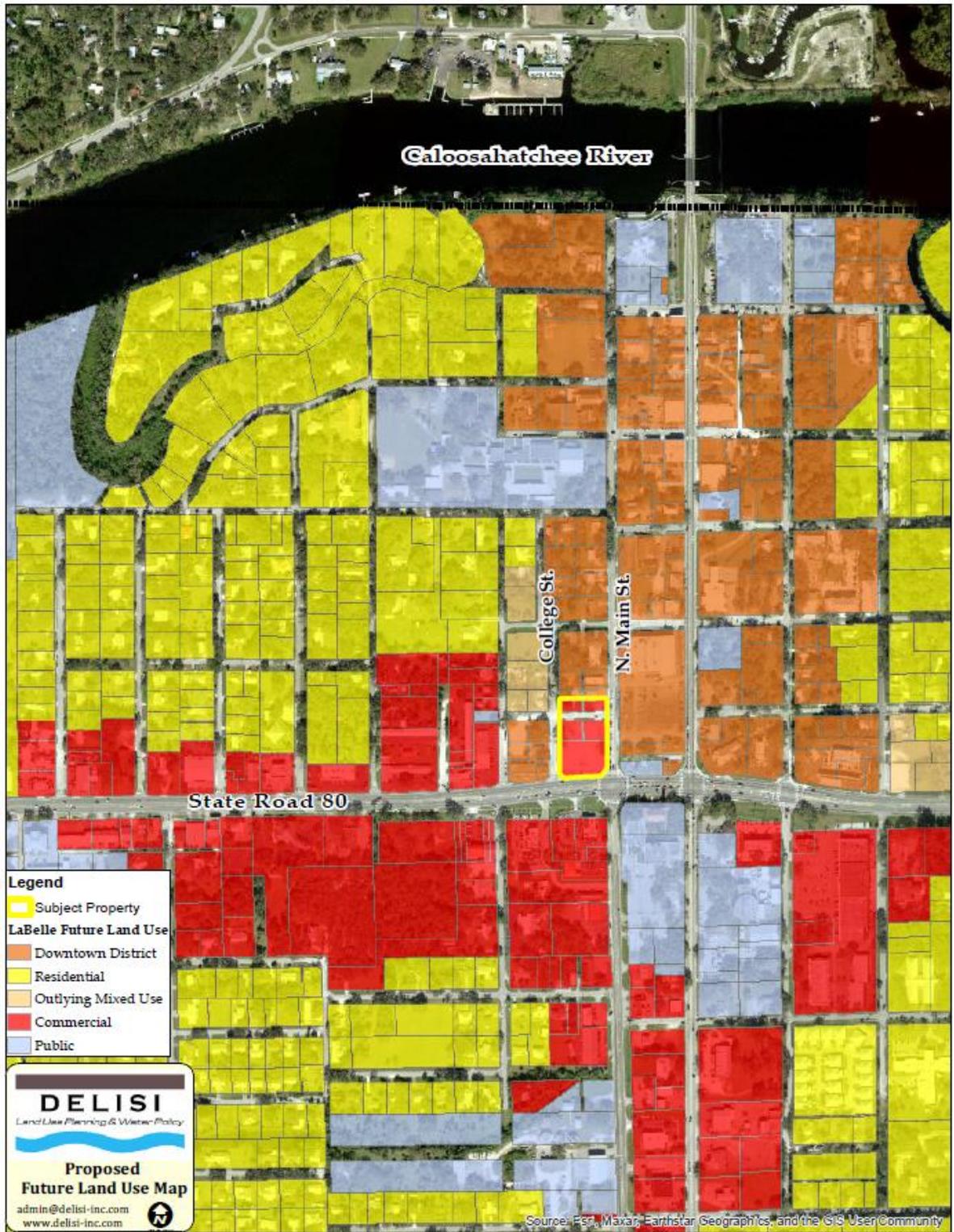
EXHIBIT B CURRENT FUTURE LAND USE MAP



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EXHIBIT C PROPOSED FUTURE LAND USE MAP



155

1 CITY OF LABELLE
2 ORDINANCE 2026-02
3 WAWA PLANNED UNIT DEVELOPMENT
4

5 AN ORDINANCE OF THE CITY OF LABELLE, FLORIDA, AMENDING THE CITY OF
6 LABELLE ZONING MAP FOR A 1.58+/-ACRE TRACT GENERALLY LOCATED
7 NORTH AND SOUTH OF WEST YEOMANS AVENUE, NORTH OF WEST
8 HICKPOCHEE AVENUE, AND WEST OF NORTH MAIN STREET, AMENDING THE
9 ZONING DESIGNATION FROM PLANNED UNIT DEVELOPMENT (PUD) AND
10 DOWNTOWN BUSINESS DISTRICT (DBD) ZONING DISTRICT TO PLANNED UNIT
11 DEVELOPMENT (PUD) ZONING DISTRICT, PROVIDING FOR IDENTIFICATION OF
12 THE SUBJECT PROPERTY; PROVIDING FOR INTENT; PROVIDING FOR
13 SEVERABILITY; PROVIDING AN EFFECTIVE DATE.
14

15 WHEREAS, ComTerra Development, is the “Applicant” of the real properties located on
16 the north side of State Road 80 (Hickpochee Avenue) between College Street and North Main
17 Street, City of LaBelle, Florida, further described in Exhibit “A”, attached hereto;
18

19 WHEREAS, the Owner, filed an application to rezone the subject property to Planned Unit
20 Development to allow for the development of a convenience store with fuel pumps and ancillary
21 food and beverage services with the City’s intent for the Commercial future land use category; and
22

23 WHEREAS, after duly advertised public hearings held on February 12, 2026 before the
24 Local Planning Agency, and duly advertised public hearing on March 12 12, 2026 and April 9,
25 2026 before the City Commission; and,
26

27 WHEREAS, the City Commission for the City of LaBelle has determined that the requested
28 PUD rezoning is in compliance with the future land use designation of “Commercial” and approval
29 of the PUD rezoning application will further the goals and objectives of the City of LaBelle
30 Comprehensive Plan; and,
31

32 WHEREAS, the subject application and plans have been reviewed by City of LaBelle
33 Planning Department in accordance with applicable regulations for compliance with all terms of
34 the administrative approval procedures; and
35

36 NOW, THEREFORE, BE IT ORDAINED by the City Commission of the City of LaBelle,
37 Florida:
38

39 Section 1. The forgoing recitals are true and correct and are incorporated herein by this
40 reference.
41

42 Section 2. The above-mentioned Planned Unit Development (PUD) is hereby
43 APPROVED WITH CONDITIONS, subject to the following conditions:
44

- 45 1) The PUD zoning approval applies specifically to the subject property as described in
 46 Exhibit 'A'.
- 47 2) Allowable uses shall be limited to those specified in the approved Schedule of Uses
 48 (Exhibit 'B') and are limited to a 7,000 SF Convenience Store with 8 fuel pumps (4 fueling
 49 positions). Vehicle service, repair or carwashes are expressly prohibited.
- 50 3) Development shall conform to standards identified in the Development Regulations Table
 51 (Exhibit 'C').
- 52 4) All development must adhere to the design and phasing detailed in the approved Master
 53 Concept Plan (MCP), identified as Exhibit 'D', and comply with applicable City Land
 54 Development Code regulations.
- 55 5) Development must connect to the City's potable water and sanitary sewer system. The
 56 developer shall be responsible for the extension of utilities to serve the subject property.
 57 Proof of adequate service capacity shall be required prior to issuance of site construction
 58 permits, including a hydrant system demonstrating adequate and continuous water flow for
 59 firefighting purposes.
- 60 6) Parking shall be provided on-site in accordance with the City's Land Development Code
 61 requirements for all commercial uses, including retail store, food store, and fast food
 62 restaurant.
- 63 7) A unified Master Signage Plan consistent with the City's Land Development Code shall be
 64 required at the time of site construction permitting to ensure cohesive signage design
 65 throughout the commercial area.
- 66 8) Consistent with LDC Sec. 4-93, the architectural theme for all non-residential buildings
 67 shall reflect an Old Florida vernacular style with inclusion of roof overhangs, porches,
 68 covered corridors, covered walkways, and pitched roofs
- 69 9) Development shall be consistent with illustrative architectural renderings showing all
 70 building elevations, canopies, lighting and landscaping.
- 71 10) No outdoor piped/amplified music or speaker system is permitted.
- 72 11) The State Road 80 Overlay right-of-way buffer must be a minimum of 15-foot wide and
 73 contain six (6) large trees per 100 linear feet, a double hedgerow installed at 36 inches and
 74 maintained at a minimum of 48 inches, and planted on a 2-foot-tall berm. All other buffers
 75 must contain four (4) large trees per 100 linear feet, a double hedgerow installed at 24
 76 inches and maintained at 36 inches and a 4-foot-tall masonry "knee wall" that is
 77 architecturally consistent with the principal structure. The double hedgerow shall be
 78 installed on the external side of the wall.
- 79 12) Dumpsters, recycling containers, and service areas must be set back a minimum of 25 feet
 80 from the PUD boundaries and appropriately screened with opaque walls or fencing.
- 81 13) No drive-through lane, window, or queuing area shall be permitted.
- 82 14) No diesel fueling shall be permitted unless explicitly reviewed and approved via a PUD
 83 Amendment requiring public hearings.
- 84 15) Signage must be posted to prohibit semi-trailers and large trucks from turning north onto
 85 Main Street from the site. Signage must be posted to notify trucks that idling or overnight
 86 parking is prohibited.
- 87 16) Prior to issuance of a site construction permit, Yeomans Street right-of-way must be
 88 vacated. If at such time, the vacation is not approved, the Applicant must amend the
 89 MCP via the public hearing process to address changes in site design.

90
91 **Section 3. Conflict with other Ordinances.** The provisions of this article shall supersede any
92 provisions of existing ordinances in conflict herewith to the extent of said conflict.
93

94 **Section 4. Severability.** In the event that any portion of this ordinance is for any reason held
95 invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a
96 separate, distinct and independent provision, and such holding shall not affect the validity of the
97 remaining portions of this ordinance.
98

99 **Section 5. Effective Date.** This Ordinance shall become effective immediately upon its
100 adoption.
101

102
103 **PASSED AND ADOPTED** in open session this ____ day _____, 2026.
104

105
106 THE CITY OF LABELLE, FLORIDA
107

108
109 By: _____
110 Julie C. Wilkins, Mayor
111

112 Attest: _____
113 Tijauna Warner, Deputy City Clerk
114

115 APPROVED AS TO FORM AND
116 LEGAL SUFFICIENCY:
117

118
119 By: _____
120 Derek Rooney, City Attorney
121

122			
123	Vote:	AYE	NAY
124			
125	Mayor Wilkins	_____	_____
126	Commissioner Vargas	_____	_____
127	Commissioner Ratica	_____	_____
128	Commissioner Akin	_____	_____
129	Commissioner Spratt	_____	_____
130			

**EXHIBIT A
LEGAL DESCRIPTION**

131
132
133
134 A TRACT OR PARCEL OF LAND SITUATED IN THE STATE OF FLORIDA, COUNTY OF
135 HENDRY, LYING WITHIN SECTION 2,
136 TOWNSHIP 29 SOUTH, RANGE 43 EAST, AND FURTHER BOUNDED AND DESCRIBED
137 AS FOLLOWS:

138
139 COMMENCING AT THE SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF THE COURT-
140 HOUSE SUBDIVISION, RECORDED IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC
141 RECORDS OF HENDRY COUNTY, FLORIDA; THENCE, N00°26'02"W, ALONG THE
142 WEST LINE OF SAID LOT 8, FOR 66.39 FEET, TO THE POINT OF BEGINNING OF THE
143 HEREIN DESCRIBED PARCEL, ON THE EAST RIGHT-OF-WAY LINE OF COLLEGE
144 STREET (50' WIDE RIGHT-OF-WAY); THENCE, CONTINUING N00°26'02"W, ALONG
145 THE WEST LINE OF BLOCK 1, LOTS 8 THROUGH 15 OF THE COURT-HOUSE
146 SUBDIVISION AND THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 232.22
147 FEET, TO THE SOUTH RIGHT-OF-WAY LINE OF YEOMENS AVENUE (50' WIDE RIGHT-
148 OF-WAY); THENCE, N00°25'53"W, CROSSING SAID YEOMENS AVENUE, FOR 50.00
149 FEET, TO THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF SAID
150 YEOMENS AVENUE WITH THE EAST RIGHT-OF-WAY LINE OF COLLEGE STREET
151 AND THE SOUTHWEST CORNER OF BLOCK 4, LOT 28 OF SAID COURT- HOUSE
152 SUBDIVISION; THENCE, CONTINUING N00°25'53"W, ALONG THE WEST LINE OF
153 BLOCK 4, LOTS 28 AND 27 OF THE COURT-HOUSE SUBDIVISION AND THE EAST
154 RIGHT-OF-WAY LINE OF COLLEGE STREET, FOR 50.00 FEET, TO THE NORTHWEST
155 CORNER OF SAID LOT 27; THENCE, N89°16'53'E, ALONG THE NORTH LINE OF BLOCK
156 4, LOTS 27 AND 2 OF THE COURT-HOUSE SUBDIVISION AND CROSSING A 10-FOOT
157 WIDE ALLEY BETWEEN SAID LOTS 27 AND 2, FOR 209.87 FEET, TO THE NORTHEAST
158 CORNER OF SAID BOCK 4, LOT 2 AND THE WEST RIGHT-OF-WAY LINE OF MAIN
159 STREET (50' WIDE RIGHT-OF-WAY); THENCE, S00°26'23"E, ALONG THE EAST LINE
160 OF BLOCK 4, LOTS 2 AND 1 OF THE COURT-HOUSE SUBDIVISION AND THE WEST
161 RIGHT-OF-WAY LINE OF MAIN STREET, FOR 50.00 FEET, TO THE SAID NORTH
162 RIGHT-OF-WAY LINE OF YEOMANS AVENUE; THENCE, CONTINUING S00°26'23"E,
163 CROSSING SAID YEOMANS AVENUE, FOR 50.00 FEET, TO THE INTERSECTION OF
164 THE SOUTH RIGHT-OF-WAY OF YEOMANS AVENUE WITH THE WEST RIGHT-OF-
165 WAY LINE OF MAIN STREET AND THE NORTHEASTERLY CORNER OF BLOCK 1, LOT
166 16 OF THE COURT HOUSE SUBDIVISION; THENCE, CONTINUING S00°26'23"E, ALONG
167 THE EAST LINE OF BLOCK 1, LOTS 16 THROUGH 1 AND THE WEST RIGHT-OF-WAY
168 LINE OF MAIN STREET, FOR 206.04 FEET; THENCE, S34°22'34"W, ALONG THE WEST
169 RIGHT-OF-WAY LINE OF MAIN STREET, FOR 43.79 FEET, TO THE NORTH RIGHT-OF-
170 WAY LINE OF HICKPOCHEE AVENUE (VARIABLE WIDTH RIGHT-OF-WAY); THENCE,
171 ALONG A NON-TANGENT CURVE TO THE RIGHT WITH A RADIUS OF 4,636.66 FEET,
172 A CENTRAL ANGLE OF 2°02'43", AND A LONG CHORD OF S86°12'33"W 165.50 FEET,
173 FOR AN ARC LENGTH OF 165.51 FEET, TO THE SAID EAST RIGHT-OF-WAY LINE OF
174 COLLEGE STREET; THENCE N47°20'17"W, ALONG THE SAID WEST LINE OF
175 COLLEGE STREET, FOR 26.96 FEET, TO THE POINT OF BEGINNING. PARCEL

176 (INCLUDING PARTS CURRENTLY ENCUMBERED BY YEOMENS AVENUE AND THE
177 ALLEY BETWEEN BLOCK 4, LOTS 27/28 AND 1/2) CONTAINS 72,113 SQ. FT. (1.66
178 ACRES), MORE OR LESS.
179
180 BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS
181 BEARING S00°26'23"E.

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EXHIBIT B
SCHEDULE OF USES

- Accessory Use or Structure
- Convenience Stores, with Gas Pumps
- Food and Beverage Sales/Establishments

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EXHIBIT C
SITE DEVELOPMENT REGULATIONS

Site Acres	1.58 ac
Min. Lot Area	20,000SF
Min. Lot Width	100 ft
Min. Lot Depth	200 ft
Impervious Area	65& Max.
Max. Height	30 ft
Minimum Setbacks	
Front (SR80)	20 ft
Front (College & Main)	20 ft
Rear (north Property Line)	15 ft
Minimum Open Space	20%



1. Submittal review conference date _____ Section 4, Item B.

2. Legal Department: Date _____ Atty _____

3. Planning: date _____ Plnr _____

COMPREHENSIVE PLAN AMENDMENT PETITION

Date Received:		File No. CPA-200_ - _____
Petitioner: ComTerra Development		
Address:		
Telephone: (239) 498-5363	Fax:	Email: miggins@comterragroup.com
Agent for Petitioner: Daniel DeLisi, AICP, DeLisi, Inc.		
Address: 520 27th Street, West Palm Beach, FL 33407		
Telephone: 239-913-7159	Fax:	Email: dan@delisi-inc.com
Address/Location of Subject Property: 10 West Hicpochee Ave., LaBelle, FL		
STRAP Number of Subject Property: 2 29 43 02 150 0001-001.0, 2 29 43 02 150 0001-001.1, 2 29 43 02 150 0001-003.1, 2 29 43 02 150 0004-008.0,		
Legal Description: See attached. 2 29 43 02 150 0004-001.0		
Total Property Acreage: 1.58	Total Acreage of Amendment Request: 1.58	Current Use of Property: Vacant
Existing Future Land Use Designation: Downtown District		
Requested Future Land Use Designation: Commercial		
Existing Zoning Designation: PUD & DBD		

The applicant is of the opinion that the proposed land use designation would be appropriate for the above referenced property and finds that the request is consistent with the following Comprehensive Plan policies (identify the Comprehensive Plan policies and include an explanation as to how the request is consistent with these policies):

Policies: **See attached Request Statement.**

Signature of Owner:	Signature of Petitioner: 
Printed Name	Printed Name Daniel DeLisi, AICP
Date:	Date: 3/27/2025
Signature of Equitable Owner (if applicable)(attach add'l. sheet if necessary):	
Printed Name	Date:

NOTE: IF THE PETITIONER WISHES TO BE REPRESENTED BY AN AGENT, THE POWER OF ATTORNEY ON THE FOLLOWING PAGE MUST BE PROPERLY EXECUTED. IF DRAWINGS PREPARED BY AN ARCHITECTURAL, ENGINEERING OR OTHER FIRM ARE SUBMITTED, THE FIRM MUST EXECUTE THE ATTACHED PERMISSION TO REPRODUCE.

**CONFIRMATION OF OWNERSHIP BY OWNER; AND
AUTHORIZATION FOR AGENT OR PETITIONER (WHEN A DIFFERENT ENTITY)**

The undersigned do hereby swear or affirm that they are the fee simple title holders and owners of the record of property commonly known as _____ and legally described in Exhibit A attached hereto.

The property described herein is the subject of a Comprehensive Plan Amendment. We hereby designate _____ as the legal representative of the property in the course of seeking approval of this application. This representative will remain the only entity to authorize development activity until such time as anew or amended authorization is delivered to the City.

Owner Signature

Printed Name

Name of owner entity if a corporation, L.L.C., partnership, trust

Representative capacity of person signing: President or Vice President of Corporation, Managing Member of L.L.C., General Partner, Trustee

Address of Owner

STATE OF FLORIDA)

COUNTY OF _____)

Sworn to (or affirmed) and subscribed before me this _____ day of _____, 200__, by _____

(_____) capacity if applicable who is personally known to me or produced _____ as identification.

Notary Public
Notary Public – State of Florida

My commission expires _____

Name typed, stamped or printed

INSTRUCTIONS FOR FILING A COMPREHENSIVE PLAN AMENDMENT PETITION

PROCEDURE:

1. Comprehensive Plan Amendment petitions may be obtained at the City Clerk's office and may be initiated by the owner of the property involved or his legally designated representative. A petition must be completed and submitted to the City Clerk, together with the required fee and supportive materials, at least 30 days prior to the next scheduled City Commission meeting.

Petitioners are required to arrange a submittal-review conference with the City Clerk to take place at the time of submittal. Petitioners may arrange an appointment by calling (863) 675-2872. Petitions received later than 30 days in advance of a meeting or petitions which are determined to be incomplete will be placed on the agenda of the next meeting. Therefore, early submittal and the submittal-review conference with the City Clerk will help ensure consideration of your petition by the City Commission

City Commission meetings are held regularly on the second Thursday of each month, beginning at 6:00 p.m. Local Planning Agency (LPA) are typically also held on the second Thursday of each month, but are scheduled as needed.

2. After reviewing the petition for completeness, the City Clerk will discuss it with other City staff relative to their specific areas of responsibility as they relate to the request.
3. Once the application is deemed complete by the City Clerk it will be forwarded to the City Attorney to determine its legal sufficiency.
4. After, the City Attorney has signed off as to legal sufficiency the application shall be forwarded to the City Planner for review.
5. The City Attorney shall review the application prior to the date of hearing by the City Commission to ensure all statutory requirements have been met.
6. The petitioner or his authorized representative shall appear at the Local Planning Agency and the City Commission meetings. The City Commission will consider the recommendation of the staff, the comments by the petitioner and the public, and the recommendations of the LPA. The City may vote to approve, approve with conditions, deny or continue the hearing of a petition.
7. Action on a Comprehensive Plan Amendment petition is taken by ordinance.

COMPREHENSIVE PLAN AMENDMENT REQUIRED SUPPORTIVE MATERIALS:

1. A check for the applicable application fee amount, made payable to the City of LaBelle (see fee schedule).
2. Ten (10) **SETS** (*one petition, one location map, and one each of other supportive materials should be put together to comprise a set*) of the following:
 - A. Completed petition form (*Original and 9 copies*);
 - B. Proof of ownership (deed, property tax receipt, etc.).
 - C. A location map, provided at a scale that clearly denotes the property to be amended and its relationship to nearby major roadways.
 - D. A Plan Amendment map that includes the following:
 1. Scale
 2. North arrow
 3. Name of owner and agent (if applicable).
 4. Location of existing parcels of land within 500 feet of the subject property (information available at City Hall). This included property that is across road right-of-ways.
 5. The Future Land Use designation, zoning designation and current use of the subject property as well as that of the surrounding properties within 500 feet.

*This map must be at a suitable scale, no smaller in size than 8-1/2" x 11" and no larger in size than 24" x 36". Plans larger than 8-1/2" x 11" **MUST BE FOLDED**. The agent preparing the plans **MUST SIGN** permission to reproduce on Page 3 of the application and have his or her signature notarized.*

6. If the Future Land Use Amendment proposes a designation that allows residential development, a letter from the Hendry County Public School Administration stating the school capacity impacts of the proposed amendment.
7. A Traffic Analysis (Traffic Impact Statement). This applies to properties 20 acres or larger.
8. A letter from the water, and sewer provider (if provider is not the City of LaBelle), stating the availability of providing water and sewer to the project site.
9. Letters from the Fire Department, the Sheriff's Department and from Emergency Services indicating that adequate services to the site can be provided.

PLEASE NOTE: If the petition is continued for any reason, additional folded plans may be required OR, if any changes are made, an additional 10 folded plans will absolutely be required. The City of LaBelle reserves the right to refuse to accept a petition if incomplete on the filing deadline date. The complete petition may be submitted for the following month's Commission meeting.

PROPOSED POLICY GUIDELINES FOR PRESENTATIONS OF PETITIONS TO THE LABELLE CITY COMMISSION

- A. Petitioner's presentation shall occur first and petitioner shall have up to 20 minutes (uninterrupted) to present their petition.
(Followed by questions from Commission of the petitioner.)
If additional time is requested, the Commission will vote on the request for additional time prior to the petitioner's presentation.
- B. Staff will have up to 20 minutes to analyze the petition.
(Followed by questions from Commission of staff.)
- C. Public comment – each speaker will have up to 5 minutes to present their comments on the petition.
(Followed by questions from Commission.)
- D. Petitioner will have up to 5 minutes to present any final summation.
(Followed by questions from Commission for petitioner.)
- E. The Public Hearing will be closed.
- F. Commission discussion/motion/vote.

PLEASE NOTE:

- Commission Members may initiate discussion, or ask questions of any participant, upon conclusion of participant's presentation.
- Questions of an informational nature from the petitioners or public speakers may be asked through the Chair; however, direct questions between witnesses will not be allowed.

TO REQUEST ADDITIONAL TIME TO PRESENT A PETITION

If you believe your petition may require more than 20 minutes to present, please submit your request in writing to the City Clerk estimating the amount of time you anticipate you will need accompanied by a brief explanation of your reason(s) why.

SPECIAL NEEDS FOR EXHIBITS

If you will need special equipment or additional time to set up any exhibits prior to your presentation, please include that information with the submission of your petition.

PLEASE NOTE:

- One copy of each handout distributed or any graphic exhibit(s) used during your presentation must be submitted to the City Clerk for the public record. (In the case of building models or large displays, a color photograph of the model or display is acceptable.)

**WAWA LABELLE
COMPREHENSIVE PLAN AMENDMENT
REQUEST STATEMENT AND COMPREHENSIVE PLAN COMPLIANCE**

The Wawa LaBelle PUD is located along the north side of State Road 80 between College Street and North Main Street (see attached aerial map). The subject property is currently zoned as PUD and Downtown Business District and is surrounded by commercial uses. The subject property has historically been used for commercial retail uses but was recently torn down and the site remains currently vacant.

The proposed comprehensive plan amendment is being filed concurrently with a zoning application to change the current PUD (The LaBelle Trading Post PUD) and DBD zoning to allow for a Convenience Store with fuel pumps. The proposed future land use category will allow for the proposed development, consistent with the uses surrounding the property on the south, west and east and will allow for the redevelopment of the current vacant site to something that adds value to the area, rather than detracts from the City's core. The proposed use of the subject property will be compatible with surrounding properties and add significant additional tax base and convenience food options to downtown LaBelle.

The PUD request is specifically for a convenience store and ancillary food and beverage services. The total intensity request in the Planned Development is for 7,000 square feet of commercial area over approximately 1.5 acres.

Surrounding Uses and Compatibility

The subject property is in an area where commercial uses are both necessary and the most appropriate use. The property is surrounded on three sides by commercial development and is located along State Road 80, a major transportation thoroughfare. The attached Aerial and Land Use Map demonstrates that given the surrounding public infrastructure and uses, the property is most suited for auto-centric uses and convenience for the residents and businesses in the core of LaBelle.

Commercial uses and zoning surround the property to the south, east and west. To the north of the subject property is land in the Residential Medium Density future land use category and zoned for agriculture in unincorporated Hendry County. The properties to the north of the subject site are a mix of smaller scale office uses and residential homes.

The subject property is located along State Road 80, a major roadway corridor extending from Fort Myers to West Palm Beach and is only two blocks from the

intersection of Bridge Street (SR 29), another major north-south roadway. Given the surrounding major transportation system, the Commercial future land use category is much more appropriate for the subject property.

Justification for the Amendment

As stated above, the subject property is located along a major east-west roadway corridor that is designed to move large volumes of vehicles. While in many respects, this is the “heart of LaBelle” it is not designed as a pedestrian oriented area within the City, nor is State Road 80 a corridor that is realistically intended to become pedestrian oriented. Few uses along State Road 80 front the street and every use is principally designed to accommodate vehicular traffic, with pedestrian movement as a secondary afterthought. Typical design elements that would create a pedestrian environment, such as on-street parking and building abutting the sidewalk, are not present. For the City to create a pedestrian oriented environment, it is more realistic to focus on the side streets running perpendicular to State Road 80. These areas, if designed correctly, could provide the greatest opportunity for safe pedestrian movement.

The proposed amendment seeks to balance the City’s desire for a pedestrian oriented downtown with the reality of State Road 80. The building fronts directly on Main Street with parking located to the west, north and south. Unlike typical Wawa stores, there is not going to be circulation and parking entirely around the building. On the east side of the building will be a 5-foot-wide sidewalk between the building and Main Street to accommodate safe, convenient pedestrian movement that will not need to cross vehicular lanes to access the convenience store. In this way, the convenience store will accommodate pedestrian traffic in a safer, more comfortable manner than almost every other use along State Road 80, and consistent with the commercial uses along Bridge Street.

The proposed use is primarily a café/convenience store and secondarily a gas station. Wawa only recently (within the last 25 years) started including fuel pumps with their convenience stores. The use is primarily known for its subs and other food offerings. Wawa is the only convenience store that is universally designed to accommodate EV fast chargers to install when viable. The EV charging stations fit Wawa’s use, which is primarily a café, which allows EV owners to park and order food while charging. The café/quick serve restaurant use will be a benefit to the central part of LaBelle. It will provide convenience needs to the nearby residents in a central location, accommodate pedestrian movement and cater to the traveling public.

Comprehensive Plan Compliance

The proposed comprehensive plan amendment is consistent with the City of LaBelle Comprehensive Plan's Goals, Objectives and Policies. A description of how the plan amendment complies with the Comprehensive Plan is detailed below.

Policy 1.1.1

The City will establish compatibility as one of the criteria in the review of development proposals.

As described above, given the location of the subject property, compatibility is not a concern for surrounding properties.

Policy 1.1.4

The City will assure that services and facilities are provided at the adopted level of service concurrent with existing and future demand.

The attached Transportation Impact Statement demonstrates that adequate road capacity exists to meet the needs of the proposed development. In addition, water and sewer capacity is available to the subject property. Because this is commercial use, schools, parks and similar services for residential development are not required. For this reason, commercial development generally has a very positive impact on fiscal resources of the City.

Policy 1.1.6

The City will require the availability of water and sewer and other facilities and services for which there are level of service standards.

The City has water and sewer available to the subject property and capacity exists to serve the intended uses.

Objective 1.3 Land Use Categories

Continue to promote LaBelle as a desirable place to live, work and play, by establishing land use categories that promote economic development while retaining the character and quality of life of the community.

The proposed Commercial future land use category will allow for the redevelopment of a former commercial building that now remains a vacant lot in the core of the City. The redevelopment will add a convenience store and popular quick-serve restaurant to the core of the City replacing a vacant lot, with detracts from the character of LaBelle. The commercial development will have a positive tax benefit for the city and provide services that enhance the quality of life for residents. The expansion of the tax base will give the city increased revenue to grow and invest in improvements that promote LaBelle and a desirable place to live, work and play.

Policy 1.3.4 Commercial Land Use Category

The Commercial Land Use Category applies predominantly to lands located along the street frontages of State Roads 80 and 29 South. This land use category accommodates commercial, retail and office uses that are more auto oriented due to scale and typology, while respecting the pedestrian and alternative transportation modes through land development code design standards.

The Commercial Land Use Category will have a maximum Floor Area Ratio (FAR) of 1.0, to encourage a greater use of the site within an urban setting.

Development will provide access management plans that utilize frontage roads, alleyways, shared ingress and egress and parking.

The proposed amendment is to the Commercial future land use category. In accordance with this category, the property is located with direct frontage on State Road 80. The land use category also “accommodates commercial, retail and office uses that are more auto oriented due to scale and typology”. Given the subject property’s location, the surrounding uses and the frontage on State Road 80 the Commercial future land use category is the most appropriate for the subject property.

The proposed Planned Unit Development limits the property to 7,000 square feet of commercial floor area, well within the FAR of 1.0.

The PUD site plan demonstrates that the development will not have any access directly to State Road 80, but will utilize both North Main Street and College Street for access, consistent with this policy.

Objective 1.6 Compatibility and Neighborhood Protection

The City of LaBelle’s future land use map is comprised of a range of densities, all of which can be accommodated in the appropriate areas when the following policies and standards are met. All new development and redevelopment must be compatible with existing and planned surrounding development in order to protect the City’s established residential neighborhoods and ensure a high quality of life for its residents. For the purposes of this objective, compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

As described above, the subject property is surrounded by commercial uses on the south, east and west and north. Along the southern frontage is State Road 80, a major

roadway thoroughfare that is not conducive for pedestrian oriented uses. Immediately to the north is an office use, creating a step down in intensity to the residential neighborhood to the north of the office uses. Because of the uses immediately surrounding the subject property and the former use of the property as retail, compatibility is not a concern. There are no adjacent neighborhoods that will be negatively impacted by the proposed development, rather, redevelopment of the now vacant lot will improve the character of the City.

Policy 2.5.3
The City shall, as part of its Land Development Code, encourage interconnectivity of adjacent development in order to minimize access points to major roadways, particularly SR 80 and SR 29.

The subject property is interconnected to the commercial and residential uses to the north, east and west via College Street and Main Street. There are no direct access points to State Road 80.

Objective 4.3 Potable Water Supply
Provide potable water supplies for the residents of LaBelle.

The proposed development will connect to utility lines along the State Road 80 corridor.

Policy 4.3.4
The City will provide adequate water supply facilities for the future population and associated growth of LaBelle.

The proposed development connect to the existing water line along State Road 80.

Policy 4.5.4
The City will require redevelopment and new developments to have adequate stormwater drainage systems.

The attached drainage plan shows how the property wil handle stormwater and connect to existing drains.

Policy 10.4.1
The City will partner with local and regional agencies to promote the City regionally, nationally and internationally as a tourist destination.

In order to thrive as a tourist destination, adequate commercial uses must be in place to serve the needs of both the existing population and visitors. The convenience store and other retail uses will be of benefit to tourists visiting the area. Further, the

redevelopment of a now vacant lot will be a benefit to the overall character of the City of LaBelle.

Policy 10.5.1
The City will support new commercial development that contributes positively to the economic vitality of the community and provides opportunity for new business development.

The proposed Commercial area will add to the economic vitality of the community and provide for new business opportunities in an area where commercial development is the most appropriate use. State Road 80 at this location, where the property is surrounded by commercial uses is an appropriate area to implement Policy 10.5.1.

Policy 10.5.2
The City will provide land appropriately designated to sustain a robust commercial base.

The proposed Commercial area implements Policy 10.5.2 by designating a location for enhancement of the City’s commercial base at a location where commercial is the most appropriate use.

Conclusion

The proposed approximately 1.5-acre development is located along a major roadway corridor in Hendry County and presents an opportunity for the redevelopment of a former commercial site that now sits vacant. As the application demonstrates, the proposed development will not have an undue burden on public infrastructure and will not create incompatibilities with surrounding uses. The analysis also demonstrates that the proposed amendment is consistent with the City of LaBelle Comprehensive Plan. For these reasons, the proposed amendment should be adopted.



- 1. Submittal review Date _____ Section 4, Item B.
- 2. Legal Department: Date _____ Atty _____
- 3. Planner Review Date _____ Plnr _____
- 4. Legal Department: Date _____ Atty _____

Date Received _____

File Number: PUD-200 - _____

Date Adopted:

Petitioner: ComTerra Development, C/o Mike Liggins

Address: _____

Telephone #: _____ Fax #: _____ E-mail: miggins@comterragroup.com

Agent for Petitioner: Daniel DeLisi, AICP, DeLisi, Inc.

Address: 520 27th Street, West Palm Beach, FL 33407

Telephone #: 239-913-7159 Fax #: _____ E-mail: dan@delisi-inc.com

Owner of Property: NOAH Plaza, LLC

Address: 149 W. Hickpochee Ave., LaBelle, FL 33935

Telephone #: _____ Fax #: _____ E-mail: _____

Address/Location of Subject Property 10 W. Hickpochee Ave., LaBelle, FL 33935

Folio Number of Subject Property 2 29 43 02 150 0001-001.0, 2 29 43 02 150 0001-001.1,
2 29 43 02 150 0001-003.1, 2 29 43 02 150 0004-008.0,
2 29 43 02 150 0004-001.0

Legal Description of Property Involved See attached survey.

Lot Size 1.58 Acres Existing Use of Property Vacant

Existing Structures on Property (Include Height and Square Feet) N/A

Existing Zoning PUD & DBD Requested Zoning PUD

Existing Comprehensive Plan Designation Proposed Commercial (Current Downtown)

Reason for request (proposed use) To allow for the redevelopment of the property
for a convenience store with fuel pumps. Please see attached planning justification.

AFFIDAVIT

I, _____ certify that I am the owner or authorized representative of the property described herein, and that all answers to the questions in this application and any sketches, data or other supplementary matter attached to and made a part of this application, are honest and true to the best of my knowledge and belief.

KNOW ALL MEN THAT I, _____, do hereby constitute and appoint _____ my true and lawful attorney, to execute the foregoing instrument in my name, place and stead this _____ day of _____, _____.

Date: _____
Signature of owner or authorized agent

Print or type name of person signing above

Name of owner/agent entity if a corporation, L.L.C., partnership, or trust

Representative capacity of person signing Affidavit:
President of Vice President of Corporation
Managing Member of L.L.C.
General Partner
Trustee

STATE OF FLORIDA)
)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, _____, by _____ who is personally known to me or who has produced _____ as identification and who did not take an oath.

Notary Public

Print or type name
My Commission Expires: _____

KNOW ALL MEN THAT I, _____, _____(Title), of the firm of _____, do hereby grant the City of LaBelle permission to reproduce all or a portion of all plans, drawings, etc., submitted in connection with the foregoing petition.

Signature
Title: _____
Date: _____

STATE OF FLORIDA)
)
COUNTY OF _____)

The foregoing instrument was acknowledged before me this _____ day of _____, _____, by _____ who is personally known to me or who has produced _____ as identification and who did not take an oath.

Notary Public

Print or type name
My Commission Expires: _____

**CONFIRMATION OF OWNERSHIP BY OWNER; AND
AUTHORIZATION FOR AGENT OR PETITIONER (WHEN A DIFFERENT ENTITY)**

The undersigned to hereby swear or affirm that they are the fee simple title holders and owners of the record of property commonly known as _____
And legally described in Exhibit A attached hereto.

The property described herein is the subject of a Rezone application. We hereby designate _____ as the legal representative of the property in the course of seeking approval of this application. This representative will remain the only entity to authorize development activity until such time as anew or amended authorization is delivered to the City.

Owner Signature

Printed Name

Name of owner entity if a corporation, L.L.C., partnership, trust

Representative capacity of person signing: President or Vice President of Corporation, Managing Member of L.L.C., General Partner, Trustee

Address of Owner

STATE OF FLORIDA)
COUNTY OF _____)

Sworn to (or affirmed) and subscribed before me this _____ day of _____, 200__, by _____ (_____) capacity if applicable who is personally known to me or produced _____ as identification.

Notary Public
Notary Public – State of Florida
My commission expires _____

Name typed, stamped or printed

INSTRUCTIONS FOR FILING A PLANNED USE DEVELOPMENT PETITION**PROCEDURE:**

1. Rezone petitions may be obtained at the City Clerk's office and may be initiated by the owner of the property involved or his legally designated representative. A petition must be completed and submitted to the City Clerk, together with the required fee and supportive materials, at least 14 days prior to the next scheduled City Commission meeting.

Petitioners are required to arrange a submittal-review conference with the City Clerk to take place at the time of submittal. Petitioners may arrange an appointment by calling 675-2872. Petitions received later than 14 days in advance of a meeting or petitions which are determined to be incomplete will be placed on the agenda of the next meeting. Therefore, early submittal and the submittal-review conference with the City Clerk will help ensure consideration of your petition by the City Commission

City Commission meetings are held regularly on the second Thursday of each month, beginning at 7:00 p.m.

2. After reviewing the petition for completeness, the City Clerk will discuss it with other City staff relative to their specific areas of responsibility as they relate to the request.
3. Once the application is deemed complete by the City Clerk, it will be forwarded to the City Attorney to determine its legal sufficiency.
4. After the City Attorney has signed off as to legal sufficiency the application shall be forwarded to the City Planner for review.
5. The City Attorney shall review the application prior to the date of hearing by the City Commission to ensure all statutory requirements have been met.
6. The petitioner or his authorized representative shall appear at the City Commission meeting. The City Commission will consider the recommendation of the staff and the comments by the petitioner and the public. The City may vote to approve, deny, or approve the petition with conditions
7. Action on a rezone petition is taken by resolution; action on the actual Rezoning of the property is taken by ordinance.

PURPOSE: The Planned Unit Development process is intended to accommodate integrated and well designed developments in accordance with approved development plans. The district is intended to offer flexibility of design and to encourage imaginative, functional, high quality land planning development which is compatible with adjacent and nearby lands and activities. Lands proposed for development under the PUD may contain a mixture of residential, commercial, recreational and/or other uses provided the use is not in conflict with the Future Land Use.

STANDARDS: In their analysis of the rezone petition and the proposed development plan, and prior to official action recommending in favor of or approving the petition and plan, the Planning Advisory Board and City Council shall ensure that the following standards and conditions are met and shall deny the request if the following standards are not met:

1. Land uses within the development shall be appropriate in their proposed location, in their relationships to each other, and in their relationships with uses and activities on adjacent and nearby properties.
2. The development shall comply with applicable city plans and planning policies, and shall have a beneficial effect both upon the area of the city in which it is proposed to be established and upon the city as a whole.
3. The total land area within the development and the area devoted to each functional portion of the development shall be adequate to serve its intended purpose.
4. Streets; utilities; drainage facilities; recreation areas; building heights, sizes and yards; and vehicular parking and loading facilities shall be appropriate for the particular use or uses involved, and shall equal or exceed the level of design and construction quality required of similar land development elsewhere in the city.
5. Visual character and community amenities shall be equal or better in quality than that required by standard zoning districts for similar development.
6. Open space shall be adequate for the type of development and the population densities proposed.
7. Areas proposed for common ownership shall be subject to a reliable and continuing maintenance guarantee.
8. In the case of developments which are to be constructed in several units, the proposed units shall be shown on the overall development plan. The proposed construction units shall individually comply with the standards set forth in this section in order that, if for any reason construction ceases prior to completion of the entire planned development, the resulting partially complete project will adequately serve its purchasers and occupants and will not cause a general public problem.

PURPOSE OF GENERAL DEVELOPMENT AND SITE PLAN REVIEW: The purpose of the general development and site plan review is:

1. To encourage logic, imagination, innovation, and variety in the design process.
2. To make certain that the proposed development is compatible with its surrounding area.
3. To ensure appropriate planning and to require the necessary improvements with respect to:

- a. Vehicular entry and exit drives
- b. On-site vehicular circulation
- c. Access ways for emergency and service vehicles
- d. The impact of traffic generated by the project on traffic patterns and volumes on adjoining and nearby streets and the adequacy of such streets to accommodate such traffic
- e. The adequacy of public utilities
- f. The adequacy of buffers between the project and adjoining dissimilar uses
- g. Off-site improvements necessitated by the traffic or other aspects of the proposed project

REQUIRED SUPPORTIVE MATERIALS:

1. A check in the amount of the PUD application fee made payable to the City of LaBelle (see fee schedule).
2. A recitation of all covenants, both existing and proposed to run with the land.
3. A statement of proposed development criteria and standards.
4. A list and mailing labels of property owners within 500 feet, measured from the closest property boundary of the subject property.

SPECIFIC REQUIREMENTS

1. The name of the proposed development.
2. The name and address of the owner of the property with proof of ownership.
3. The name, address, and seal of the individual or firm which prepared the relevant plans.
4. The total tract boundary drawn in accordance with the minimum technical standards as required by the Florida Board of Land Surveyors with distances marked to at least the nearest foot that includes the following information:
 - a. Graphic scale.
 - b. North point or arrow.
 - c. Location of the front, side, and rear yards as required by the applicable zoning district.
 - d. All zoning district boundaries which divide, or abut, the property.
 - e. Location, ground floor elevations, and areas of all existing and proposed structures
 - f. Construction limit line, showing all areas to remain undisturbed.
 - g. Location of proposed buffer yards and usable open space.
 - h. Location and dimensions of all easements.
 - i. All existing and proposed points of motor vehicle access to the property.
 - j. All existing and proposed parking areas and loading spaces, including stalls, aisles, and driveways.
 - k. Location of bulk trash containers and dumpsters, screened as required.
 - l. All watercourses, wetlands, bogs, swamps, marshes, floodways and flood plain boundaries and environmentally sensitive zones, including source of data.
 - m. Existing and proposed fire hydrants, water, sewer, electric, and other utility lines and

- easements.
- n. Location of public and private existing and proposed water mains and waste water facilities, including pump stations, storage tanks and related facilities.
 - o. Location of any areas to be commonly owned and/or used and the method by which they will be owned managed and maintained.
 - p. Areas, if any, proposed to be converted, dedicated, or reserved for public use.
 - q. Location and width of all existing and proposed sidewalks.
 - r. Location of all rights-of-way dividing or abutting the property.
5. Grading / Water Management Plan that includes:
- a. Existing topography with sufficient information to determine existing drainage patterns. Spot elevations shall be provided at a minimum of twelve per acre.
 - b. Topographic contours to be depicted by solid lines wherever grade changes are proposed. Sufficient information shall be provided to determine drainage patterns and the impact the proposed project will have on all adjacent properties.
 - c. Location, size, and materials of all existing and proposed retaining walls.
 - d. Provisions for storm drainage, including catch basins, retention ponds, detention ponds, drywells, energy dissipaters, manholes, culverts, and similar facilities with storm water management calculations therefore.
 - e. A statement of all surfacing and curbing material to be used in parking and loading areas.
6. Vicinity map showing all lots, streets, and driveways within 500 feet from the exterior boundary of the lot.
7. Detailed architect's elevations for all facades at a scale of not less than 1/8" = 1'- 0" and renderings of the principal facades. A general sketch showing the proposed building in relationship to adjacent buildings shall also be provided.
8. A narrative that includes the following information:
- a. Proposed use of the property.
 - b. Total size of each lot to the nearest square foot.
 - c. Provisions for potable water distribution and sewerage disposal, including location and size of existing and proposed mains and laterals, pump stations and related sewerage treatment facilities.
 - d. Names of all existing and proposed public and/or private streets.
9. Landscape plan showing location, species type, size, and quantity.
10. A block on the site plan with the following written information, as applicable.
- a. Zoning district(s) in which the property lies.
 - b. Total size of the property to at least the nearest square foot.
 - c. Gross floor area of each building.
 - d. Proposed percentage of building lot coverage.
 - e. Height of all buildings and other structures in feet and stories.
 - f. Number of parking spaces required and provided for each use and method of calculation.
 - g. Number of handicapped parking spaces required and provided
 - h. Proposed overall density for each lot (number of dwelling units per acre)
 - i. Minimum usable open space required, and provided, in square feet.

11. One colored site plan for meeting presentation purposes.
12. 10 (ten) SETS* of the following:
- a. Completed petition form (*Original and 9 copies*);
 - b. Proof of ownership (10 copies of deed, property tax receipt, etc.).
 - c. A site plan. Ten (10) copies of a site plan must be submitted with thirty-five (10) copies of the petition and any other necessary supportive materials (i.e 10 complete sets). This plan must be at a suitable scale and be no smaller in size than 8-1/2" x 11" and no larger in size than 34" x 36". Plans larger than 8-1/2" x 11", MUST BE FOLDED. The architectural, engineering or other firm preparing the plans MUST SIGN permission to reproduce on Page 3 of the application and have his or her signature notarized. The site plan must show all data pertinent to the proposed rezone, including at least the following:
 - (1) Date of drawing
 - (2) Scale
 - (3) North arrow
 - (4) Name of person or firm who drew the plan
 - (5) Location of existing parcels of land within 500 feet of the property proposed to be rezoned and other information which may be pertinent
 - (6) All properties immediately adjacent to and across an alley or street: show location of building footprints, access points, other significant features
 - (7) Existing zoning districts and land uses within 500 feet of the property that is the subject of this petition
 - (8) Graphic illustration of area/property to be rezoned
13. One legible reduced plan (either 8½" x 11" or 11" x 17").
14. All 8½ x 11" papers must be three-hole punched to accommodate packets for City Council. All plans or supplemental material that is larger than 8½ x 11" must be placed in plastic sleeves that are three-hole punched or presented in a way that is suitable for inclusion in a three-ring binder.
15. A residential impact statement petition may also be required.

*For example, one petition, one site plan, one landscape plan, and one each of other supportive materials should be put together to comprise a set. Do not submit, for example, one stack of 9 site plans, one stack of 9 landscape plans, and one stack of 9 petitions separate from each other supportive material, as this is not a set.

PLEASE NOTE: If the petition is continued *for any reason*, additional folded plans *may* be required OR, if any changes are made, an additional 10 folded plans will absolutely be required. The City of LaBelle reserves the right to refuse to accept a petition if incomplete on the filing deadline date. The complete petition may be submitted for the following month's PAB meeting.

It is recommended that the typical architectural elevations be in color.

WAWA LABELLE PUD PROJECT PLANNING JUSTIFICATION STATEMENT

Introduction

The Wawa LaBelle PUD is located along State Road 80 between the intersections with College Road and Main Street (see attached aerial map). The subject property is currently zoned PUD for general retail use and formerly developed as strip commercial, though it is now a vacant lot. The property is currently located in the Downtown District on the future land use map but is being proposed for change to the Commercial future land use, consistent with the properties to the south of State Road 80.

The subject property is/near the historic center of the City of LaBelle. Prior zoning has produced development with little success. The current vacant lot at this location represents a significant underutilization of land in a key area of the City. In addition, the vacant lot at this location breaks up the urban fabric of the city and projects an image of decay, rather than the vibrancy the City hopes to convey. Therefore, new development at this location has significant value to the City as well as the surrounding properties.

The proposed rezoning requests approval of a commercial development with a maximum of 7,000 square feet of commercial floor area and fuel pumps on approximately 1.5 acres. This commercial development is consistent with the land uses to the south, east and west. The project will include a convenience store, known for its food selection, and uses ancillary to the store.

Surrounding Uses and Compatibility

The subject property is in the historic center of the City of LaBelle. Attached is a City of LaBelle zoning map which identifies the subject property. Specifically, the property is surrounded by the following zoning and land uses:

	Zoning	Land Use
North	DBD (Downtown Business District/Commercial)	Commercial/Office
South	B-2 (Commercial)	Commercial/McDonald's
West	DBD (Downtown Business District/Commercial)	Commercial/Retail
East	DBD (Downtown Business District/Commercial)	Commercial/Grocery Store and restaurant

Commercial uses and zoning surround the property on all sides. To the north of the subject property is an office use in the Downtown Business District. To the south, across from State

Road 80 is a McDonalds in the B-2 commercial zoning district. To both the west and east are retail uses, strip commercial and a restaurant/grocery store.

The subject property is located along State Road 80, a major roadway corridor extending from Fort Myers to West Palm Beach, and a very high-volume roadway corridor. A commercial use to both caters to the traveling public and provide a local convenience food option is an ideal use for the subject property and compatible with surrounding properties.

Standards of Review

The proposed Planned Unit Development meets the Standards of Review as follows.

1. Land uses within the development shall be appropriate in their proposed location, in their relationships to each other, and in their relationships with uses and activities on adjacent and nearby properties.

The proposed PUD is located on a property that is surrounded on all sides by commercial uses and along the north side of State Road 80, a major roadway corridor in Hendry County and the City of LaBelle. As stated above, a commercial use to both caters to the traveling public and provides a local convenience food option is an ideal use for the subject property and compatible with surrounding properties. The proposed change is the consistent land use with surrounding uses and a very big improvement over the current vacant lot, an underutilization of the subject property in the heart of LaBelle.

2. The development shall comply with applicable city plans and planning policies, and shall have a beneficial effect both upon the area of the city in which it is proposed to be established and upon the city as a whole.

The proposed comprehensive plan amendment is consistent with the City of LaBelle Comprehensive Plan's Goals, Objectives and Policies. A description of how the plan amendment complies with the Comprehensive Plan is detailed below.

Policy 1.1.1

The City will establish compatibility as one of the criteria in the review of development proposals.

As described above, given the location of the subject property, compatibility is not a concern for surrounding properties.

Policy 1.1.4

The City will assure that services and facilities are provided at the adopted level of service concurrent with existing and future demand.

The attached Transportation Impact Statement demonstrates that adequate road capacity exists to meet the needs of the proposed development. In addition, water and sewer capacity is available to the subject property. Because this is commercial use, schools, parks and similar services for residential development are not required. For this reason, commercial development generally has a very positive impact on fiscal resources of the City.

Policy 1.1.6

The City will require the availability of water and sewer and other facilities and services for which there are level of service standards.

The City has water and sewer available to the subject property and capacity exists to serve the intended uses.

Objective 1.3 Land Use Categories

Continue to promote LaBelle as a desirable place to live, work and play, by establishing land use categories that promote economic development while retaining the character and quality of life of the community.

The proposed Commercial future land use category will allow for the redevelopment of a former commercial building that now remains a vacant lot in the core of the City. The redevelopment will add a convenience store and popular quick-serve restaurant to the core of the City replacing a vacant lot, which detracts from the character of LaBelle. The commercial development will have a positive tax benefit for the city and provide services that enhance the quality of life for residents. The expansion of the tax base will give the city increased revenue to grow and invest in improvements that promote LaBelle and a desirable place to live, work and play.

Policy 1.3.4 Commercial Land Use Category

The Commercial Land Use Category applies predominantly to lands located along the street frontages of State Roads 80 and 29 South. This land use category accommodates commercial, retail and office uses that are more auto oriented due to scale and typology, while respecting the pedestrian and alternative transportation modes through land development code design standards.

The Commercial Land Use Category will have a maximum Floor Area Ratio (FAR) of 1.0, to encourage a greater use of the site within an urban setting.

Development will provide access management plans that utilize frontage roads, alleyways, shared ingress and egress and parking.

The proposed amendment is to the Commercial future land use category. In accordance with this category, the property is located with direct frontage on State Road 80. The land use category also “accommodates commercial, retail and office uses that are more

auto oriented due to scale and typology". Given the subject property's location, the surrounding uses and the frontage on State Road 80 the Commercial future land use category is the most appropriate for the subject property.

The proposed Planned Unit Development limits the property to 7,000 square feet of commercial floor area, well within the FAR of 1.0.

The PUD site plan demonstrates that the development will not have any access directly to State Road 80, but will utilize both North Main Street and College Street for access, consistent with this policy.

Objective 1.6 Compatibility and Neighborhood Protection

The City of LaBelle's future land use map is comprised of a range of densities, all of which can be accommodated in the appropriate areas when the following policies and standards are met. All new development and redevelopment must be compatible with existing and planned surrounding development in order to protect the City's established residential neighborhoods and ensure a high quality of life for its residents. For the purposes of this objective, compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

As described above, the subject property is surrounded by commercial uses on the south, east and west and north. Along the southern frontage is State Road 80, a major roadway thoroughfare that is not conducive for pedestrian oriented uses. Immediately to the north is an office use, creating a step down in intensity to the residential neighborhood to the north of the office uses. Because of the uses immediately surrounding the subject property and the former use of the property as retail, compatibility is not a concern. There are no adjacent neighborhoods that will be negatively impacted by the proposed development, rather, redevelopment of the now vacant lot will improve the character of the City.

Policy 2.5.3

The City shall, as part of its Land Development Code, encourage interconnectivity of adjacent development in order to minimize access points to major roadways, particularly SR 80 and SR 29.

The subject property is interconnected to the commercial and residential uses to the north, east and west via College Street and Main Street. There are no direct access points to State Road 80.

Objective 4.3 Potable Water Supply

Provide potable water supplies for the residents of LaBelle.

The proposed development will connect to utility lines along the State Road 80 corridor.

Policy 4.3.4

The City will provide adequate water supply facilities for the future population and associated growth of LaBelle.

The proposed development will connect to the existing water line along State Road 80.

Policy 4.5.4

The City will require redevelopment and new developments to have adequate stormwater drainage systems.

The attached drainage plan shows how the property will handle stormwater and connect to existing drains.

Policy 10.4.1

The City will partner with local and regional agencies to promote the City regionally, nationally and internationally as a tourist destination.

In order to thrive as a tourist destination, adequate commercial uses must be in place to serve the needs of both the existing population and visitors. The convenience store and fresh food uses will be of benefit to tourists visiting the area. Further, the redevelopment of a now vacant lot will be a benefit to the overall character of the City of LaBelle.

Policy 10.5.1

The City will support new commercial development that contributes positively to the economic vitality of the community and provides opportunity for new business development.

The proposed Commercial area will add to the economic vitality of the community and provide for new business opportunities in an area where commercial development is the most appropriate use. State Road 80 at this location, where the property is surrounded by commercial uses, is an appropriate area to implement Policy 10.5.1.

Policy 10.5.2

The City will provide land appropriately designated to sustain a robust commercial base.

The proposed Commercial area implements Policy 10.5.2 by designating a location for enhancement of the City’s commercial base at a location where commercial is the most appropriate use.

3. The total land area within the development and the area devoted to each functional portion of the development shall be adequate to serve its intended purpose.

The proposed site is of sufficient size for the convenience store use with adequate open space and stormwater facilities. There is sufficient area to incorporate the required buffers, setbacks, and meet the City’s standards for development.

4. Streets; utilities; drainage facilities; recreation areas; building heights, sizes and yards; and vehicular parking and loading facilities shall be appropriate for the particular use or uses involved, and shall equal or exceed the level of design and construction quality required of similar land development elsewhere in the city.

The subject property is located in the heart of the City of LaBelle. Drainage facilities and utility lines are already in place to serve development. The attached surface water plan shows how water will flow across the site and the location of the inlets. The letter of service availability shows the location of utility lines. The master concept plan shows the layout of the site, parking, setbacks and circulation, all of which will need to meet all code requirements at the time of final site plan approval.

5. Visual character and community amenities shall be equal or better in quality than that required by standard zoning districts for similar development.

The proposed development will be a significant improvement over the prior use and will add a quality development to the City. Attached are architectural elevations that demonstrate the developer’s commitment to meeting the City’s architectural design guidelines.

6. Open space shall be adequate for the type of development and the population densities proposed.

The proposed development is for commercial use and therefore does not include population or density. Open space will be provided consistent with LDC Section 4-88.

7. Areas proposed for common ownership shall be subject to a reliable and continuing maintenance guarantee.

The proposed development is for a single use. The property will be maintained by the property owner.

8. In the case of developments which are to be constructed in several units, the proposed units shall be shown on the overall development plan. The proposed construction units shall individually comply with the standards set forth in this section in order that, if for any reason construction ceases prior to completion of the entire planned development, the resulting partially complete project will adequately serve its purchasers and occupants and will not cause a general public problem.

The proposed development is for a single use as shown on the master concept plan.

Special Exception Criteria

The proposed use would require Special Exception approval in accordance with LDC Section 4-87.3.1 if they were within a conventionally zoned area and not being zoned as a PUD. Because the proposed use is being zoned through the PUD process, a Special Exception is not required. However, the proposed development still meets the special exception approval criteria in LDC Section 4-87.3.2, which are very similar to the PUD approval criteria.

A. Consistency with the intent of the State Road 80 Overlay District in protecting and enhancing viewsheds from SR 80 and other public roadways.

As stated above, any proposed development will need to adhere to the enhanced landscaping and signage requirements of the State Road 80 Overlay. This alone will protect and enhance viewsheds. In addition, the proposed zoning includes architectural drawing demonstrating a high level of design for the proposed development and the proposed convenience store.

B. The request addresses the balance between auto-oriented design and multi-modal access, particularly pedestrian access, through enhanced design standards.

Although the proposed use is auto oriented, consistent with almost every other use along State Road 80, the site plan will accommodate pedestrian access through and along its perimeter directly into the convenience store. The building will be facing Main Street with a sidewalk that will connect directly to the convenience store entrances from the sidewalk along Main Street, without crossing any parking or vehicular circulation areas. The internal sidewalk system links directly to the sidewalk along College Street as well, providing safe pedestrian accommodation.

C. The site design standards incorporate innovative techniques to address the project's visual impact on the SR 80 corridor and demonstrate enhancements to the minimum standards.

The proposed architecture demonstrates an enhancement to the minimum standards through both articulation in the building façade and the use of varying materials along the building's siding.

D. The request demonstrates compliance with the locational criteria set forth in the Comprehensive Plan, relating the siting of intensive uses in areas with direct access to arterials roadways, connection to public utilities and infrastructure, and mitigation of impacts to residential neighborhoods.

The proposed use is along State Road 80, with direct access through the two perpendicular roads, College Street and Main Street, along the east and west of the property. The property is surrounded to the north by other commercial uses, creating a natural transition to residential areas to the north of the commercial. The utility infrastructure already exists along the corridor.

E. Conditions exist which warrant the proposed use, including but not limited to demonstrated market demand and minimum spatial separation of 500 feet from a similar use.

The proposed use is very unique in nature. Wawa is primarily known as a sandwich shop and convenience store with fuel pumps that are ancillary to its primary business. While there are other convenience stores and gas stations, none are located within 500 feet and there is no other Wawa in Hendry County.

F. The request will not be injurious to the neighborhood or otherwise detrimental to the public welfare.

As stated above, the subject property is surrounded by State Road 80 and commercial uses. The residential neighborhood to the north is separated by other commercial uses. The property is in a commercial area and will not in any way be detrimental to the neighborhood.

G. The request will be compatible with existing or planned uses.

As stated above, the proposed development will be compatible with surrounding uses based on the commercial character of the area.

H. The request will not cause damage, hazard, nuisance or other detriment to persons or property.

Given the property's location and surrounding uses, development of the proposed convenience store will not cause damage, hazard, nuisance or other detriment to persons or property.

I. The request will protect, conserve or preserve environmentally critical areas and natural resources.

The subject site is a redevelopment of a former commercial use and is entirely cleared of any vegetation. There are no environmentally sensitive or critical areas on the subject property.

J. The request is consistent with the goals, objectives, policies and intent of the LaBelle Comprehensive Plan.

As demonstrated above, the request is consistent with the Goals, objectives and policies of the LaBelle Comprehensive Plan.

K. The request is in compliance with all general zoning provisions, supplemental regulations and performance standards pertaining to the use set forth in this chapter.

As demonstrated above, the request is in compliance with the Land Development Code.

Summary

As detailed above, the attached application demonstrates that the proposed request complies with the LaBelle Comprehensive Plan, is compatible with existing uses in the surrounding areas, and is located where adequate infrastructure exists to accommodate this development. Based on compliance with these and other regulations, we respectfully contend that the proposed re-zoning application is appropriate at the subject location. For these reasons, the requested zoning should be approved.

CONFIRMATION OF OWNERSHIP BY OWNER; AND AUTHORIZATION FOR AGENT OR PETITIONER (WHEN A DIFFERENT ENTITY)

The undersigned to hereby swear or affirm that they are the fee simple title holders and owners of the record of property commonly known as _____ And legally described in Exhibit A attached hereto.

The property described herein is the subject of a Rezone application. We hereby designate Daniel DeLisi, AICP as the legal representative of the property in the course of seeking approval of this application. This representative will remain the only entity to authorize development activity until such time as anew or amended authorization is delivered to the City.

Ay kat
Owner Signature

Ayman Kaki
Printed Name

Noah Plaza, LLC
Name of owner entity if a corporation, L.L.C., partnership, trust

Manager
Representative capacity of person signing: President or Vice President of Corporation, Managing Member of L.L.C., General Partner, Trustee

149 W Hickpochee Ave La Belle FL 33935
Address of Owner

STATE OF FLORIDA)
COUNTY OF HENDRY)

Sworn to (or affirmed) and subscribed before me this 19th day of March, 2025, by Ayman Kaki (Manager) capacity if applicable who is personally known to me or produced as identification.



[Signature]
Notary Public
Notary Public – State of Florida
My commission expires _____

Name typed, stamped or printed

Inst: 202326014360 Date: 11/21/2023 Time: 12:12PM
Page 1 of 4 B: 1064 P: 1799, Kimberley Barrineau, Clerk of Court
Hendry, County, By: DH
Deputy Clerk Doc Stamp-Deed: 14700.00

Prepared by & return to:
Julie V. Fanelli
Fanelli Law Firm, PA
180 Fountain Pkwy N., Ste. 100
St. Petersburg, FL 33716
Parcel ID #: 2024329-15000010010; 2024329-15000010011;
2024329-15000010031; 2024329-15000040010; 2024329-15000040080
Consideration: \$2,100,000.00

SPECIAL WARRANTY DEED

THIS SPECIAL WARRANTY DEED, made this 20 day of November, 2023, by **Aileron Labelle, LLC**, a Florida limited liability company (“Grantor”), whose address is 3401 W. Cypress St., Ste. 201, Tampa, FL 33607 to **NOAH Plaza, LLC**, a Florida limited liability company (“Grantee”), whose address is 149 W. Hickpochee Avenue, Labelle, FL 33935.

(Wherever used herein the terms “Grantor” and “Grantee” include all the parties to this instrument and the heirs, legal representatives and assigns of individuals, and the successors and assigns of corporations)

WITNESSETH: That the Grantor, for and in consideration of the sum of Ten Dollars (\$10.00) and other valuable considerations, receipt whereof are hereby acknowledged, by these presents does grant, bargain, sell, alien, remise, release, convey and confirm unto the Grantee, all that certain land situate in Hendry County Florida, (the “Property”) as more particularly described on Exhibit A attached hereto.

TOGETHER WITH all the easements, tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining.

SUBJECT TO real estate taxes for 2024 and all subsequent years, and those exceptions and encumbrances set forth on Exhibit ”B” attached hereto and incorporated herein by this reference (said exceptions and encumbrances being referred to herein as the “Permitted Exceptions”).

TO HAVE AND TO HOLD, the above described premises, with the appurtenances, unto the said Grantee, its successors and assigns, in fee simple forever.

AND GRANTOR HEREBY COVENANTS with Grantee that Grantor is lawfully seized of the Property in fee simple, and that Grantor hereby specially warrants the title to said land subject to the matters referred to above and will defend the same against the lawful claims and demands of all persons claiming by, through, or under Grantor, but not otherwise.

[SIGNATURES ON FOLLOWING PAGE]

Section 4, Item B.

Inst: 202326014360 Date: 11/21/2023 Time: 12:12PM
Page 2 of 4 B: 1064 P: 1800, Kimberley Barrineau, Clerk of Court
Hendry, County, By: DH
Deputy ClerkDoc Stamp-Deed: 14700.00

IN WITNESS WHEREOF, Grantor has executed this Special Warranty Deed as of the day and year first written above.

Signed, sealed and delivered
in the presence of:

Aileron Labelle LLC, a Florida limited liability company

Julie V. Fanelli
Witness Printed Name: Julie V. Fanelli

By *Chris Salemi*
Chris Salemi, Authorized Representative

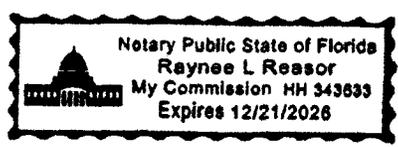
Raynee L. Reaser
Witness Printed Name: Raynee L. Reaser

STATE OF FLORIDA
COUNTY OF Pinellas

The foregoing instrument was acknowledged before me by means of physical presence or online notarization, this _____ day of November, 2023 by Chris Salemi, as Authorized Representative of Aileron Labelle LLC, a Florida limited liability company, on behalf of the company, who is personally known to me or has produced _____ as identification.

Raynee L. Reaser
Notary Public
Raynee L. Reaser
Name typed, printed or stamped
My Commission Expires: 12/21/2026

[Notary Seal]



Inst: 202326014360 Date: 11/21/2023 Time: 12:12PM
Page 3 of 4 B: 1064 P: 1801, Kimberley Barrineau, Clerk of Court
Hendry, County, By: DH
Deputy ClerkDoc Stamp-Deed: 14700.00

EXHIBIT A

LEGAL DESCRIPTION

Lots 1, 2, 27 and 28, Block 4, COURTHOUSE SUBDIVISION, according to the plat thereof as recorded in Plat Book 2, page 42, of the Public Records of Hendry County, Florida.

AND

Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 and 22, Block 1, COURTHOUSE SUBDIVISION, according to the plat thereof as recorded in Plat Book 2, page 42, of the Public Records of Hendry County, Florida.

AND

That certain alley lying in Block 1, COURTHOUSE SUBDIVISION, according to the plat thereof as recorded in Plat Book 2, page 42, of the Public Records of Hendry County, Florida, described as follows: Beginning at the Northwest corner of Lot 8; thence to the Southwest corner of Lot 9; thence to the Southeast corner of Lot 22; thence to the Northeast corner of Lot 1; and thence to the Point of Beginning.

AND

An alley in Block 1 of COURTHOUSE SUBDIVISION, according to the plat thereof as recorded in Plat Book 2, page 42, of the Public Records of Hendry County, Florida, beginning at the Northwest corner of Lot 16; thence to the Southwest corner of Lot 22; thence to the Southeast corner of Lot 9; thence to the Northeast corner of Lot 15; thence to the Northwest corner of Lot 16 to the Point of Beginning.

LESS AND EXCEPT THE FOLLOWING as taken by the State of Florida, Department of Transportation by Order of Taking recorded in Official Records Book 504, Page 265, of the Public Records of Hendry County, Florida, and being more particularly described as follows:

Begin at the Southwest corner of said Lot 8; thence N 00°51'15" W, 66.39 feet along the West line of said Lot 8; thence S 47°45'39" E, 26.98 feet to the beginning of a curve to the right; thence along said curve having a radius of 4636.66 feet, a central angle of 02°02'42", an arc length of 165.50 feet, the chord for which bears N 85°47'11" E to the end of said curve; thence N 33°57'12" E, 43.79 feet to the East line of said Lot 1; thence S 00°51'45" E, 92.56 feet along said East line to the Southeast corner of said Lot 1; thence S 88°51'31" W, 209.91 feet along the South line of said Lots 1, 2, 3, 4, 5, 6, 7 and 8 to the Point of Beginning.

Inst: 202326014360 Date: 11/21/2023 Time: 12:12PM
Page 4 of 4 B: 1064 P: 1802, Kimberley Barrineau, Clerk of Court
Hendry, County, By: DH
Deputy Clerk Doc Stamp-Deed: 14700.00

EXHIBIT B

PERMITTED EXCEPTIONS

1. Five foot Building Line Easements along the east boundaries of Blocks 1 and 4, as set forth on the Plat of COURTHOUSE SUBDIVISION LA BELLE FLORIDA, recorded in Plat Book 2, Page 42.



HALEY WARD
ENGINEERING | ENVIRONMENTAL | SURVEYING

**DESCRIPTION OF PARCEL IN
SECTION 2, TOWNSHIP 29, RANGE 43 EAST
LABELLE, HENDRY COUNTY, FLORIDA**

A tract or parcel of land situated in the State of Florida, County of Hendry, lying within Section 2, Township 29 South, Range 43 East, and further bounded and described as follows:

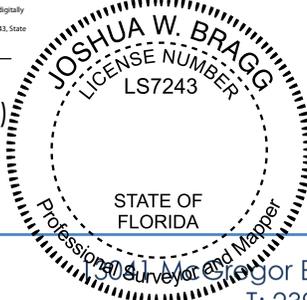
Commencing at the southwest corner of Block 1, Lot 8 of the Court-House Subdivision, recorded in Plat Book 2, Page 42, of the public records of Hendry County, Florida; thence, N00°26'02"W, along the west line of said Lot 8, for 66.39 feet, to the Point of Beginning of the herein described parcel, on the east right-of-way line of College Street (50' wide right-of-way); thence, continuing N00°26'02"W, along the west line of Block 1, Lots 8 through 15 of the Court-House Subdivision and the east right-of-way line of College Street, for 232.22 feet, to the south right-of-way line of Yeomens Avenue (50' wide right-of-way); thence, N00°25'53"W, crossing said Yeomens Avenue, for 50.00 feet, to the intersection of the north right-of-way line of said Yeomens Avenue with the east right-of-way line of College Street and the southwest corner of Block 4, Lot 28 of said Court-House Subdivision; thence, continuing N00°25'53"W, along the west line of Block 4, Lots 28 and 27 of the Court-House Subdivision and the east right-of-way line of College Street, for 50.00 feet, to the northwest corner of said Lot 27; thence, N89°16'53"E, along the north line of Block 4, Lots 27 and 2 of the Court-House Subdivision and crossing a 10-foot wide alley between said Lots 27 and 2, for 209.87 feet, to the northeast corner of said Block 4, Lot 2 and the west right-of-way line of Main Street (50' wide right-of-way); thence, S00°26'23"E, along the east line of Block 4, Lots 2 and 1 of the Court-House Subdivision and the west right-of-way line of Main Street, for 50.00 feet, to the said north right-of-way line of Yeomans Avenue; thence, continuing S00°26'23"E, crossing said Yeomans Avenue, for 50.00 feet, to the intersection of the south right-of-way of Yeomans Avenue with the west right-of-way line of Main Street and the northeasterly corner of Block 1, Lot 16 of the Court-House Subdivision; thence, continuing S00°26'23"E, along the east line of Block 1, Lots 16 through 1 and the west right-of-way line of Main Street, for 206.04 feet; thence, S34°22'34"W, along the west right-of-way line of Main Street, for 43.79 feet, to the north right-of-way line of Hickpochee Avenue (variable width right-of-way); thence, along a non-tangent curve to the right with a radius of 4,636.66 feet, a central angle of 2°02'43", and a long chord of S86°12'33"W 165.50 feet, for an arc length of 165.51 feet, to the said east right-of-way line of College Street; thence N47°20'17"W, along the said west line of College Street, for 26.96 feet, to the Point of Beginning.

Parcel (including parts currently encumbered by Yeomens Avenue and the alley between Block 4, Lots 27/28 and 1/2) contains 72,113 sq. ft. (1.66 acres), more or less.

Bearings are based on the west right-of-way line of Main Street as bearing S00°26'23"E.


Joshua W. Bragg
Professional Surveyor and Mapper (LS 7243)
For the Firm of Haley Ward, Inc. (LB 8267)

This item has been digitally signed and sealed by Joshua W. Bragg, Professional Surveyor and Mapper #7243, State of Florida, on the date indicated here. Date: 2023.07.16 15:04:59 -0400

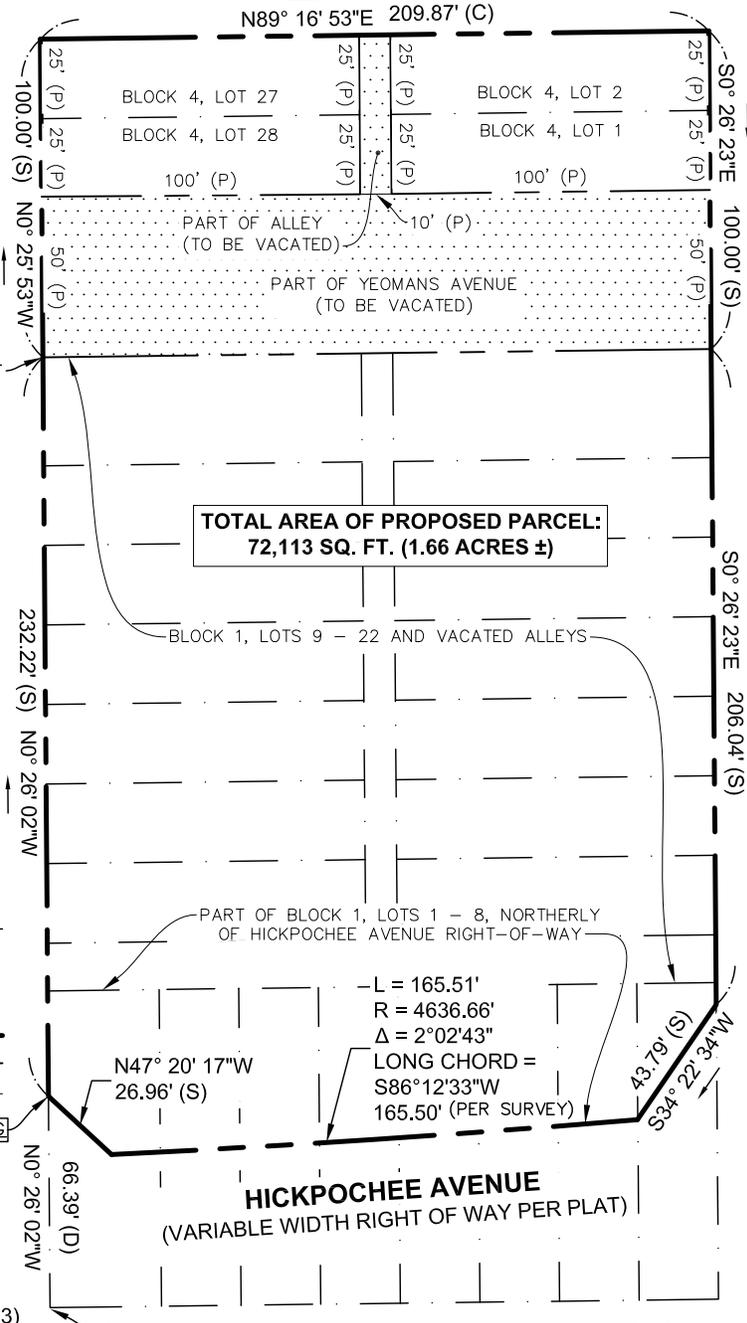


301 McGregor Boulevard, Fort Myers, FL 33919
T: 239.481.1331 | HALEYWARD.COM

**SKETCH TO ACCOMPANY DESCRIPTION OF
PORTIONS OF BLOCK 1 AND BLOCK 4, AS WELL AS, VACATED AND
TO-BE-VACATED PARTS OF YEOMANS AVENUE AND ALLEYS OF
COURT-HOUSE SUBDIVISION (PLAT BOOK 2, PAGE 42)
LYING IN
SECTION 2, TOWNSHIP 29, RANGE 43 EAST
LABELLE, HENDRY COUNTY, FLORIDA**

NOTES:

1. SKETCH BASED ON PLAT OF COURT-HOUSE SUBDIVISION (PLAT BOOK 2, PAGE 42) AND "ALTA/BOUNDARY TOPOGRAPHIC SURVEY" PREPARED BY EXTREME SURVEYING OF FLORIDA, INC. (LB 7425), AND DATED APRIL 11, 2022.
2. BEARINGS ARE BASED ON THE WEST RIGHT-OF-WAY LINE OF MAIN STREET AS BEARING S00°26'23"E, PER SURVEY NOTED ABOVE.
3. DIMENSIONS ARE IN FEET AND DECIMAL PARTS THEREOF.

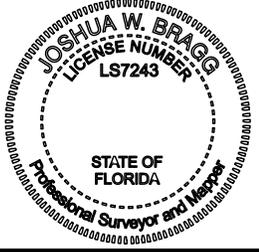


LEGEND:

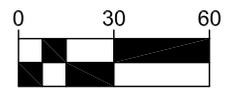
DESCRIPTION	EXISTING
PER PLAT REFERENCED HEREON	(P)
PER SURVEY REFERENCED HEREON	(S)
CALCULATED	(C)
PROPERTY LINE	—————
DEED LINE / PLAT LOT LINE	—————
TIE / REFERENCE LINE	—————

THIS IS NOT A SURVEY

Joshua W. Bragg
 JOSHUA W. BRAGG
 PROFESSIONAL SURVEYOR AND MAPPER (LS 7243)
 FOR THE FIRM OF HALLEY WARD, INC. (LB 8267)



POINT OF COMMENCEMENT
 SOUTHWEST CORNER OF BLOCK 1, LOT 8 OF
 COURT-HOUSE SUBDIVISION (PLAT BOOK 2, PAGE 42)
 PER ORDER OF TAKING RECORDED IN O.R. 504, PAGE 265

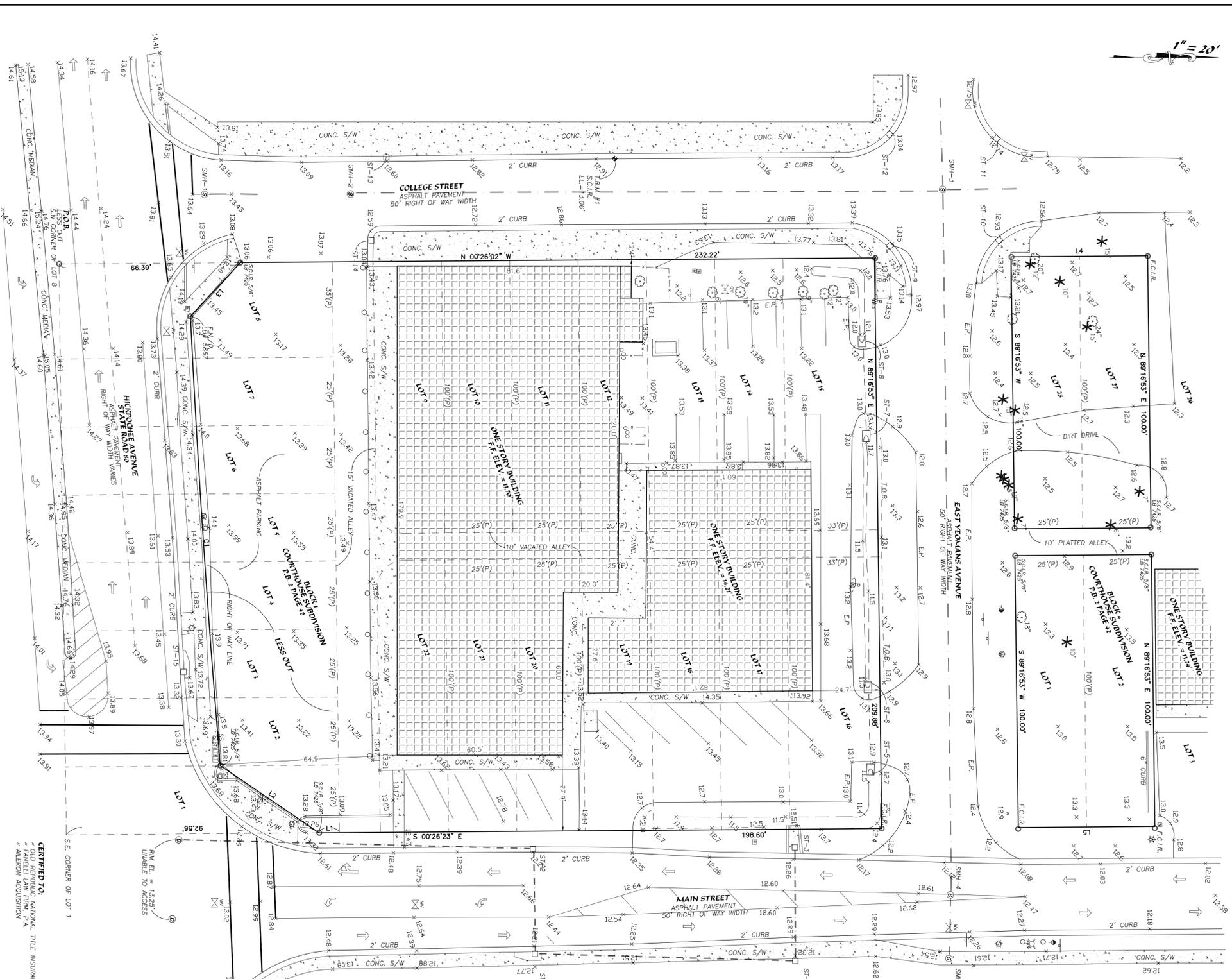


BY: CMG	PAGE: 2 of 2
DATE: 2025.07.16	
JN: 2013235.25	S.T.R. NO. 02-29-43
SCALE: 1" = 60'	


HALEY WARD
 ENGINEERING | ENVIRONMENTAL | SURVEYING
 13041 McGregor Boulevard
 Fort Myers, Florida 33919
 239.481.1331
 Florida@halleyward.com

WWW.HALEYWARD.COM
 CERTIFICATE OF AUTHORIZATION NO. EB32664 & LB8267

SECTION 02, TOWNSHIP 43 SOUTH, RANGE 29 EAST
HENDRY COUNTY, FLORIDA



LEGEND & ABBREVIATIONS

- (C) CALCULATED MEASUREMENT
- (F) FIELD MEASUREMENT
- (M) MEASURED
- (S) SURVEYED
- (T) TYPICAL
- (U) UNDERGROUND
- (V) VISIBLE
- (W) WATER
- (X) EXISTING
- (Y) YIELD
- (Z) ZONING
- (AA) ALIEN ACQUISITION
- (AB) ALIEN ACQUISITION
- (AC) ALIEN ACQUISITION
- (AD) ALIEN ACQUISITION
- (AE) ALIEN ACQUISITION
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- (YV) ALIEN ACQUISITION
- (YW) ALIEN ACQUISITION
- (YX) ALIEN ACQUISITION
- (YY) ALIEN ACQUISITION
- (YZ) ALIEN ACQUISITION
- (ZA) ALIEN ACQUISITION
- (ZB) ALIEN ACQUISITION
- (ZC) ALIEN ACQUISITION
- (ZD) ALIEN ACQUISITION
- (ZE) ALIEN ACQUISITION
- (ZF) ALIEN ACQUISITION
- (ZG) ALIEN ACQUISITION
- (ZH) ALIEN ACQUISITION
- (ZI) ALIEN ACQUISITION
- (ZJ) ALIEN ACQUISITION
- (ZK) ALIEN ACQUISITION
- (ZL) ALIEN ACQUISITION
- (ZM) ALIEN ACQUISITION
- (ZN) ALIEN ACQUISITION
- (ZO) ALIEN ACQUISITION
- (ZP) ALIEN ACQUISITION
- (ZQ) ALIEN ACQUISITION
- (ZR) ALIEN ACQUISITION
- (ZS) ALIEN ACQUISITION
- (ZT) ALIEN ACQUISITION
- (ZU) ALIEN ACQUISITION
- (ZV) ALIEN ACQUISITION
- (ZW) ALIEN ACQUISITION
- (ZX) ALIEN ACQUISITION
- (ZY) ALIEN ACQUISITION
- (ZZ) ALIEN ACQUISITION

SANITARY TABLE

STATION	BEARING	DISTANCE	DEPTH
SMH-1 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 9.26		
SMH-2 (SANITARY MANHOLE)	TOP ELEV. = 13.01'		
SMH-3 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.81'		
SMH-4 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.15'		
SMH-5 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.10'		
SMH-6 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 7.51'		
SMH-7 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 7.46'		
SMH-8 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 7.41'		
SMH-9 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 7.41'		
SMH-10 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.12'		
SMH-11 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.12'		
SMH-12 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.12'		
SMH-13 (SANITARY MANHOLE)	6° P/C N. INV. EL. = 8.12'		

TREE LEGEND

- OAK TREE AND SIZE
- MAGNOLIAS TREE AND SIZE
- PALM TREE AND SIZE
- PINE TREE AND SIZE

DESCRIPTION:

LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21 AND 22, BLOCK 1, COURTHOUSE SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENRY COUNTY, FLORIDA, AND

THE CERTAIN ALLEY LYING IN BLOCK 1, COURTHOUSE SUBDIVISION, ACCORDING TO THE PLAT THEREOF AS RECORDED IN PLAT BOOK 2, PAGE 42, OF THE PUBLIC RECORDS OF HENRY COUNTY, FLORIDA, BEGINNING AT THE SOUTHWEST CORNER OF LOT 16, THENCE TO THE SOUTHWEST CORNER OF LOT 15, THENCE TO THE SOUTHWEST CORNER OF LOT 14, THENCE TO THE SOUTHWEST CORNER OF LOT 13, THENCE TO THE SOUTHWEST CORNER OF LOT 12, THENCE TO THE SOUTHWEST CORNER OF LOT 11, AND THENCE TO THE POINT OF BEGINNING.

SAVEYOR'S NOTES:

- THIS IS AN ALTA/BOUNDARY, TOPOGRAPHIC SURVEY OF THE ABOVE DESCRIBED TRACT OF LAND ONLY, MADE ON THE GROUND UNDER THE SUPERVISION OF A FLORIDA REGISTERED LAND SURVEYOR ACCORDING TO THE PROFESSIONAL STANDARDS AND ETHICS OF THE SURVEYING PROFESSION.
- BEARINGS REFERENCED TO THE EAST RIGHT OF WAY LINE OF MAIN STREET AS BEING S 00°26'23" E, PER GEODETIC BEARINGS, N.A.D. 83, ZONE 18S1.
- THIS SURVEY WAS CONDUCTED FOR THE PURPOSE OF AN ALTA/BOUNDARY, TOPOGRAPHIC SURVEY AND IS NOT INTENDED TO DELINEATE THE REGULATORY JURISDICTION OF ANY FEDERAL, STATE, REGIONAL OR LOCAL AGENCY, BOARD, COMMISSION OR OTHER SIMILAR ENTITY.
- SURVEYOR RELIED ENTIRELY UPON THE TITLE COMMITMENT PREPARED BY OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY, FILE NO. 2004522, DATED 03-14-2002 AT 8:00 A.M. THERE MAY BE OTHER SIMILAR MATTERS OF PUBLIC RECORD, NOT DEPICTED ON THIS SURVEY. THE SURVEY IS SUBJECT TO THE FOLLOWING ITEMS LISTED IN SCHEDULE B-II OF THE REFERENCED COMMITMENT: ITEMS 1-7, NOTHING APPLICABLE/NOTABLE AS TO MATTERS OF SURVEY.
- ITEM 8, EASEMENTS AS SET FORTH ON THE PLAT OF COURTHOUSE SUBDIVISION (LA BELLE FLORIDA, RECORDED IN PLAT BOOK 2, PAGE 42, TWO PLATABLE EASEMENTS).
- NO UNDERGROUND UTILITIES, UNDERGROUND ENCROACHMENTS, BUILDING FOUNDATIONS WERE OBSERVED AS A PART OF THIS SURVEY, UNLESS OTHERWISE SHOWN, STRIPES WERE NOT LOCATED, UNLESS OTHERWISE SHOWN.
- THIS SURVEY NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
- THE PARCEL SHOWN HEREON APPEARS TO FALL WITHIN FLOOD ZONE "X" AS SHOWN ON THE FLOOD HAZARD MAP FILE 130915, COMBINATION PANEL NUMBER 0309 0, MAP REVISION 07/6/2015.
- ELEVATIONS DEPICTED HEREON BASED UPON NGS CONTROL POINT 7A BELLE RM 3, ELEVATION 14.22 (N.A.D. 83). THE BENCHMARKS DEPICTED HEREON AND ARE IN (N.A.D. 83) DATUM.
- TREES DEPICTED HEREON HAVE NOT BEEN VERIFIED BY A LICENSED ARBORIST.

Map B Thompson, J. 4/11/22
Registered Land Surveyor and Mapper
Date Signed: 4/22/22
Last Date of Field Survey: 4/11/22

EXTREME SURVEYING OF FLORIDA, INC.
LB No. 7425
29340 WESLEY CHAPEL
WESLEY CHAPEL, FLORIDA 33545
PH. (813) 973-2092
FAX (813) 973-1222
E-Mail: alex@extreme-surveying.com
PROFESSIONAL SURVEYING AND MAPPING SERVICES

No.	DESCRIPTIONS	
-----	--------------	--

Caloosahatchee River

State Road 80

College St.

N. Main St.

Legend

- Subject Property
- LaBelle Future Land Use**
- Downtown District
- Residential
- Outlying Mixed Use
- Commercial
- Public

DELISI
Land Use Planning & Water Policy

Future Land Use Map
admin@delisi-inc.com
www.delisi-inc.com

Caloosahatchee River

State Road 80

College St.

N. Main St.

Legend

- Subject Property
- LaBelle Future Land Use**
- Downtown District
- Residential
- Outlying Mixed Use
- Commercial
- Public

DELISI
Land Use Planning & Water Policy

**Proposed
Future Land Use Map**

admin@delisi-inc.com
www.delisi-inc.com



**LABELLE TRADING
POST PUD
2008-13**

**OAKWOOD TERRACE
PUD 2019-16**

CAL

**IL IN THE
RK PUD
98-5**

SHADY OAKS AVE

RIV VISTA BLVD
HAMPTON AVE
CURRY ST
FRASER AVE
CAL ST
HENDRY ST
WILSON AVE
CAMPBELL ST
HALL ST
N MAIN ST
N LEE ST
COLLEGE ST

SR 80

1ST AVE

2ND AVE

3RD AVE

4TH AVE

5TH AVE

6TH AVE

7TH AVE

8TH AVE

HOWE AVE

COTTAGE AVE

PALM AVE

EUCLID PL

PALMDALE AVE

MILLER AVE

MANATEE AVE

VANEE AVE

SIMME AVE

- Legend**
- Zoning**
- AG
 - B-1
 - B-2
 - B-3
 - DBD
 - I-1A
 - I-2
 - MHP
 - PS
 - PUD
 - R-1
 - R-1A
 - R-1AA
 - R-2
 - R-2T
 - R-3
 - RNU
- Boundary**

**OAK GROVES
PUD 2017-20**

DELISI
Land Use Planning & Water Policy

Zoning Map 77

admin@delisi-inc.com
www.delisi-inc.com

Sources: Esri, HERE, Garmin, USGS, Intermap, Japan, METI, Esri China (Hong Kong), Esri Korea, OpenStreetMap contributors, and the GIS User Community



Legend

- 500' Distance
- Subject Property

DELISI
Land Use Planning & Water Policy

500' Vicinity Map
admin@delisi-inc.com
www.delisi-inc.com

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY

Sunshine811
 Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
 Check positive response codes before you dig!

PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030-00-A
 DRAWN BY: EP
 CHECKED BY: KAWB
 DATE: 01/30/2025
 CAD ID: X-CIVIL-LAND

PROJECT:

LAND DEVELOPMENT PLANS
 FOR
WAWA
 PROPOSED COMMERCIAL DEVELOPMENT
 10 W HICKPOCCHIE AVE
 LABELLE, FL 33935
 CITY OF LABELLE
 HENDRY COUNTY

BOHLER

1 SE 3rd AVENUE
 SUITE 2700
 MIAMI, FLORIDA 33131
 Phone: (786) 681-0800
 FLORIDA BUSINESS CERT. OF AUTH. No. 30780

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY KEVIN JOHN AUST, P.L.A. ON THE DATE ADJACENT TO THE SEAL. PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

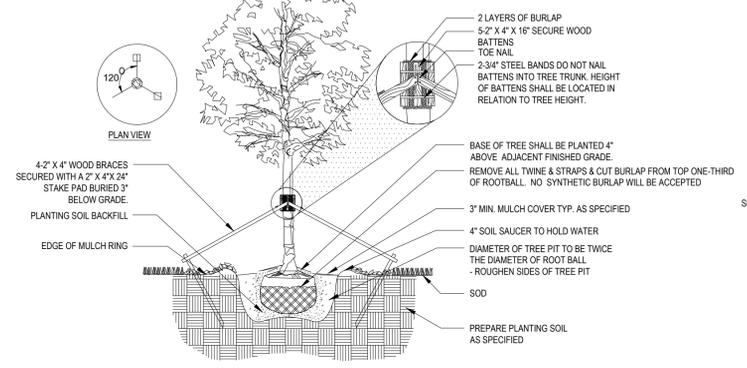
SHEET TITLE:

LANDSCAPE DETAILS

SHEET NUMBER: C-702

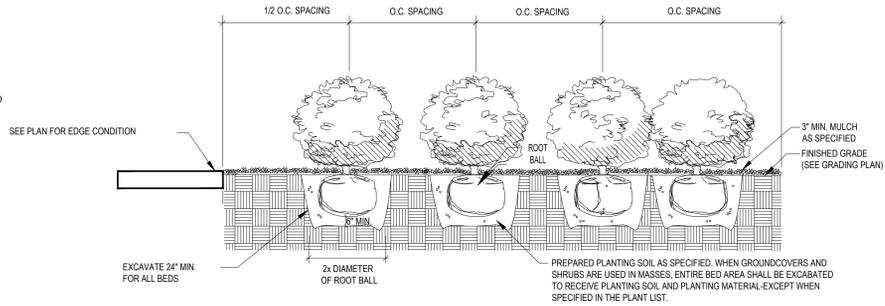
ORG. DATE - 01/30/2025

NOTE:
 ALL RELOCATED TREES AND PALMS SHALL BEAR SAME RELATION TO FINISH GRADE AS IT BORE TO PREVIOUS EXISTING GRADE.



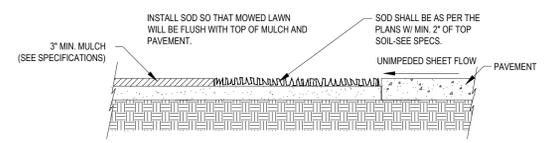
1 TREE INSTALLATION SECTION

NTS



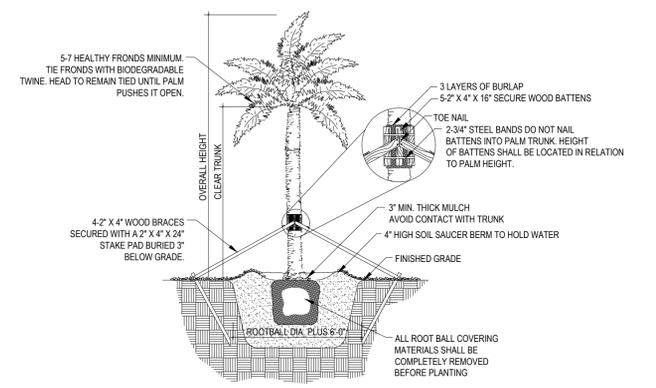
4 SHRUB PLANTING SECTION

NTS



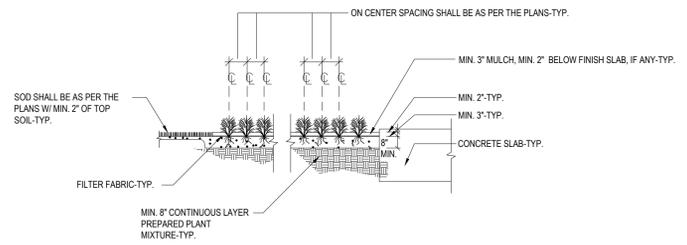
7 SOD INSTALLATION SECTION

NTS



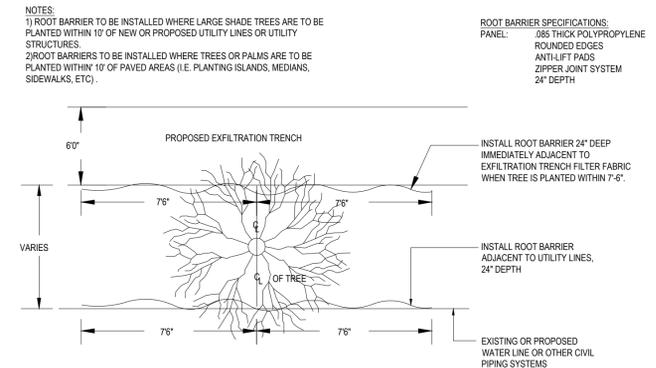
2 PALM INSTALLATION SECTION

NTS



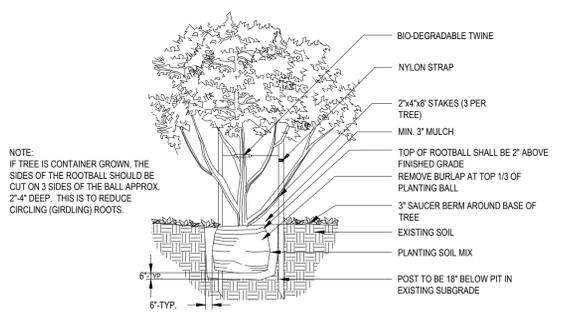
5 GROUNDCOVER PLANTING SECTION

NTS



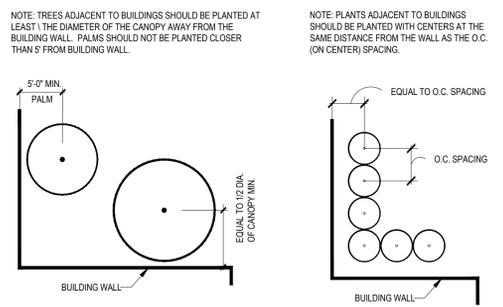
8 ROOT BARRIER SECTION

NTS



3 SMALL TREE SECTION

NTS

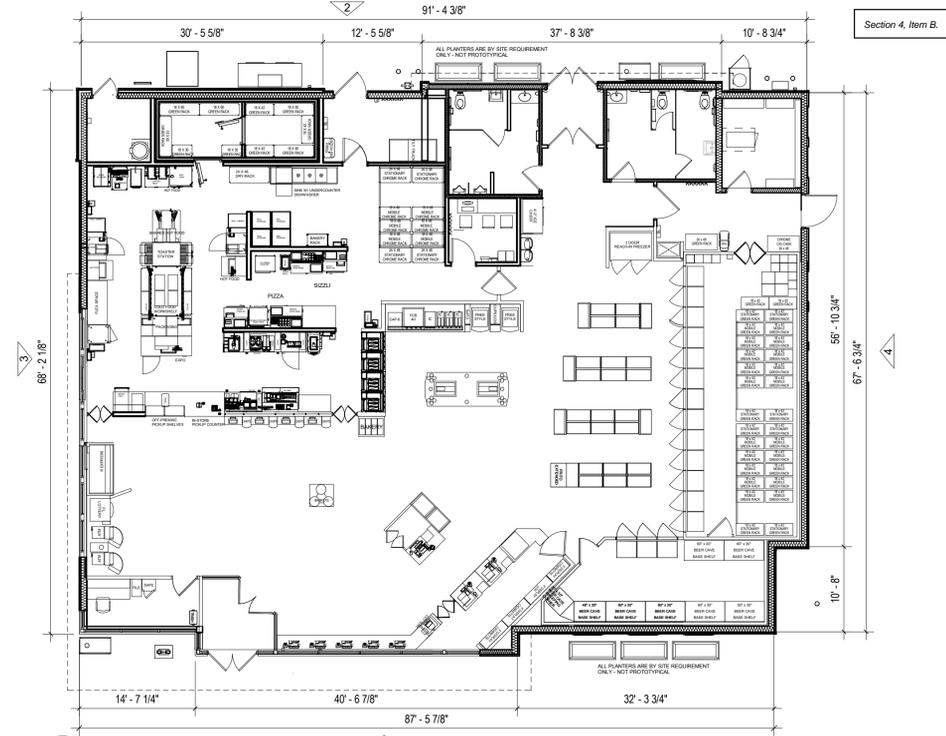


6 PLANTING ADJACENT TO BUILDING SECTION

NTS

THIS PLAN TO BE UTILIZED FOR LANDSCAPE PURPOSES ONLY

BOHLER\ENG\NET\SHARES\BFL-PROJECTS\2025\FL-PROJECTS\2025\FL-CAD\DRAWINGS\PLAN SETS\CIVIL - SITE PLAN\SP-CIVIL-LAND-FL-C240030-00-A-...-LAYOUT: C-702 LANDSCAPE DETAILS EP



5 KEY PLAN
A0.10 3/32" = 1'-0"

MATERIALS:

- 1 BRICK
- 2 COMPOSITE SIDING
- 3 EIFS OR STUCCO
- 4 ROOF: SLATE
- 5 TILE
- 6 METAL OVERHANG BRITE RED



2 REAR ELEVATION
A0.10 3/16" = 1'-0"



3 LEFT ELEVATION
A0.10 3/16" = 1'-0"



4 RIGHT ELEVATION
A0.10 3/16" = 1'-0"

Exhibit A – Legal Description

DESCRIPTION OF PARCEL IN SECTION 2, TOWNSHIP 29, RANGE 43 EAST LABELLE, HENDRY COUNTY, FLORIDA

A tract or parcel of land situated in the State of Florida, County of Hendry, lying within Section 2, Township 29 South, Range 43 East, and further bounded and described as follows:

Commencing at the southwest corner of Block 1, Lot 8 of the Court-House Subdivision, recorded in Plat Book 2, Page 42, of the public records of Hendry County, Florida; thence, $N00^{\circ}26'02''W$, along the west line of said Lot 8, for 66.39 feet, to the Point of Beginning of the herein described parcel, on the east right-of-way line of College Street (50' wide right-of-way); thence, continuing $N00^{\circ}26'02''W$, along the west line of Block 1, Lots 8 through 15 of the Court-House Subdivision and the east right-of-way line of College Street, for 232.22 feet, to the south right-of-way line of Yeomans Avenue (50' wide right-of-way); thence, $N00^{\circ}25'53''W$, crossing said Yeomans Avenue, for 50.00 feet, to the intersection of the north right-of-way line of said Yeomans Avenue with the east right-of-way line of College Street and the southwest corner of Block 4, Lot 28 of said Court-House Subdivision; thence, continuing $N00^{\circ}25'53''W$, along the west line of Block 4, Lots 28 and 27 of the Court-House Subdivision and the east right-of-way line of College Street, for 50.00 feet, to the northwest corner of said Lot 27; thence, $N89^{\circ}16'53''E$, along the north line of Block 4, Lots 27 and 2 of the Court-House Subdivision and crossing a 10-foot wide alley between said Lots 27 and 2, for 209.87 feet, to the northeast corner of said Block 4, Lot 2 and the west right-of-way line of Main Street (50' wide right-of-way); thence, $S00^{\circ}26'23''E$, along the east line of Block 4, Lots 2 and 1 of the Court-House Subdivision and the west right-of-way line of Main Street, for 50.00 feet, to the said north right-of-way line of Yeomans Avenue; thence, continuing $S00^{\circ}26'23''E$, crossing said Yeomans Avenue, for 50.00 feet, to the intersection of the south right-of-way of Yeomans Avenue with the west right-of-way line of Main Street and the northeasterly corner of Block 1, Lot 16 of the Court-House Subdivision; thence, continuing $S00^{\circ}26'23''E$, along the east line of Block 1, Lots 16 through 1 and the west right-of-way line of Main Street, for 206.04 feet; thence, $S34^{\circ}22'34''W$, along the west right-of-way line of Main Street, for 43.79 feet, to the north right-of-way line of Hickpochee Avenue (variable width right-of-way); thence, along a non-tangent curve to the right with a radius of 4,636.66 feet, a central angle of $2^{\circ}02'43''$, and a long chord of $S86^{\circ}12'33''W$ 165.50 feet, for an arc length of 165.51 feet, to the said east right-of-way line of College Street; thence $N47^{\circ}20'17''W$, along the said west line of College Street, for 26.96 feet, to the Point of Beginning.

Parcel (including parts currently encumbered by Yeomans Avenue and the alley between Block 4, Lots 27/28 and 1/2) contains 72,113 sq. ft. (1.66 acres), more or less.

Bearings are based on the west right-of-way line of Main Street as bearing $S00^{\circ}26'23''E$.


Joshua W. Bragg
Professional Surveyor and Mapper (LS 7243)
For the Firm of Haley Ward, Inc. (LB B267)



gor Boulevard, Fort Myers, FL 33919
T: 239.481.1331 | HALEYWARD.COM

EXHIBIT B - SCHEDULE OF USES

WAWA PUD

Accessory Use or Structure

Convenience Stores, with Gas Pumps

Food and Beverage Sales/Establishments

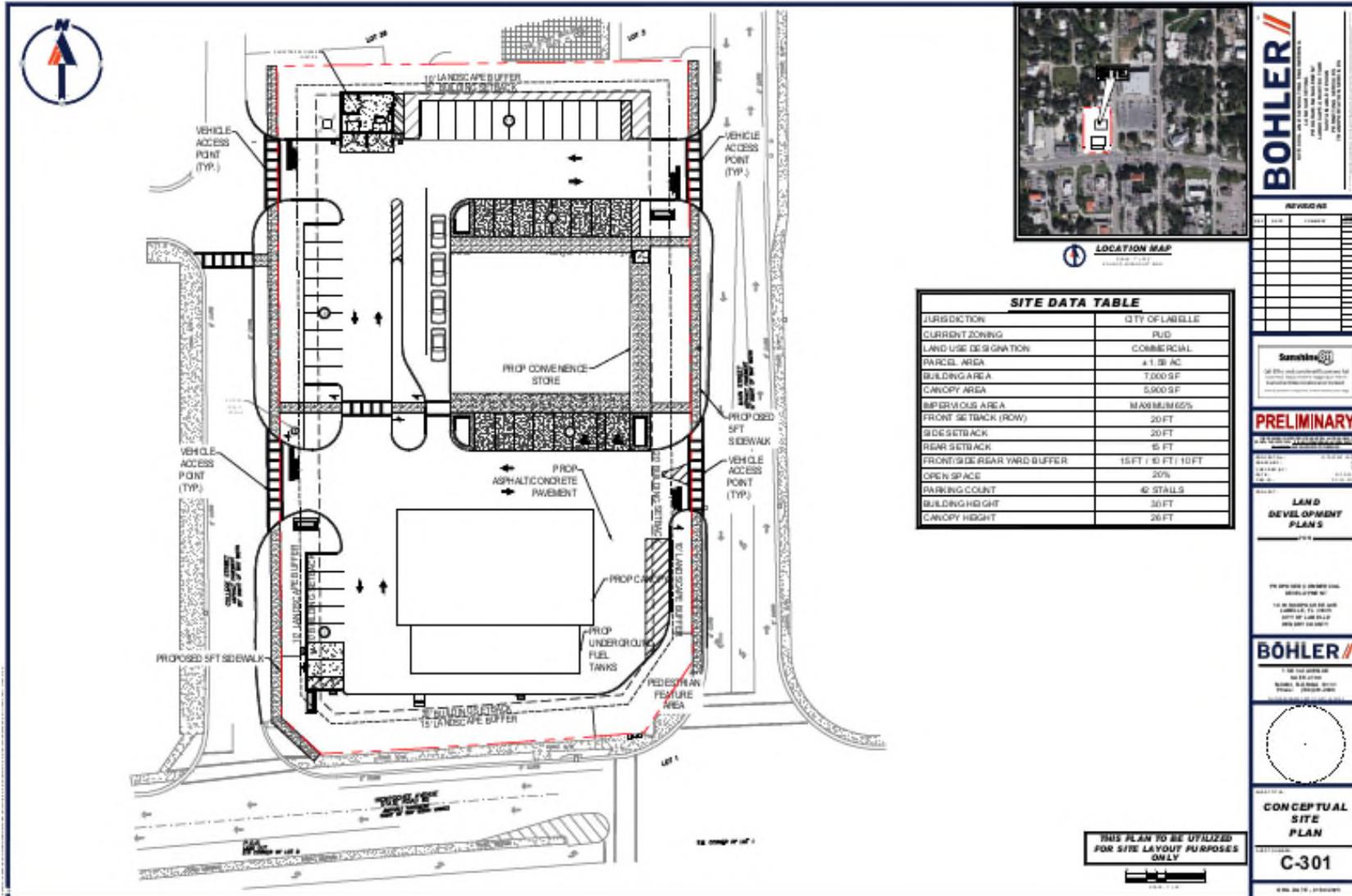
Drive-Thru (limited to a pick up lane only “fly-throug”)

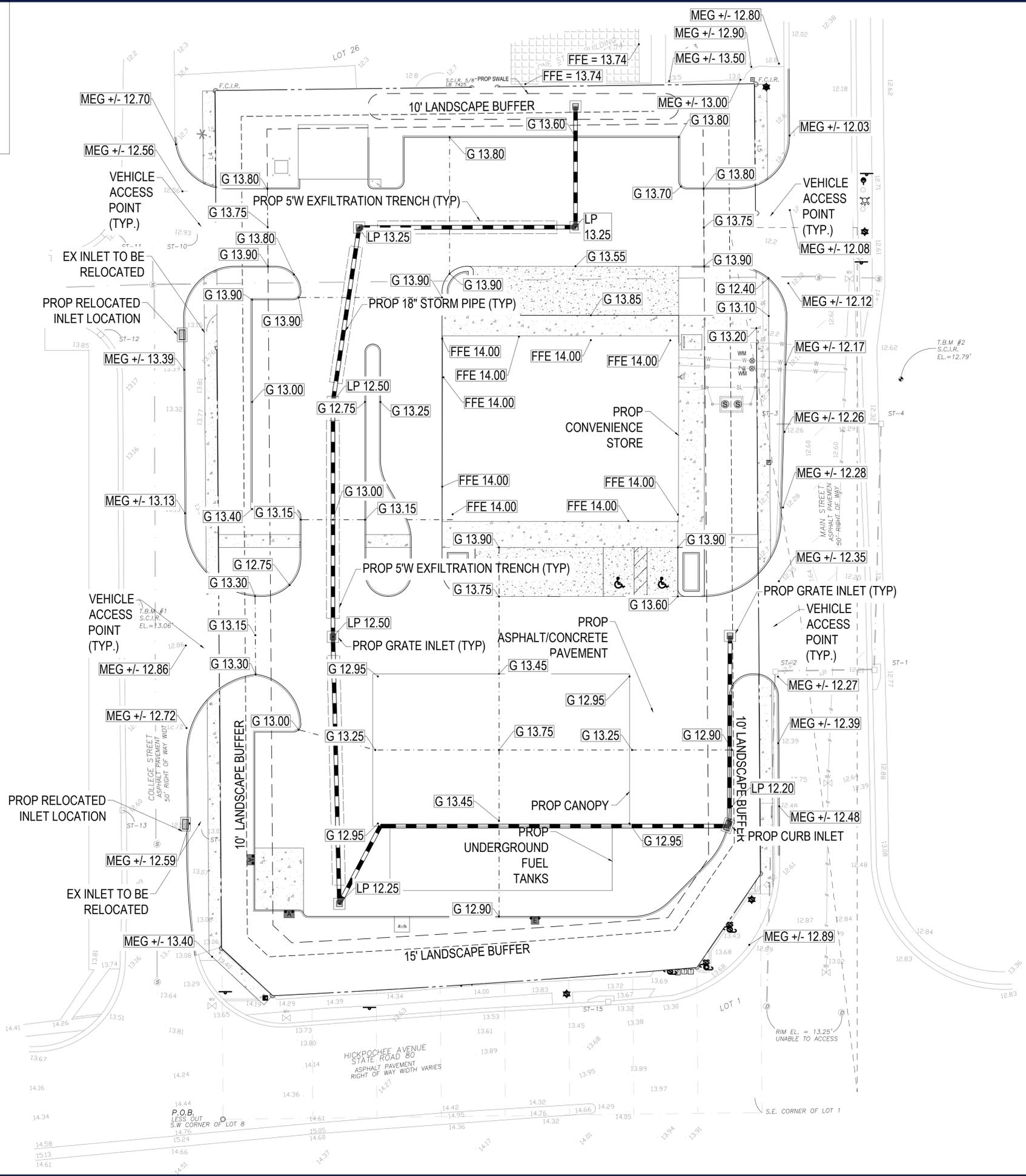
**EXHIBIT C
SITE DEVELOPMENT REGULATIONS**

Development Regulations Table

Minimum Lot Area	20,000SF
Minimum Lot Depth	200 sq. ft.
Minimum Lot Width	100 sq. ft.
Impervious Area	65% maximum
Front Yard Setback (SR 80)	20 FT
Side Yard (College and Main)	20 FT
Rear Yard (north property line)	15 FT
Max. Building Height	30 FT
Minimum Open Space	20%

Exhibit D – Master Concept Plan

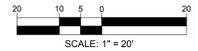




LOCATION MAP
 SCALE: 1" = 300'
 SOURCE: MICROSOFT BING

SITE DATA TABLE	
JURISDICTION	CITY OF LABELLE
CURRENT ZONING	PUD
LAND USE DESIGNATION	COMMERCIAL
PARCEL AREA	68,824 SF (1.58 AC)
BUILDING AREA	7,000 SF
CANOPY AREA	5,900 SF
PERVIOUS AREA	13,343 SF (0.31 AC)
IMPERVIOUS AREA	43,209 SF (0.99 AC)
FRONT SETBACK (ROW)	20 FT
SIDE SETBACK	20 FT
REAR SETBACK	15 FT
FRONT/SIDE/REAR YARD BUFFER	15 FT / 10 FT / 10 FT

THIS PLAN TO BE UTILIZED FOR SITE GRADING PURPOSES ONLY



BOHLER
 SITE CIVIL AND CONSULTING ENGINEERING
 PROGRAM MANAGEMENT
 LANDSCAPE ARCHITECTURE
 SUSTAINABLE DESIGN
 TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY

Sunshine 811
 Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked.
 Check positive response codes before you dig!

PRELIMINARY

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FLC240030-00-0A
 DRAWN BY: LB
 CHECKED BY: TP
 DATE: 01/30/2025
 CAD ID: P-CIVIL-GRAD

PROJECT:
LAND DEVELOPMENT PLANS
 FOR
Wawa
 PROPOSED COMMERCIAL DEVELOPMENT
 10 W HICKPOCHEE AVE
 LABELLE, FL 33935
 CITY OF LABELLE
 HENDRY COUNTY

BOHLER
 1 SE 3rd AVENUE
 SUITE 2700
 MIAMI, FLORIDA 33131
 Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780



SHEET TITLE:
CONCEPTUAL GRADING PLAN

SHEET NUMBER:
C-401

ORG. DATE - 01/30/2025

I:\BOHLER\NET\SHARES\FL-PROJECTS\2024\FL-CIVIL-GRAD\ALC240030-00-0A\---LAYOUT-C-401-GRAD

Project: Wawa Labelle
Address: 10 W Hickpochee Ave, Labelle, FL 33935

Demand Flow Calculations

Potable water and sanitary sewer flow rates were determined as per F.A.C. Chapter 64E-6 with the basis that the sanitary sewer rates are 90% of the water demand. Sources and summary tables below:

Service stations per water closet

(a) Open 16 hours per day or less	250
(b) Open more than 16 hours per day	325
Shopping centers without food or laundry per square foot of floor space	0.1

F.A.C. Chapter 64E-6 Potable Water Demand GPD

Service Station for Potable Water Flow Demand– 357.5 gpd
PROPOSED WATER CLOSET * MINIMUM RATE PER USE (GDP/WATER CLOSET) = AVERAGE
DAILY FLOW (GPD)

Service station per water closet: (4 water closet)*(357.5 GPD/Water Closet) = 1,430 GDP

Total Average Daily Flow: 1,430 GPD

F.A.C. Chapter 64E-6 Sanitary Sewer Demand GPD

Service Station for Sanitary Sewer Flow Demand – 325 gpd
PROPOSED WATER CLOSET * MINIMUM RATE PER USE (GDP/WATER CLOSET) = AVERAGE DAILY
FLOW (GPD)

Service station per water closet: (4 water closet)*(325 GPD/Water Closet) = 1,300 GDP

Total Average Daily Flow: 1,300 GPD

Hugo Vargas
Commissioner



Jackie Ratica
Commissioner

Daniel W. Akin
Commissioner

Bobbie Spratt
Commissioner

"The City of Oaks"

Julie C. Wilkins
Mayor

Sent via email:
ncameron@bohlereng.com

February 26, 2025

Nila Cameron, Sr. Administrative Assistant
Bohler Engineering

Project Name: Wawa LaBelle
Location: 10 W Hickpochee Ave, Labelle, FL 33935

Dear Ms. Cameron,

You have requested potable water and sewer service for the project referenced above. Your firm has indicated that this project has an estimated flow demand of approximately 1,430 gallons per day (water) and 1,300 gallons per day (sewer). Plant capacities are adequate; however, the Owner/Developer is required to install all off-site and on-site utility line extensions necessary to provide service to the project in accordance with The City of LaBelle Utilities specifications. Reservation of capacity can only be secured through approval of an appropriate development order and payment of connection fees.

An 8"/12" potable water main and an 8" gravity sewer line are in operation adjacent to the property mentioned above.

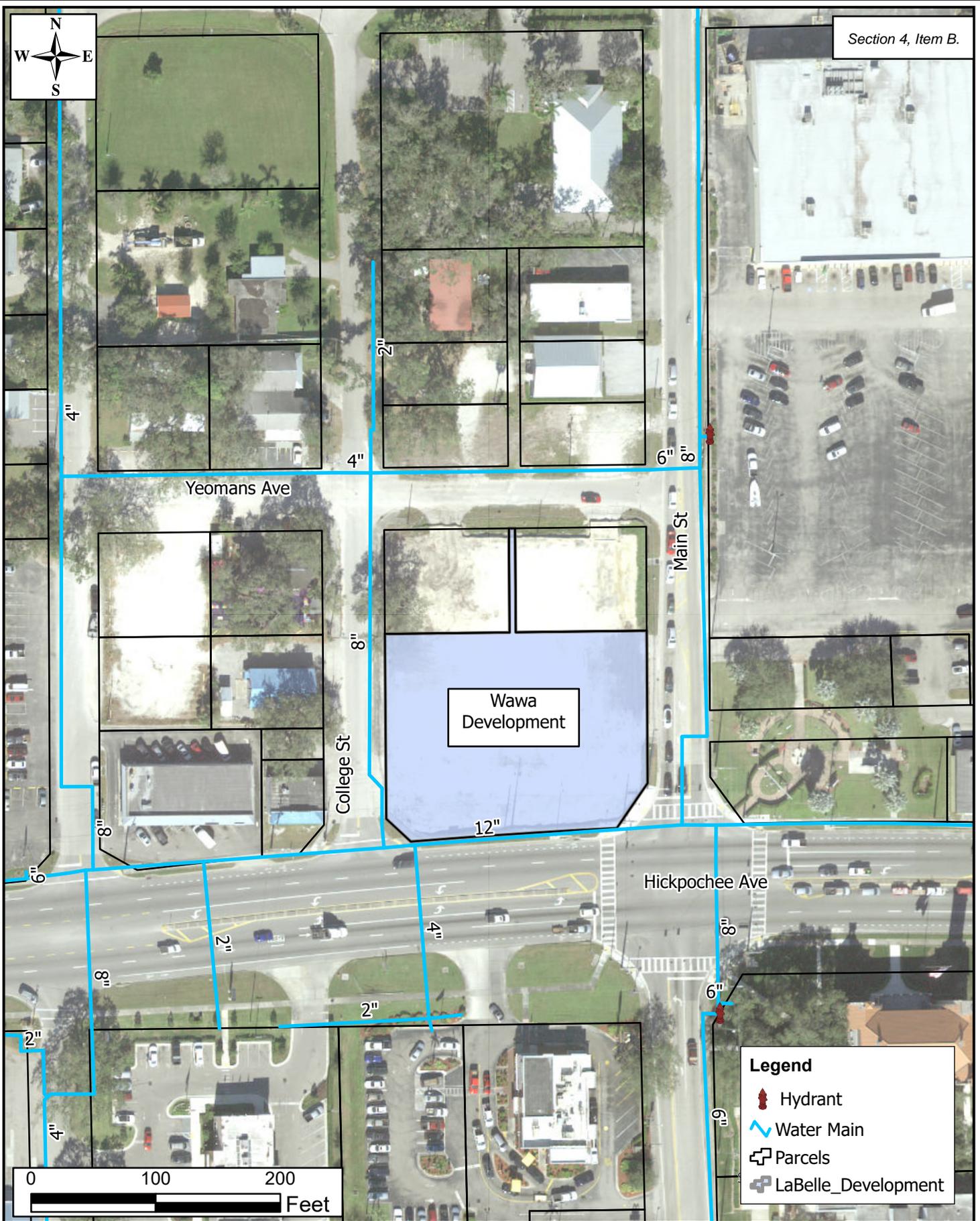
This letter should not be construed as a commitment or guarantee to serve nor as approval for construction, but only as to the availability of potable water and sewer at this time.

Attached are water and sewer maps for reference of the existing utilities.

Sincerely,

Mitchell Wills
Superintendent of
Public Works

Attachments: Sewer Service Map and Water Service Map
Email cc: City of LaBelle Planning and Zoning Review Team
Brett Goldstein- bgoldstein@bohlereng.com



Legend

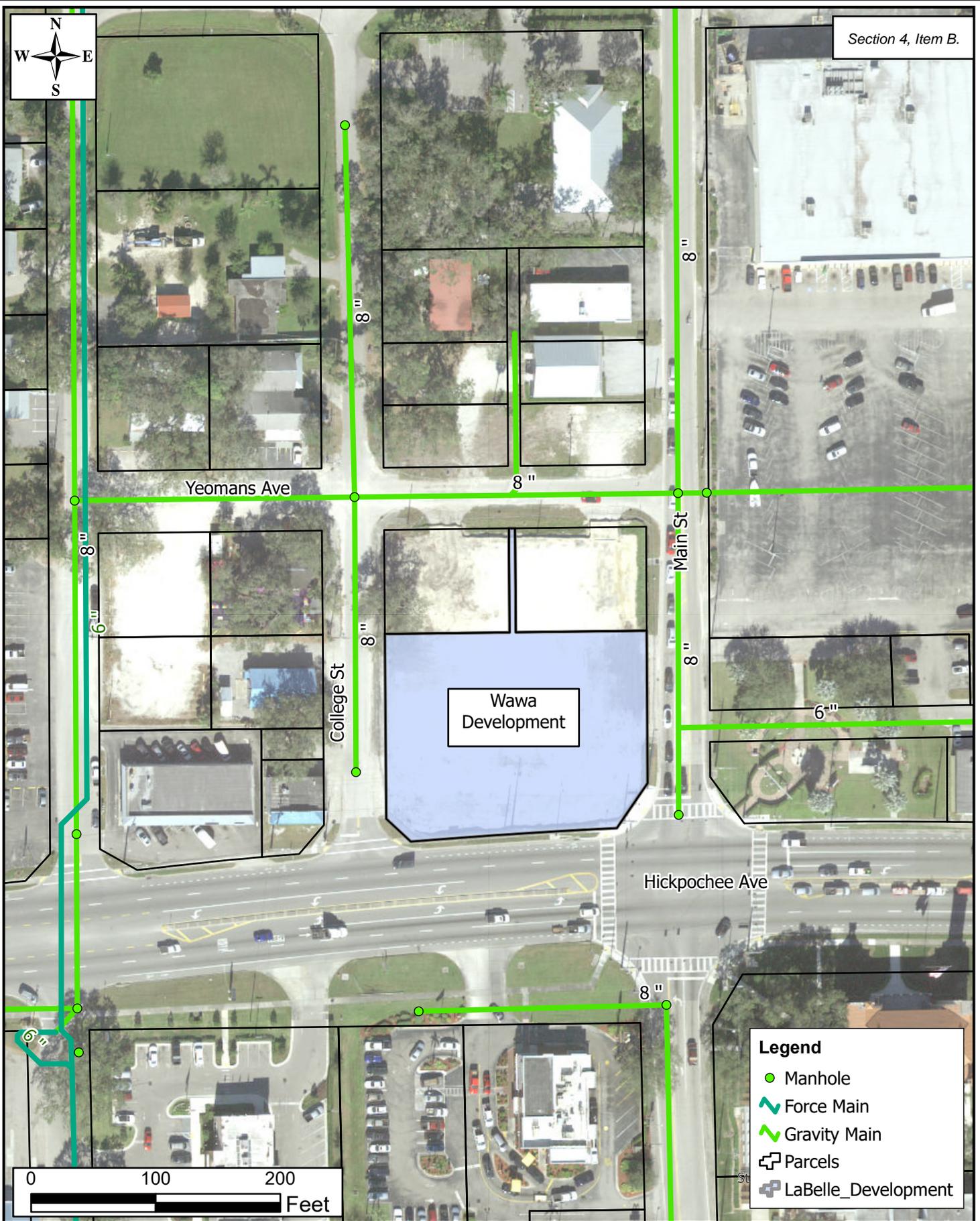
- Hydrant
- Water Main
- Parcels
- LaBelle_Development

Wawa Development Map - Water

LaBelle, FL

DISCLAIMER: This map is for reference and discussion purposes only. Data provided are derived from multiple sources with varying levels of accuracy. The information shown hereon is not intended for site specific use or design.





Wawa Development Map - Sewer

LaBelle, FL

DISCLAIMER: This map is for reference and discussion purposes only. Data provided are derived from multiple sources with varying levels of accuracy. The information shown hereon is not intended for site specific use or design.





Hendry County Public Safety

PO Box 1760

LaBelle, Florida 33975-1760

Phone (863) 674-5412

Fax (863) 612-0723

AMY STAFFORD
OPERATIONS CHIEF
AMY.STAFFORD@HENDRYFLA.NET

SHEILA SHELTRA
EMS COORDINATOR
SHEILA.SHELTRA@HENDRYFLA.NET

DR. T. WEBER, M.D
MEDICAL DIRECTOR

07/02/2025

To Whom it May Concern:

I have been contacted regarding the proposed commercial development at 10 W Hickpochee Ave in the City of LaBelle. I have no objections to the development and can support the development. Please feel free to contact me with any questions.

Sincerely,

Amy M. Stafford
Hendry County Public Safety
EMS/Fire Operations Chief



LaBelle Fire Department
Brent R Stevens
Fire Chief

280 South Main Street LaBelle, Florida 33935
Station 863-675-1537 Cell 863-234-8639
bstevens@citylabelle.com

To:
Ben Zollman
Intern - Staff Engineer
1900 NW Corporate Boulevard, Suite 101E
Boca Raton, FL 33431
o 561-571-0280 / bzollman@bohlereng.com
www.BohlerEngineering.com



From: Brent Stevens, Fire Chief

Regarding:
Wawa Fuel Station and Building, 10 W Hickpochee Ave Labelle, FL 33935, City of Labelle, Hendry County

To whom it may concern,

After reviewing the provided information of the proposed commercial planned development (Wawa) at the location of 10 W Hickpochee Ave Labelle, FL 33935, City of Labelle, Hendry County. A proposed building of 5500 square feet, with fuel pumps on property.

The LaBelle Fire Department has determined that we do not foresee difficulty providing fire protection for the listed project. The LaBelle Fire Department has deemed that due to the size of the project with impact to availability vs capacity, proper capital for the project i.e., (fire station, fire apparatus, shovel ready land for the build of a fire department), fire impact fees, and/or builder agreements for capital may be applied to this project.

The LaBelle Fire Department reserves the right to review all documents regarding fire code compliance and will ensure all applicable fire codes are followed and enforced in the LaBelle Fire District.

Please feel free to contact the LaBelle Fire Department if you have any questions or concerns.

Chief Brent R. Stevens
LaBelle Fire Department
Office 863-675-1537
bstevens@citylabelle.com

Hugo Vargas
Commissioner



Jackie Ratica
Commissioner

Daniel W. Akin
Commissioner

Bobbie Spratt
Commissioner

“The City of Oaks”

Julie C. Wilkins
Mayor

Sent via email:
ncameron@bohlereng.com

February 26, 2025

Nila Cameron, Sr. Administrative Assistant
Bohler Engineering

Project Name: Wawa LaBelle
Location: 10 W Hickpochee Ave, Labelle, FL 33935

Dear Ms. Cameron,

You have requested potable water and sewer service for the project referenced above. Your firm has indicated that this project has an estimated flow demand of approximately 1,430 gallons per day (water) and 1,300 gallons per day (sewer). Plant capacities are adequate; however, the Owner/Developer is required to install all off-site and on-site utility line extensions necessary to provide service to the project in accordance with The City of LaBelle Utilities specifications. Reservation of capacity can only be secured through approval of an appropriate development order and payment of connection fees.

An 8”/12” potable water main and an 8” gravity sewer line are in operation adjacent to the property mentioned above.

This letter should not be construed as a commitment or guarantee to serve nor as approval for construction, but only as to the availability of potable water and sewer at this time.

Attached are water and sewer maps for reference of the existing utilities.

Sincerely,

Mitchell Wills
Superintendent of
Public Works

Attachments: Sewer Service Map and Water Service Map
Email cc: City of LaBelle Planning and Zoning Review Team
Brett Goldstein- bgoldstein@bohlereng.com

WAWA LABELLE PUD

PUBLIC INFORMATION MEETING

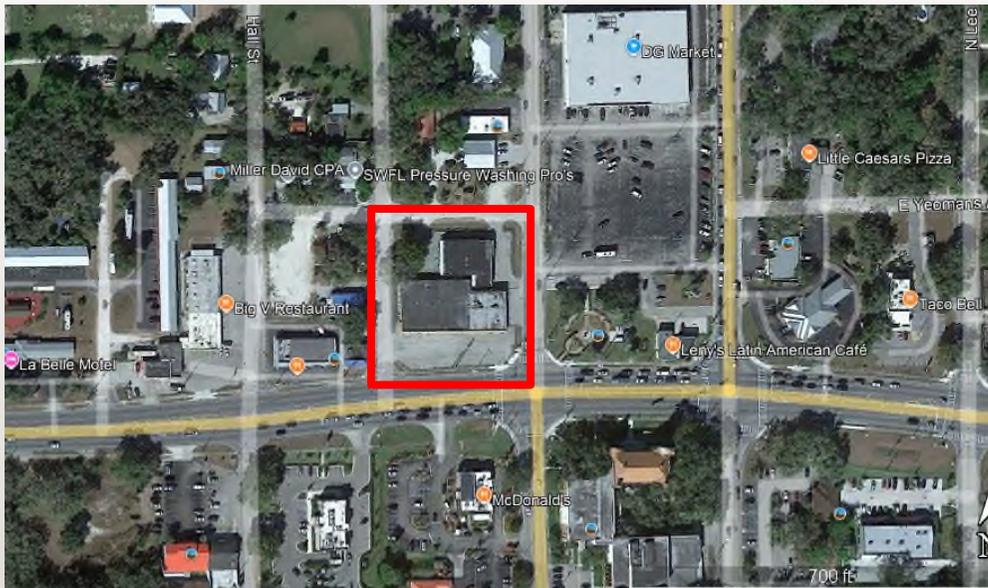
JULY 29TH, 2025

PROJECT TEAM

- ❑ Developer/ Applicant: ComTerra Development
- ❑ Land Use Planner: Daniel DeLisi, AICP, DeLisi, Inc.
- ❑ Engineer: Bohler Engineering
- ❑ Legal Counsel: Neale Montgomery, Pavese Law Firm

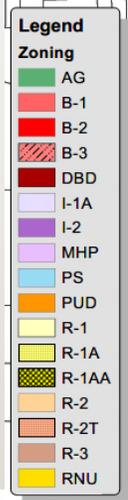
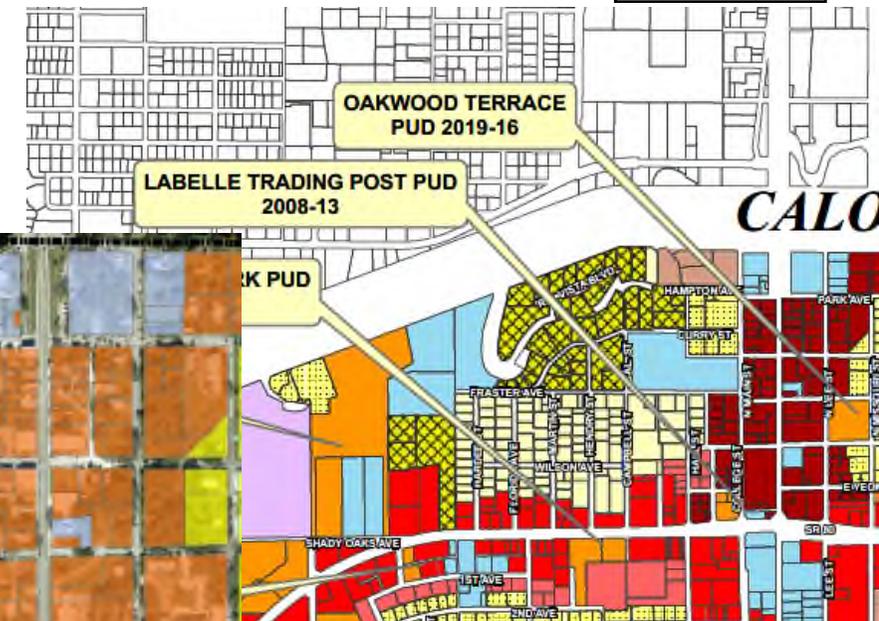
PROPERTY LOCATION

- ❑ North side of SR 80 between College Street and N. Main Street
- ❑ Former retail center, now vacant lot



EXISTING ZONING

- ❑ Zoned CPD in 2008
- ❑ Northern parcel zoned Downtown Business District
- ❑ Future Land Use: Downtown District



REQUEST

1. Amendment Future land use category to Commercial
2. Rezone Planned Development to allow for a Wawa Use



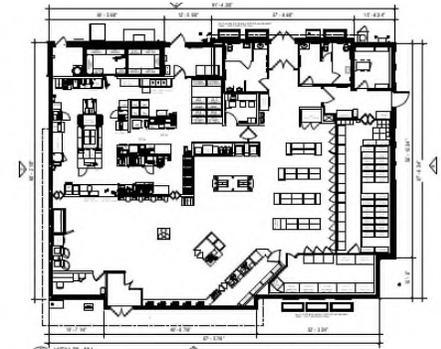
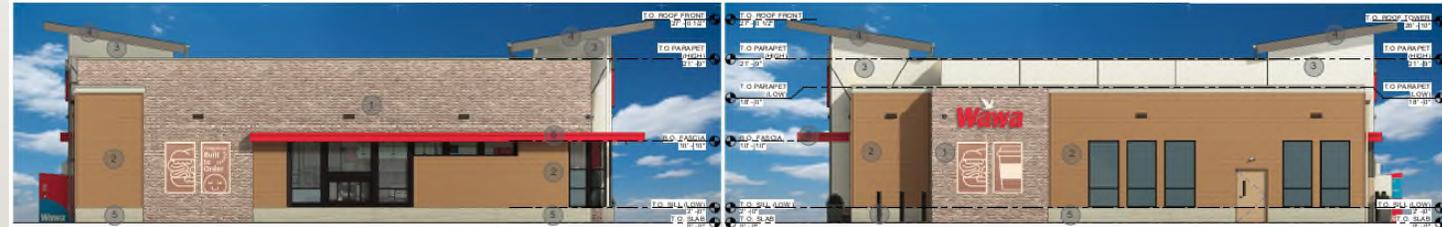
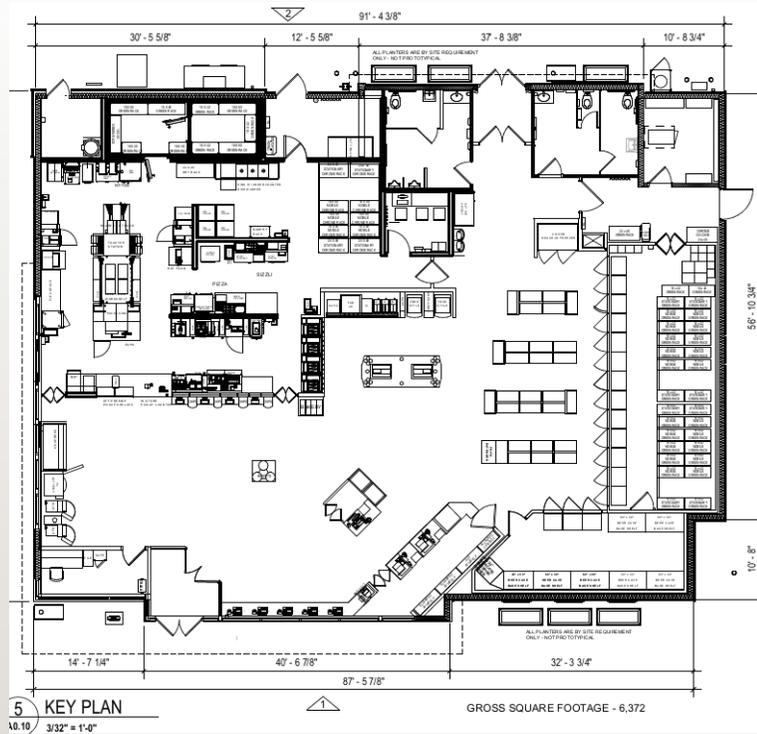
WHAT/WHO IS WAWA

- ❑ Convenience store
 - ❑ Ancillary fuel pumps
- ❑ 200 yr. old company – started as a dairy farm and milk store
- ❑ Known for hoagies and other food items
 - ❑ Unlike Gas stations, business is centered around the food
 - ❑ Store designed around the hot, fresh made food
 - ❑ EV charging common

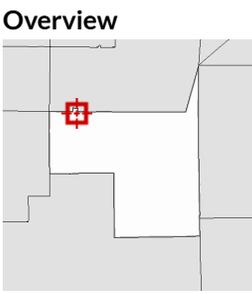
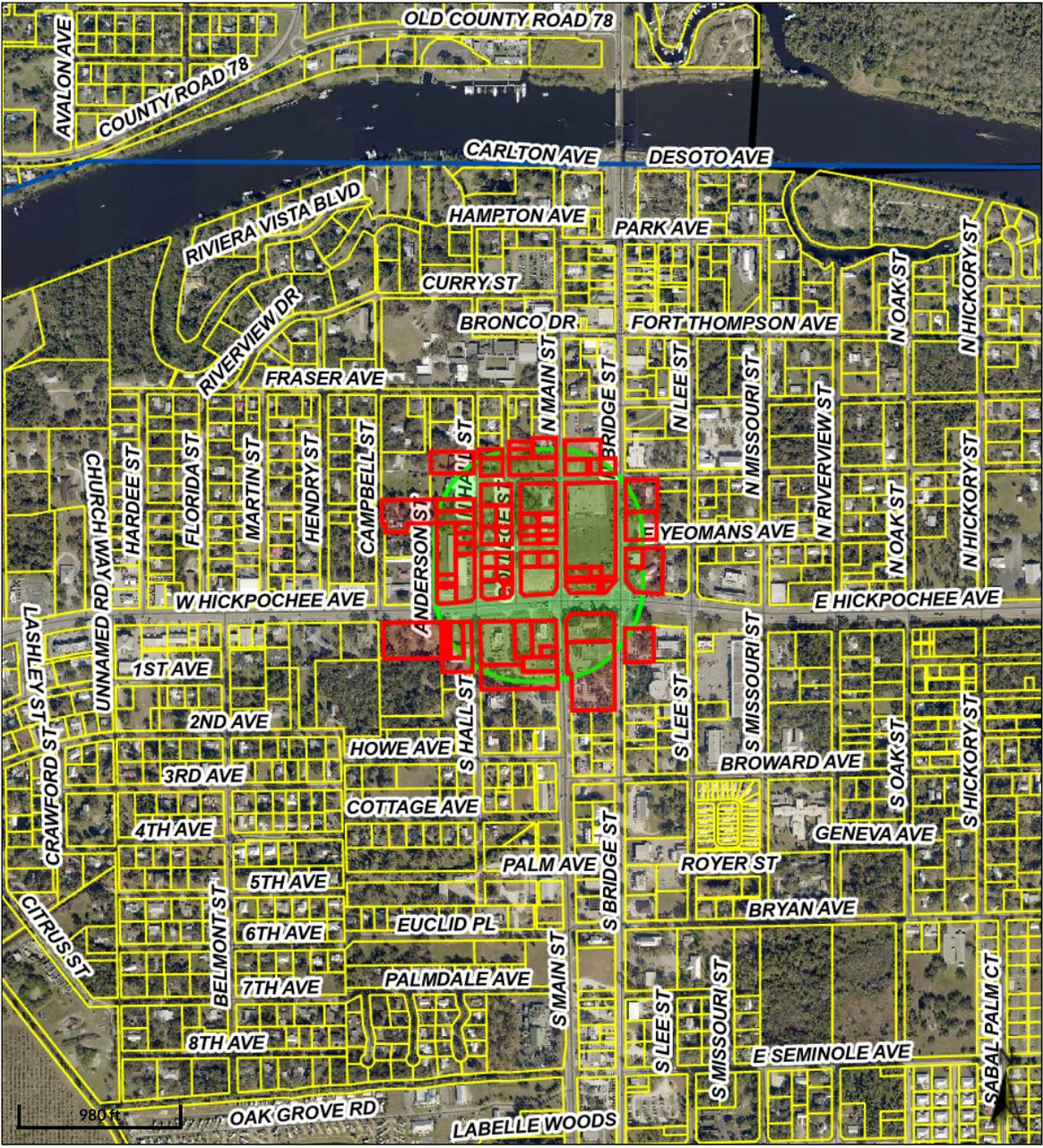


WAWA STORE DESIGN

- Interior design centers around hot food counter: sandwiches, soups, deserts



QUESTIONS?



- Legend**
- City Limits
 - Banyan Village
 - Christopher Lane
 - Double J Acres
 - Everhigh Acres
 - Felda
 - LaDeca Acres
 - Midway Acres
 - Montura Ranch Estates
 - Pioneer Plantation
 - Pt LaBelle Units 1-9
 - Seven K Estates
 - Wheeler Road
 - Parcels
 - County Outlines
 - Hendry
 - <all other values>
 - Roads

Date created: 7/3/2025
Last Data Uploaded: 7/2/2025 9:11:22 PM

Developed by SCHNEIDER
GEOSPATIAL

A & H INVESTMENTS OF IMMOKALEE IN
67 N BRIDGE ST
LABELLE, FL 33935

A & H INVESTMENTS OF IMMOKALEE IN
PO BOX 1195
LABELLE, FL 33975

AGUIRRE RIGOBERTO
PO BOX 1744
LABELLE, FL 33975

AK & SONS RE HOLDINGS LLC
340 E SUGARLAND HWY
CLEWISTON, FL 33440

B B CASH GROCERY STORES INC
PO BOX 1808
TAMPA, FL 33601

BECK DEREK E
5520 DIVISION DR
FORT MYERS, FL 33905

BIG V RESTAURANT LLC
PO BOX 906
LABELLE, FL 33975

BLOCKER HOMES LLC
3507 LEE BLVD STE 210
LEHIGH ACRES, FL 33971

BOY MILLER KISKER & PERRY P A
401 S W C OWEN AVE STE A
CLEWISTON, FL 33440

BRAVOFLORIDA LLC
4220 EDISON LAKES PKWY
MISHAWAKA, IN 46545

CBA INVESTMENTS LLC
PO BOX 970
IMMOKALEE, FL 34143

CHILD CARE OF SOUTHWEST FLORIDA
6831 PALISADES PARK CT STE 6
FORT MYERS, FL 33912

CITY OF LABELLE
PO BOX 458
LABELLE, FL 33975

D S PARTNERSHIP
PO BOX 1920
LABELLE, FL 33975

EMMANUEL BIDIANNE
1 PLACE DE MONTMEDY
LORRAINE QUEBEC J6Z 4W1,

FALCON EYRIE FARMS LC
PO BOX 1710
LABELLE, FL 33975

FINANCIAL RESOURCES LLC
1712 PIONEER AVE STE 648
CHEYENNE, WY 82001

GOMEZ APOLONIO L/E
PO BOX 868
LABELLE, FL 33975

GONZALEZ MACDONALD
PO BOX 2745
LANCASTER, SC 29721

HENDRY CENTER LLC
PO BOX 758
LABELLE, FL 33975

HENDRY COUNTY BOCC
PO BOX 1760
LABELLE, FL 33975

JALARAM HOSPITALITY OF LABELLE LL
170 W HICKPOCHEE AVE
LABELLE, FL 33935

JAMA PROPERTIES LLC
13612 PINE VILLA LN
FORT MYERS, FL 33912

LA EXCELENTE HEALTH FOODS INC
2003 LIGHTHOUSE CT
LABELLE, FL 33935

LABELLE QALICB INC
1926 VICTORIA AVE
FORT MYERS, FL 33901

LAND TRUST PARTNERS OF FL LLC
45 N BRIDGE ST
LABELLE, FL 33935

LOPEZ CONSUELO TARIN
87 CAMPBELL ST
LABELLE, FL 33935

MADRID INVESTMENTS #2 LLC
2003 LIGHTHOUSE CT
LABELLE, FL 33935

MASLOW ROBERT C
2380 EARLS CT
LOS ANGELES, CA 90077

MATILDA LAND INVESTMENTS LLC
80 N MAIN ST
LABELLE, FL 33935

MAYA ENTERPRISES OF FLORIDA LLC
1465 CHOCTAW AVE
LABELLE, FL 33935

MC DONALDS CORPORATION
PO BOX 1920
LABELLE, FL 33975

MCDONALDS USA LLC
PO BOX 1920
LABELLE, FL 33975

NAIRN DEBRA
160 N HALL ST
LABELLE, FL 33935

NOAH PLAZA LLC
149 W HICKPOCHEE AVE
LABELLE, FL 33935

NZ BUILDERS AND DEVELOPERS LLC
9275 SW 2ND ST
BOCA RATON, FL 33428

PARRISH RANDALL T JR TR & VICKI B T
3555 COUNTY ROAD 78
LABELLE, FL 33935

PARRISH RANDALL T JR TR
3555 COUNTY ROAD 78
LABELLE, FL 33935

PATEL VARSHA
383 BRYAN AVE
LABELLE, FL 33935

PERRY JOHN C
1008 W SAGAMORE AVE STE 1
CLEWISTON, FL 33440

SAUCEDO PASCUAL & IRENE PIMENTE
4030 E SUNFLOWER CIR
LABELLE, FL 33935

SCHOFIELD JOHN GLENN
PO BOX 2790
LABELLE, FL 33975

SEIBEL RICHARD J TR
2631 GOGGIN RD
ALVA, FL 33920

SMITH THOMAS A TR
PO BOX 1003
LABELLE, FL 33975

STEVEN A RAMUNNI PA
PO BOX 1118
LABELLE, FL 33975

YNOA FRAILIN
3990 FORT DENAUD RD
LABELLE, FL 33935



LABELLE WAWA

City of Labelle, FL

TRAFFIC IMPACT STATEMENT

PREPARED FOR:

ComTerra Acquisitions, LLC

JOB NO. 24-147

DATE: 03/18/2025
REVISED: 07/08/2025
REVISED: 10/29/2025

<p>Bryan G. Kelley, Professional Engineer, State of Florida, License No. 74006</p> <p>This item has been digitally signed and sealed by Bryan G. Kelley, P.E., on 10/29/2025.</p> <p>Printed Copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.</p>	 <p>Digitally signed by Bryan Kelley Date: 2025.10.29 10:18:25-04'00'</p>
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- 2.0 Traffic Generation
- 3.0 Traffic Analysis

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- 5.0 Driveway Volumes

PAGE 9

- 6.0 Site Operations
- 7.0 Conclusion

APPENDICES

APPENDIX A

FDOT TRAFFIC COUNTS

APPENDIX B

FDOT 2023 MULTIMODAL Q/LOS TABLES

APPENDIX C

SIGNAL TIMING SHEET

APPENDIX D

EXISTING CONDITIONS SYNCHRO

APPENDIX E

BACKGROUND CONDITIONS SYNCHRO

APPENDIX F

TOTAL TRAFFIC CONDITIONS SYNCHRO

APPENDIX G

OPTIMIZED CONDITIONS SYNCHRO

APPENDIX H

SITE PLAN

1.0 SITE DATA

The subject parcel is located at the northwest corner of the Hickpochee Avenue and Main Street intersection in the City of Labelle, Florida. The proposed plan of development on the currently unimproved parcel consists of a 6,500 SF convenience store and a 12 fuel position gas station. Per coordination with the City of LaBelle, the 6,500 SF of convenience store area has been divided into 1,162 SF of fast food restaurant with a drive through and 5,338 SF of convenience store space to conservatively account for drive through trip generation.

Site access is proposed via two (2) full access driveway connections to College Street, one (1) full access driveway connection to Main Street and one (1) right in/right out driveway connection to Main Street. For additional information on site layout, please refer to the Site Plan prepared by Bohler. The site location map is shown in Figure 1 attached to this report.

2.0 TRAFFIC GENERATION

The traffic generated by the proposed site has been calculated in accordance with the traffic generation rates listed in the *ITE Trip Generation Manual, 11th Edition*.

Table 1 shows the daily traffic generation associated with the proposed development in trips per day (tpd). Tables 2 and 3 show the AM and PM peak hour traffic generation, respectively, in peak hour trips (pht). The traffic to be generated by the proposed development may be summarized as follows:

Proposed Development Net Trips

Weekday Daily Traffic Generation =	1,001 tpd
A.M. Peak Hour Traffic Generation =	78 pht (39 In/39 Out)
P.M. Peak Hour Traffic Generation =	70 pht (35 In/35 Out)

Proposed Development Driveway Trips

Weekday Daily Traffic Generation =	3,832 tpd
A.M. Peak Hour Traffic Generation =	282 pht (142 In/140 Out)
P.M. Peak Hour Traffic Generation =	268 pht (135 In/133 Out)

3.0 ROADWAY SEGMENT ANALYSIS

The roadway study area was evaluated for all major roadways within a 1-mile radius of the site. The project trips were distributed on the surrounding roadway network as shown in Figure 1 for all roadways within the study area. Table 4 documents the area-wide growth based on FDOT AADT data from 2019 to 2023 for the surrounding roadways. Tables 5 and 6 shows the peak hour project impact on each of the impacted roadways for the AM and PM peak hours, respectively. The roadway classification was derived from the FDOT Preliminary Context Classification website. The LOS D volumes thresholds are from the FDOT 2023 Multimodal Q/LOS Handbook.

All roadways in which the proposed development trips resulted in less than a 1.0% of the LOS D capacity meet Level of Service requirements. As shown in Tables 5 and 6, the project will have a significant impact on Hickpochee Avenue and Main Street. Therefore, these roadway segments were analyzed further.

3.0 ROADWAY SEGMENT ANALYSIS (CONTINUED)

The peak hour roadway link analysis for Hickpochee Avenue and Main Street is provided in Tables 7 and 8. The area wide growth calculated in Table 4 was utilized to grow the existing 2024 traffic to the anticipated 2029 traffic conditions. As shown in Tables 7 and 8, all significantly impacted roadway segments meet the required LOS standards inclusive of the proposed development.

4.0 INTERSECTION ANALYSIS

The Hickpochee Avenue and Main Street intersection has been analyzed for the 2024 existing conditions, 2029 background, and 2029 total traffic conditions for the A.M. and P.M. peak hours.

The 2029 total traffic has been calculated using the higher value between the background growth rate and the combination of a 1.0% background growth rate and the approved committed development trips. The operational analyst was prepared using Synchro 12 software with HCM 7th edition methodology. The existing signal timing obtained from the FDOT was also utilized. The Synchro results are included in Appendix D through F and may be summarized as follows:

Existing Conditions Analysis

The results of the existing conditions analysis are provided below in Table 9 and are included in Appendix D.

**Table 9
2024 Existing Conditions Operational Analysis**

Intersection	Intersection Control	Approach / Turn Lane	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	44.4	D	44.9	D
		Southbound Approach	74.0	E	78.8	E
		SBL	52.8	D	50.1	D
		SBT/SBR	79.1	E	82.8	F
		Eastbound Approach	18.5	B	23.9	C
		EBL	14.4	B	16.1	B
		Westbound Approach	17.8	B	21.1	C
		Overall	30.1	C	33.1	C

As shown above, the study intersections currently operate at LOS D or better for both peak hours.

4.0 INTERSECTION ANALYSIS (CONTINUED)

Background Conditions

The 2029 background traffic volumes were determined by using an area wide 4.7% historical growth rate. Note this is a conservative analysis since it is unlikely the 4.7% historical rate will continue on an annual basis for the next five years.

The results of the background conditions analysis are provided below in Table 9 and are included in Appendix E.

Table 9
2029 Background Conditions Operational Analysis

Intersection	Intersection Control	Approach	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	43.1	D	52.0	D
		Southbound Approach	81.0	F	106.7	F
		SBL	49.5	D	51.5	D
		SBT/SBR	88.4	F	114.4	F
		Eastbound Approach	25.0	C	33.0	C
		EBL	18.9	B	20.2	C
		Westbound Approach	23.7	C	27.1	C
		Overall	35.5	D	43.3	D

As shown above, all study intersections will continue to operate overall at LOS D or better for both peak hours.

4.0 INTERSECTION ANALYSIS (CONTINUED)

Total Traffic Conditions

The project trips were added to the background conditions based on the trip distribution/assignment to determine the projected 2029 total traffic conditions. The results of the total traffic conditions analysis are provided below in Table 10 and included in Appendix F.

Table 10
2029 Total Traffic Conditions Operational Analysis

Intersection	Intersection Control	Approach	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	46.7	D	58.5	E
		Southbound Approach	99.1	F	130.8	F
		SBL	51.5	D	55.6	E
		SBT/SBR	114.1	F	147.0	F
		Eastbound Approach	25.7	C	32.8	C
		EBL	20.3	C	21.3	C
		Westbound Approach	25.8	C	28.8	C
		Overall	41.0	D	49.2	D

As shown above, all study intersections will continue to operate overall at LOS D or better for both peak hours.

4.0 INTERSECTION ANALYSIS (CONTINUED)

However, due to the higher delays on the minor street, an optimized timings scenario was also included. The overall cycle length remained the same but the green phase times were optimized to better balance the anticipated traffic demand. The results of the optimized conditions scenario are shown in Table 11 below and included in Appendix G.

Table 11
2029 Optimized Conditions Operational Analysis

Intersection	Intersection Control	Approach	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
Hickpochee Ave at Main Street	Signal	Northbound Approach	39.8	D	45.9	D
		Southbound Approach	64.4	E	71.5	E
		SBL	47.8	D	48.3	D
		SBT/SBR	69.7	E	76.5	E
		Eastbound Approach	28.7	C	40.4	D
		EBL	22.7	C	25.4	C
		Westbound Approach	28.8	C	34.7	C
		Overall	36.3	D	43.8	D

5.0 DRIVEWAY VOLUMES

The AM and PM peak hour volumes at the project entrances for the overall development with no reduction for pass by credits are shown in Tables 2 and 3 and may be summarized as follows:

**Directional
Distribution
(Trips IN/OUT)**

AM = 142 / 140
PM = 135 / 133

The Turning Movement figure presents the AM and PM peak turning movement volume assignments at the project driveway based on the directional distributions. As previously mentioned, access is proposed via two (2) full access driveway connections to College Street, one (1) full access driveway connection to Main Street and one (1) right in/right out driveway connection to Main Street.

6.0 SITE OPERATIONS

The proposed site plan includes additional parking spaces above minimum code requirements to account for the Wawa business model. The site has been specifically designed to ensure sufficient traffic circulation, parking, and stacking. Wawa is sensitive to the specific issues, and the site plan is designed intentionally to ensure efficient operations.

The proposed pick up window (referred to as Wawa FlyThru) will reduce the amount of parking required. It is not a typical drive-thru with a menu board in which the visitor places an order at the drive-thru. Instead, all orders are placed online prior to arriving at the site and the Wawa FlyThru is only used for pick-up. This results in much lower queuing since the order is placed ahead of time. There is also no payment transaction at the FlyThru window as that is done ahead of time. At other Wawa's with a FlyThru, the average queue is only 2-3 vehicles at peak times with an average wait time of 50 seconds. If a customer places an order in-line and it is not ready, they will be directed to park and wait for the mobile verification that their order is ready. The site is designed to accommodate a 4-vehicle queue with a by-pass lane.

7.0 CONCLUSION

The attached tables document the daily, A.M. peak hour and P.M. peak hour traffic generation for the existing and proposed development. The proposed development will generate 1,001 daily trips, 78 A.M. peak hour trips, and 70 P.M. peak hour trips. The analysis provided within this report demonstrates the surrounding roadway network will operate at an acceptable Level of Service.

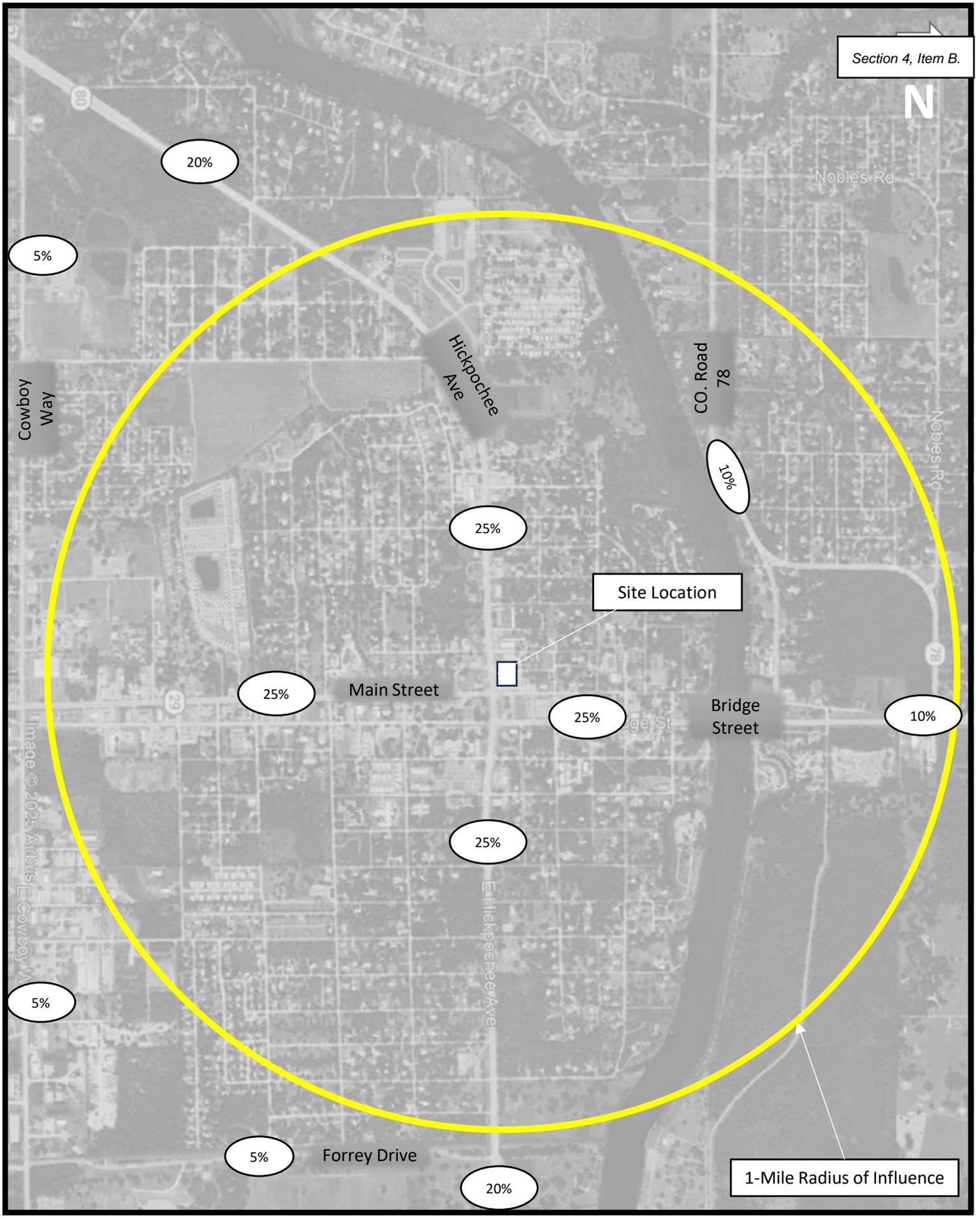


Figure 1 - Trip Distribution
 Labelle Wawa
 Project # 24-147

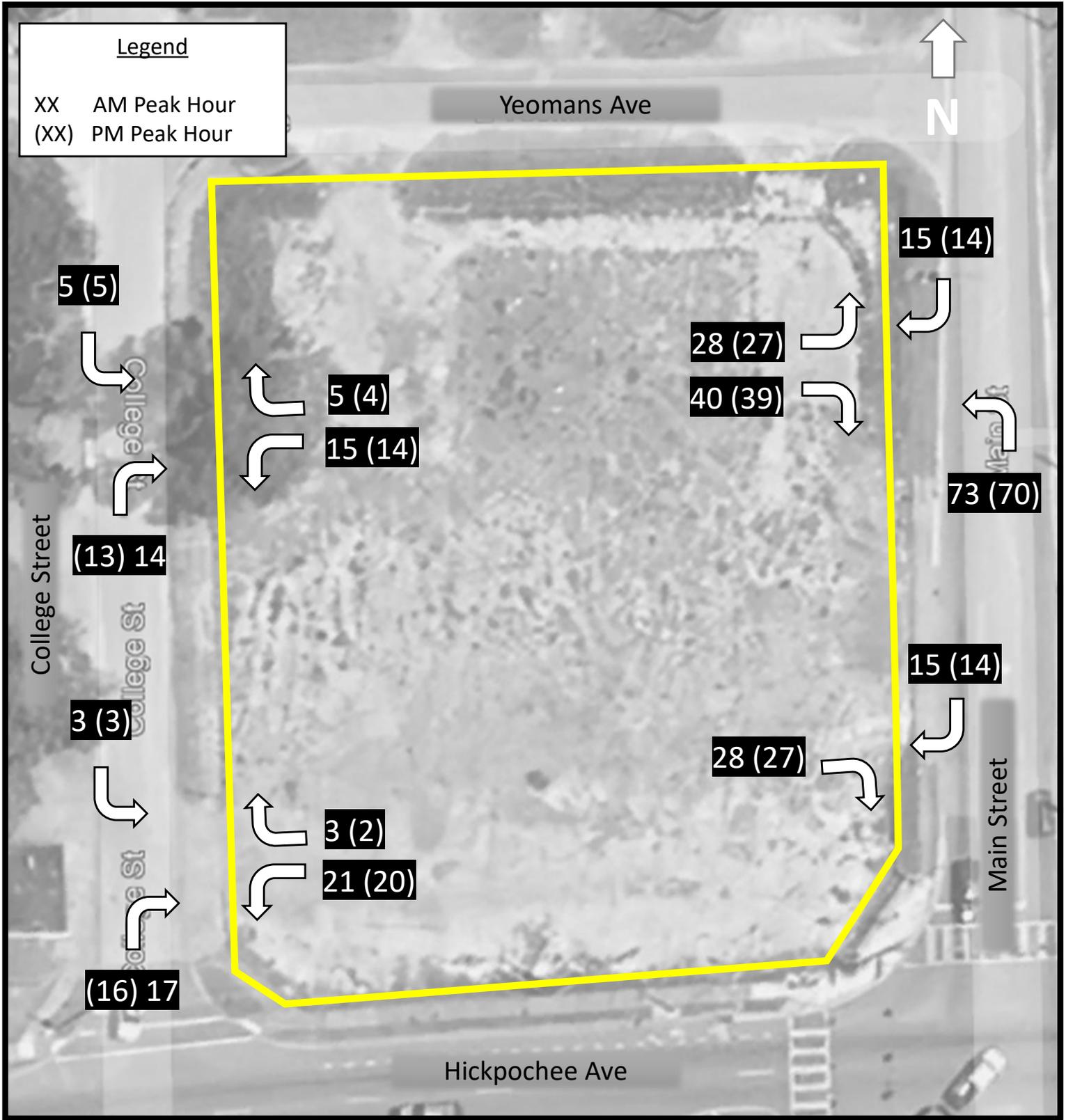


Figure 2 – Driveway Trips
Labelle Wawa
Project # 24-147

LABELLE WAWA

PROPOSED DEVELOPMENT

TABLE 1 - Daily Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips	Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips			
				In	Out		%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Fast Food Rest. + DT	934	1,162	S.F.	467.48			543				0			543	49%	266			277
Gas Station w/ Convenience Store ^o	FDOT	12	Fuel Positions	14.3*PM Trips			3,289				0			3,289	78%	2,565			724
		5,338	S.F.																
Grand Totals:							3,832	0.0%	0	0	0	3,832	74%	2,831	1,001				

TABLE 2 - AM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Fast Food Rest. + DT	934	1,162	S.F.	44.61	0.51	0.49	27	25	52	0.0%	0	0	0	27	25	52	49%	25	14	13	27
Gas Station w/ Convenience Store ^o	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	115	115	230	0.0%	0	0	0	115	115	230	78%	179	25	26	51
		5,338	S.F.																		
Grand Totals:							142	140	282	0.0%	0	0	0	142	140	282	72%	204	39	39	78

TABLE 3 - PM Peak Hour Traffic Generation

Landuse	ITE Code	Intensity	Rate/Equation	Dir Split		Gross Trips			Internalization				External Trips (Driveway Trips)			Pass-by		Net Trips			
				In	Out	In	Out	Total	%	In	Out	Total	In	Out	Total	%	Trips	In	Out	Total	
Fast Food Rest. + DT	934	1,162	S.F.	33.03	0.52	0.48	20	18	38	0.0%	0	0	0	20	18	38	49%	19	10	9	19
Gas Station w/ Convenience Store ^o	FDOT	12	Fuel Positions	12.3*FP+15.5*(X)	0.50	0.50	115	115	230	0.0%	0	0	0	115	115	230	78%	179	25	26	51
		5,338	S.F.																		
Grand Totals:							135	133	268	0.0%	0	0	0	135	133	268	74%	198	35	35	70

**TABLE 4
AREA WIDE GROWTH RATE CALCULATION**

STATION	ROADWAY	FROM	TO	2019 PEAK SEASON DAILY TRAFFIC	2023 PEAK SEASON DAILY TRAFFIC	IND. (%)
	HICKPOCHEE AVENUE	COWBOY WAY	DR. MLK BLVD	14,400	17,700	5.29%
	HICKPOCHEE AVENUE	DR. MILK BLVD	MAIN STREET/SITE	18,700	25,000	7.53%
	HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	22,500	25,000	2.67%
	HICKPOCHEE AVENUE	BRIDGE STREET	FORREY DRIVE	13,100	16,800	6.42%
	COUNTY ROAD 78	CRECENT AVENUE	BRIDGE STREET	2,000	2,600	6.78%
	COWBOY WAY	HICKPOCHEE AVENUE	MAIN STREET	7,300	6,700	-2.12%
	COWBOY WAY	MAIN STREET	FORREY DRIVE	8,900	10,400	3.97%
	MAIN STREET	OKLAHOMA AVENUE	HICKPOCHEE AVENUE/SITE	3,000	3,400	3.18%
	MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE	7,100	8,600	4.91%
	MAIN STREET	PALMDALE AVENUE	COWBOY WAY	7,400	9,400	6.16%
	BRIDGE STREET	COUNTY ROAD 78	HICKPOCHEE AVENUE	15,900	18,900	4.42%
	FORREY DRIVE	HICKPOCHEE AVENUE	COWBOY WAY	NA	NA	NA
Σ =				120,300	144,500	4.69%
				AREA WIDE GROWTH RATE = 4.7%		

TABLE 5
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
AM PEAK HOUR

2029 BUILD OUT
 1 MILE RADIUS OF DEVELOPMENT INFLUENCE
 TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 39
 TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 39

STATION	ROADWAY	FROM	TO	DIRECTION	PROJECT DISTRIBUTION	AM PEAK HOUR DIRECTIONAL		EXISTING LANES	CLASS	LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT
						PROJECT TRIPS	TRIPS					
HICKPOCHEE AVENUE	COWBOY WAY	DR. MLK BLVD		EB	20%	8	4L	C2	2910	0.27%	NO	
				WB	20%	8	4L	C2	2910	0.27%	NO	
HICKPOCHEE AVENUE	DR. MLK BLVD	MAIN STREET/SITE		EB	25%	10	4L	C2T	1640	0.61%	NO	
				WB	25%	10	4L	C2T	1640	0.61%	NO	
HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET		EB	50%	20	4L	C2T	1640	1.22%	YES	
				WB	50%	20	4L	C2T	1640	1.22%	YES	
HICKPOCHEE AVENUE	BRIDGE STREET	FORREY DRIVE		EB	25%	10	4L	C2T	1640	0.61%	NO	
				WB	25%	10	4L	C2T	1640	0.61%	NO	
COUNTY ROAD 78	CRECENT AVENUE	BRIDGE STREET		EB	10%	4	2L	C2	730	0.55%	NO	
				WB	10%	4	2L	C2	730	0.55%	NO	
COWBOY WAY	HICKPOCHEE AVENUE	MAIN STREET		EB	5%	2	2L	C2	730	0.27%	NO	
				WB	5%	2	2L	C2	730	0.27%	NO	
COWBOY WAY	MAIN STREET	FORREY DRIVE		EB	5%	2	2L	C2	730	0.27%	NO	
				WB	5%	2	2L	C2	730	0.27%	NO	
MAIN STREET	OKLAHOME AVENUE	HICKPOCHEE AVENUE/SITE		NB	5%	2	2L	C2	730	0.27%	NO	
				SB	5%	2	2L	C2	730	0.27%	NO	
MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE		NB	25%	10	2L	C2T	940	1.06%	YES	
				SB	25%	10	2L	C2T	940	1.06%	YES	
MAIN STREET	PALMDALE AVENUE	COWBOY WAY		NB	20%	8	2L	C2	730	1.10%	YES	
				SB	20%	8	2L	C2	730	1.10%	YES	
BRIDGE STREET	COUNTY ROAD 78	HICKPOCHEE AVENUE		NB	25%	10	2L	C3C	1070	0.93%	NO	
				SB	25%	10	2L	C3C	1070	0.93%	NO	
FORREY DRIVE	HICKPOCHEE AVENUE	COWBOY WAY		NB	5%	2	2L	C2	730	0.27%	NO	
				SB	5%	2	2L	C2	730	0.27%	NO	

TABLE 6
TEST 1 - PROJECT SIGNIFICANCE CALCULATION
PM PEAK HOUR

2029 BUILD OUT
 1 MILE RADIUS OF DEVELOPMENT INFLUENCE
 TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 35
 TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 35

STATION	ROADWAY	FROM	TO	DIRECTION	PM PEAK HOUR DIRECTIONAL			LOS D STANDARD	TOTAL PROJECT IMPACT	PROJECT SIGNIFICANT	
					PROJECT DISTRIBUTION	PROJECT TRIPS	EXISTING LANES				
HICKPOCHEE AVENUE	COWBOY WAY	DR. MLK BLVD		EB	20%	7	4L	C2	2910	0.24%	NO
				WB	20%	7	4L	C2	2910	0.24%	NO
HICKPOCHEE AVENUE	DR. MLK BLVD	MAIN STREET/SITE		EB	25%	9	4L	C2T	1640	0.55%	NO
				WB	25%	9	4L	C2T	1640	0.55%	NO
HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET		EB	50%	18	4L	C2T	1640	1.10%	YES
				WB	50%	18	4L	C2T	1640	1.10%	YES
HICKPOCHEE AVENUE	BRIDGE STREET	FORREY DRIVE		EB	25%	9	4L	C2T	1640	0.55%	NO
				WB	25%	9	4L	C2T	1640	0.55%	NO
COUNTY ROAD 78	CRECENT AVENUE	BRIDGE STREET		EB	10%	4	2L	C2	730	0.55%	NO
				WB	10%	4	2L	C2	730	0.55%	NO
COWBOY WAY	HICKPOCHEE AVENUE	MAIN STREET		EB	5%	2	2L	C2	730	0.27%	NO
				WB	5%	2	2L	C2	730	0.27%	NO
COWBOY WAY	MAIN STREET	FORREY DRIVE		EB	5%	2	2L	C2	730	0.27%	NO
				WB	5%	2	2L	C2	730	0.27%	NO
MAIN STREET	OKLAHOME AVENUE	HICKPOCHEE AVENUE/SITE		NB	5%	2	2L	C2	730	0.27%	NO
				SB	5%	2	2L	C2	730	0.27%	NO
MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE		NB	25%	9	2L	C2T	940	0.96%	NO
				SB	25%	9	2L	C2T	940	0.96%	NO
MAIN STREET	PALMDALE AVENUE	COWBOY WAY		NB	20%	7	2L	C2	730	0.96%	NO
				SB	20%	7	2L	C2	730	0.96%	NO
BRIDGE STREET	COUNTY ROAD 78	HICKPOCHEE AVENUE		NB	25%	9	2L	C3C	1070	0.84%	NO
				SB	25%	9	2L	C3C	1070	0.84%	NO
FORREY DRIVE	HICKPOCHEE AVENUE	COWBOY WAY		NB	5%	2	2L	C2	730	0.27%	NO
				SB	5%	2	2L	C2	730	0.27%	NO

TABLE 7
AM PEAK HOUR - TEST 1

2029 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 4.70%
TOTAL AM PEAK HOUR PROJECT TRIPS (ENTERING) = 39
TOTAL AM PEAK HOUR PROJECT TRIPS (EXITING) = 39

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	AM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	AM PEAK HOUR PROJECT TRIPS	LINK GROWTH	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	2029 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	EB	2024	624	50%	20	161	32	161	785	805	4L	C2T	1640	YES	YES
			WB	2024	802	50%	20	207	41	207	1009	1029	4L	C2T	1640	YES	YES
MAIN STREET	HICKPOCHEE AVENUE/SITE	PALMDALE AVENUE	NB	2023	261	25%	10	83	16	83	344	354	2L	C2T	940	YES	YES
			SB	2023	337	25%	10	107	21	107	444	454	2L	C2T	940	YES	YES
MAIN STREET	PALMDALE AVENUE	COWBOY WAY	NB	2023	249	20%	8	79	15	79	328	336	2L	C2	730	YES	YES
			SB	2023	308	20%	8	98	19	98	406	414	2L	C2	730	YES	YES

Notes:

TABLE 8
PM PEAK HOUR - TEST 1

2029 BUILD OUT
1 MILE RADIUS OF DEVELOPMENT INFLUENCE
AREA WIDE GROWTH RATE = 4.70%
TOTAL PM PEAK HOUR PROJECT TRIPS (ENTERING) = 35
TOTAL PM PEAK HOUR PROJECT TRIPS (EXITING) = 35

ROADWAY	FROM	TO	DIRECTION	TRAFFIC COUNT YEAR	PM PEAK HOUR TRAFFIC	PROJECT DISTRIBUTION	PM PEAK HOUR PROJECT TRIPS	LINK GROWTH	1.0% GROWTH	TOTAL BACKGROUND TRAFFIC USED	2029 TRAFFIC WITHOUT PROJECT	2029 TOTAL TRAFFIC	ASSURED LANES	CLASS	LOS D	2029 WITHOUT PROJECT MEETS LOS STD.	MEETS LOS STD.
HICKPOCHEE AVENUE	MAIN STREET/SITE	BRIDGE STREET	EB	2024	1053	50%	18	272	54	272	1325	1343	4L	C2T	1640	YES	YES
			WB	2024	782	50%	18	202	40	202	984	1002	4L	C2T	1640	YES	YES

Notes:

INTERSECTION VOLUME DEVELOPMENT
LABELLE WAWA
HICKPOCHEE AVENUE AND MAIN STREET

Section 4, Item B.

10/28/25

TRIPS

	IN	OUT
AM	142	140
PM	135	133

INPUT DATA

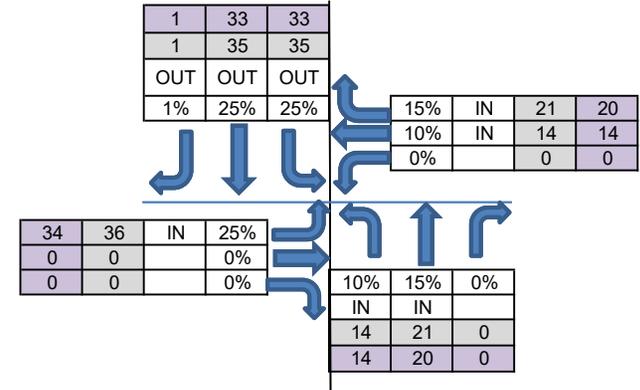
Comments:

Growth Rate = 4.70% Peak Season = 1.00 Current Year = 2024 Buildout Year = 2029

AM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	Existing Volume (2024)	112	105	61	56	157	88	32	507	56	110	644		
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	29	27	16	14	41	23	8	131	14	28	166	12	510	BG Total
1.0% Background Growth	6	5	3	3	8	4	2	26	3	6	33	2	101	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects	6	5	3	3	8	4	2	26	3	6	33	2	101	1% + MP Total
Background Traffic w/o Project	141	132	77	70	198	111	40	638	70	138	810	60		
Project Traffic	14	21	0	35	35	1	36	0	0	0	14	21		
Total	155	153	77	105	233	112	76	638	70	138	824	81		
Approach Total	385			450			785			1,044				



PM Peak Hour

INTERSECTION VOLUME DEVELOPMENT

	Northbound			Southbound			Eastbound			Westbound				
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
	Existing Volume (2024)	142	101	154	37	188	87	67	862	60	84	656		
Peak Season Adjustment	0	0	0	0	0	0	0	0	0	0	0	0		
Background Traffic Growth	37	26	40	10	49	22	17	223	15	22	169	11	640	BG Total
1.0% Background Growth	7	5	8	2	10	4	3	44	3	4	33	2	127	1% + MP Total
Major Projects Traffic	0	0	0	0	0	0	0	0	0	0	0	0		
1% BGR + Major Projects	7	5	8	2	10	4	3	44	3	4	33	2	127	1% + MP Total
Background Traffic w/o Project	179	127	194	47	237	109	84	1085	75	106	825	53		
Project Traffic	14	20	0	33	33	1	34	0	0	0	14	20		
Total	193	147	194	80	270	110	118	1085	75	106	839	73		
Approach Total	533			460			1,278			1,018				



APPENDIX A

FDOT TRAFFIC COUNTS

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0023 - SR 29, N OF CR 80A/COWBOY WAY LABELLE

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	9400 S	N	4400	S	5000	9.00	55.20	9.20
2022	8600 F	N	4000	S	4600	9.00	57.50	9.20
2021	8400 C	N	3900	S	4500	9.00	58.30	9.20
2020	7200 C	N	3300	S	3900	9.00	56.80	19.80
2019	7400 C	N	3600	S	3800	9.00	57.40	18.80
2018	7200 F	N	3900	S	3300	9.00	58.50	13.80
2017	6900 C	N	3700	S	3200	9.00	58.20	6.10
2016	9900 F	N	5000	S	4900	9.00	57.30	6.10
2015	9300 C	N	4700	S	4600	9.00	58.40	6.10
2014	8400 F	N	4000	S	4400	9.00	58.90	6.10
2013	8400 C	N	4000	S	4400	9.00	58.60	6.10
2012	8500 C	N	3900	S	4600	9.00	58.80	5.60
2011	8200 F	N	3900	S	4300	9.00	61.10	5.80
2010	8400 C	N	4000	S	4400	9.69	59.27	5.80
2009	8600 C	N	4000	S	4600	9.99	59.95	4.60
2008	8300 C	N	3900	S	4400	10.28	60.86	6.10

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0006 - SR 29, N OF CALOOSAHATCHEE RIVER & S OF CR 78

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	18900 F	N	9300	S 9600	9.00	55.20	17.40
2022	17300 C	N	8500	S 8800	9.00	57.50	17.40
2021	16600 C	N	8300	S 8300	9.00	58.30	17.00
2020	14500 C	N	7200	S 7300	9.00	56.80	15.90
2019	15900 C	N	7900	S 8000	9.00	57.40	15.00
2018	15300 C	N	7600	S 7700	9.00	58.50	15.00
2017	14500 C	N	7200	S 7300	9.00	58.20	11.80
2016	11800 C	N	7000	S 4800	9.00	57.30	14.90
2015	13900 C	N	6800	S 7100	9.00	58.40	11.60
2014	13900 C	N	6800	S 7100	9.00	58.90	10.60
2013	11800 F	N	5800	S 6000	9.00	58.60	12.50
2012	12000 C	N	5900	S 6100	9.00	58.80	12.50
2011	13000 S	N	6500	S 6500	9.00	61.10	11.90
2010	13200 F	N	6600	S 6600	9.69	59.27	11.90
2009	13800 C	N	6900	S 6900	9.99	59.95	11.90
2008	14500 C	N	7200	S 7300	10.28	60.86	13.40

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4139 - NORTH RIVER ROAD/CR 78, EAST OF FORT DENAUD BRIDGE WAY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	2600 C	E	1300	W	1300	9.50	55.70	15.90
2022	2300 C	E	1200	W	1100	9.50	57.50	16.30
2021	2000 T	E	1000	W	1000	9.50	55.80	12.60
2020	2000 S	E	1000	W	1000	9.50	55.80	12.10
2019	2000 F	E	1000	W	1000	9.50	56.80	12.10
2018	2000 C	E	1000	W	1000	9.50	57.40	12.10
2017	1850 T	E	950	W	900	9.50	56.80	9.70
2016	1750 S	E	900	W	850	9.50	56.30	7.90
2015	1650 F	E	850	W	800	9.50	56.90	7.90
2014	1550 C	E	800	W	750	9.50	56.70	7.90
2013	1300 S		0		0	9.50	56.30	11.60
2012	1300 F		0		0	9.50	56.50	11.50
2011	1300 C	E	0	W	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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4125 - COWBOY WAY, EAST OF S.R. 80

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	6700 C	E	3300	W	3400	9.00	55.70	9.50
2022	7100 C	E	3400	W	3700	9.00	57.50	12.80
2021	7600 T	E	3700	W	3900	9.00	55.80	12.60
2020	7300 S	E	3600	W	3700	9.00	55.80	9.90
2019	7300 F	E	3600	W	3700	9.00	56.80	9.90
2018	7100 C	E	3500	W	3600	9.00	57.40	9.90
2017	6500 T	E	3200	W	3300	9.00	56.80	9.70
2016	6100 S	E	3000	W	3100	9.00	56.30	11.50
2015	5700 F	E	2800	W	2900	9.00	56.90	11.50
2014	5500 C	E	2700	W	2800	9.00	56.70	11.50
2013	4400 S		0		0	9.00	56.30	11.60
2012	4400 F		0		0	9.00	56.50	11.50
2011	4500 C	E	0	W	0	9.00	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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4032 - E COWBOY WAY, 0.5 MI E OF SR 29 HC 32

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	10400 C	E 5100	W 5300	9.00	55.70	11.60
2022	9500 E			9.00	57.50	18.40
2021	9300 S	E 4600	W 4700	9.00	55.80	10.70
2020	8900 F	E 4400	W 4500	9.00	55.80	10.70
2019	8900 C	E 4400	W 4500	9.00	56.80	10.70
2018	10500 X	0	0	9.00	57.40	13.80
2017	9900 T			9.00	56.80	10.80
2016	9300 S	E 4600	W 4700	9.00	56.30	9.80
2015	8700 F	E 4300	W 4400	9.00	56.90	9.80
2014	8300 C	E 4100	W 4200	9.00	56.70	9.80
2013	7600 S	E 3800	W 3800	9.00	56.30	7.60
2012	7600 F	E 3800	W 3800	9.00	56.50	7.60
2011	7800 C	E 3900	W 3900	9.00	56.50	7.60
2010	6700 S	E 3300	W 3400	9.81	57.36	8.20
2009	6900 F	E 3400	W 3500	10.07	57.54	8.20
2008	7100 C	E 3500	W 3600	10.16	56.49	8.20

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5003 - SR 80, EAST OF SR 29/BRIDGE STREET LABELLE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	16800	S	E 8300		W 8500	9.00	56.40	9.40
2022	15400	F	E 7600		W 7800	9.00	57.50	9.40
2021	14600	C	E 7200		W 7400	9.00	55.80	9.40
2020	11500	C	E 5700		W 5800	9.00	55.80	10.30
2019	13100	C	E 6600		W 6500	9.00	56.50	11.10
2018	11900	C	E 5900		W 6000	9.00	56.20	9.50
2017	12000	C	E 6000		W 6000	9.00	55.40	9.20
2016	11400	C	E 5400		W 6000	9.00	55.40	12.00
2015	11000	C	E 5500		W 5500	9.00	55.70	9.50
2014	11200	F	E 5700		W 5500	9.00	54.80	8.80
2013	11000	C	E 5600		W 5400	9.00	54.50	8.80
2012	10300	C	E 5100		W 5200	9.00	54.70	9.40
2011	12500	F	E 6400		W 6100	9.00	51.90	7.90
2010	12700	C	E 6500		W 6200	9.91	56.65	7.90
2009	13300	C	E 6600		W 6700	10.14	55.96	8.80
2008	14300	C	E 7200		W 7100	10.10	54.31	15.70

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5000 - SR 80, NE OF COWBOY WAY

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	17700 S	E	8900	W	8800	9.00	56.40	16.20
2022	16300 F	E	8200	W	8100	9.00	57.50	16.20
2021	15500 C	E	7800	W	7700	9.00	55.80	16.20
2020	13700 C	E	6800	W	6900	9.00	55.80	14.60
2019	14400 C	E	7100	W	7300	9.00	56.50	15.50
2018	13400 C	E	6600	W	6800	9.00	56.20	11.60
2017	13100 C	E	6600	W	6500	9.00	55.40	10.80
2016	13600 C	E	6600	W	7000	9.00	55.40	11.90
2015	11100 C	E	5500	W	5600	9.00	55.70	13.30
2014	10500 F	E	5200	W	5300	9.00	54.80	11.70
2013	10300 C	E	5100	W	5200	9.00	54.50	11.70
2012	9700 C	E	4800	W	4900	9.00	54.70	11.40
2011	11800 F	E	6000	W	5800	9.00	51.90	7.90
2010	12000 C	E	6100	W	5900	9.91	56.65	7.90
2009	11100 C	E	5600	W	5500	10.14	55.96	12.60
2008	10300 C	E	5100	W	5200	10.10	54.31	13.10

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5002 - SR 80, WEST OF SR 29/MAIN STREET, LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	25000 F	E 12500	W 12500	9.00	56.40	10.90
2022	23000 C	E 11500	W 11500	9.00	57.50	10.90
2021	20000 C	E 10000	W 10000	9.00	55.80	10.60
2020	16600 C	E 8300	W 8300	9.00	55.80	10.80
2019	18700 C	E 9300	W 9400	9.00	56.50	11.70
2018	17200 C	E 8600	W 8600	9.00	56.20	9.40
2017	16800 C	E 8300	W 8500	9.00	55.40	9.50
2016	18200 C	E 9000	W 9200	9.00	55.40	10.70
2015	15000 C	E 7600	W 7400	9.00	55.70	10.00
2014	15900 F	E 8000	W 7900	9.00	54.80	9.50
2013	15700 C	E 7900	W 7800	9.00	54.50	9.50
2012	15200 C	E 7800	W 7400	9.00	54.70	8.60
2011	14900 F	E 7400	W 7500	9.00	51.90	7.70
2010	15100 C	E 7500	W 7600	9.91	56.65	7.70
2009	16300 C	E 8100	W 8200	10.14	55.96	9.60
2008	16700 C	E 8400	W 8300	10.10	54.31	10.30

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 0011 - SR 80, WEST OF SR 29/BRIDGE STREET, LABELLE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	25000 S	E 12500	W 12500	9.00	56.40	8.10
2022	23000 F	E 11500	W 11500	9.00	57.50	8.10
2021	22000 C	E 11000	W 11000	9.00	55.80	8.10
2020	21000 C	E 10500	W 10500	9.00	55.80	14.00
2019	22500 C	E 11500	W 11000	9.00	56.50	13.90
2018	21500 C	E 10500	W 11000	9.00	56.20	13.80
2017	19300 F	E 10000	W 9300	9.00	55.40	13.80
2016	18000 C	E 9300	W 8700	9.00	55.40	13.80
2015	13100 C	E 6600	W 6500	9.00	55.70	8.20
2014	15200 F	E 7500	W 7700	9.00	54.80	8.20
2013	15000 C	E 7400	W 7600	9.00	54.50	8.20
2012	14300 C	E 7100	W 7200	9.00	54.70	8.60
2011	12700 F	E 6400	W 6300	9.00	51.90	6.60
2010	12900 C	E 6500	W 6400	9.91	56.65	6.60
2009	17600 C	E 9600	W 8000	10.14	55.96	8.60
2008	16700 C	E 9000	W 7700	10.10	54.31	9.00

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 5005 - SR 29/MAIN STREET, SOUTH OF SR 80

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	8600 F	N	4300	S 4300	9.00	55.20	10.80
2022	7800 C	N	3900	S 3900	9.00	57.50	10.80
2021	7700 C	N	3800	S 3900	9.00	58.30	8.90
2020	6200 C	N	3100	S 3100	9.00	56.80	19.80
2019	7100 C	N	3600	S 3500	9.00	57.40	18.80
2018	7100 F	N	3400	S 3700	9.00	58.50	13.80
2017	6800 C	N	3300	S 3500	9.00	58.20	7.60
2016	8600 F	N	4300	S 4300	9.00	57.30	7.60
2015	8200 C	N	4100	S 4100	9.00	58.40	7.60
2014	7300 F	N	3600	S 3700	9.00	58.90	6.20
2013	7300 C	N	3600	S 3700	9.00	58.60	6.20
2012	7800 C	N	3800	S 4000	9.00	58.80	6.10
2011	6700 F	N	3300	S 3400	9.00	61.10	5.80
2010	6700 C	N	3300	S 3400	9.69	59.27	5.80
2009	8300 C	N	4200	S 4100	9.99	59.95	5.00
2008	8600 C	N	4300	S 4300	10.28	60.86	5.80

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
 2023 HISTORICAL AADT REPORT

COUNTY: 07 - HENDRY

SITE: 4100 - MAIN ST, NORTH OF SR 80

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	3400 C	N	1600	S	1800	9.00	55.70	16.30
2022	3300 E					9.00	57.50	15.60
2021	3200 S	N	1500	S	1700	9.00	55.80	12.60
2020	3000 F	N	1400	S	1600	9.00	55.80	14.00
2019	3000 C	N	1400	S	1600	9.00	56.80	13.90
2018	4000 X		0		0	9.00	57.40	10.50
2017	3800 T					9.00	56.80	9.70
2016	3600 S	N	1700	S	1900	9.00	56.30	4.50
2015	3400 F	N	1600	S	1800	9.00	56.90	4.50
2014	3200 C	N	1500	S	1700	9.00	56.70	4.50
2013	2800 S	N	1300	S	1500	9.00	56.30	2.90
2012	2800 F	N	1300	S	1500	9.00	56.50	2.90
2011	2800 C	N	1300	S	1500	9.00	56.50	2.90

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



APPENDIX B

FDOT 2023 MULTIMODAL Q/LOS TABLES

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables



(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

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

Adjustment Factors

- 2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
- Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
- Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

Peak Hour Directional

Peak Hour Two-Way

AADT



(C3C-Suburban Commercial)

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

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



(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

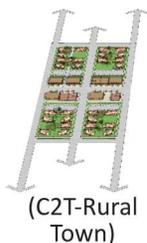
This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

* 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.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables



(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**



(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

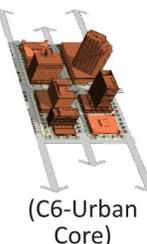


(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjusted by multiplying by 1.2 for one-way facilities
 The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities
 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
 2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80

Exclusive right turn lane(s): Multiply by 1.05
 Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
 Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
 Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
 *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.
 ***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.



APPENDIX C

SIGNAL TIMING SHEET

FDOT - DISTRICT 1
Signal System Timing Report

System ID: **07010A**

Section: **07010000**

From: **Main Street**

To: **Lee Street**

County: **Hendry**

Arterial: **SR 80 /
Hickpochee Ave**

MP: **9.355**

MP: **9.500**



Implementation Start Date: March 7, 2024
 Fine Tuning Completion Date: March 11, 2024

Name		Date	Approved By:
Designed By:	Michael Munson	3/26/2024	
Checked By:	Phillip Kurth	3/26/2024	
Drawn By:	Michael Munson	3/26/2024	
Checked By:	Phillip Kurth	3/26/2024	

Time of Day Plan

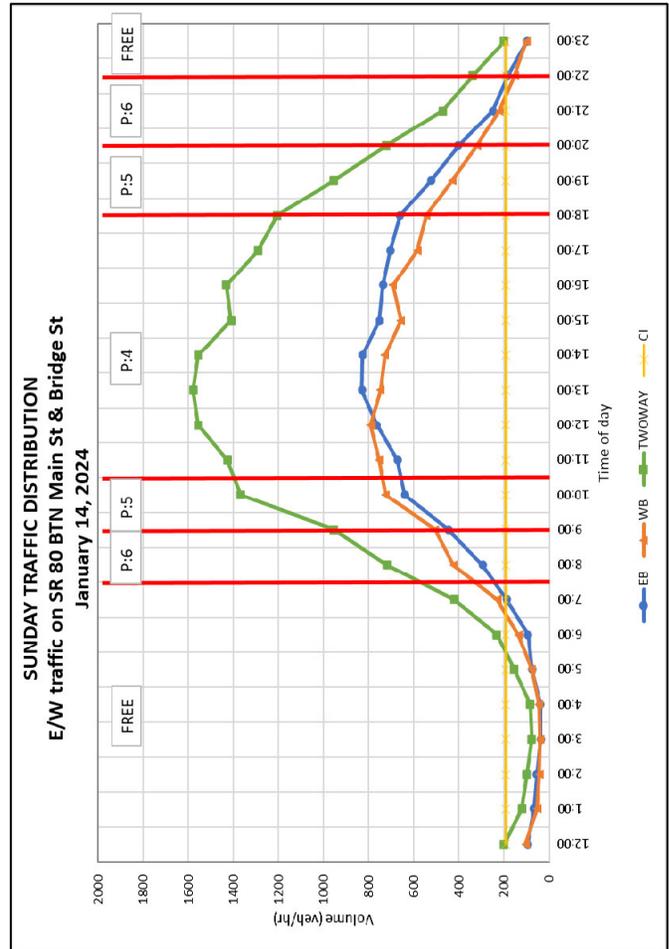
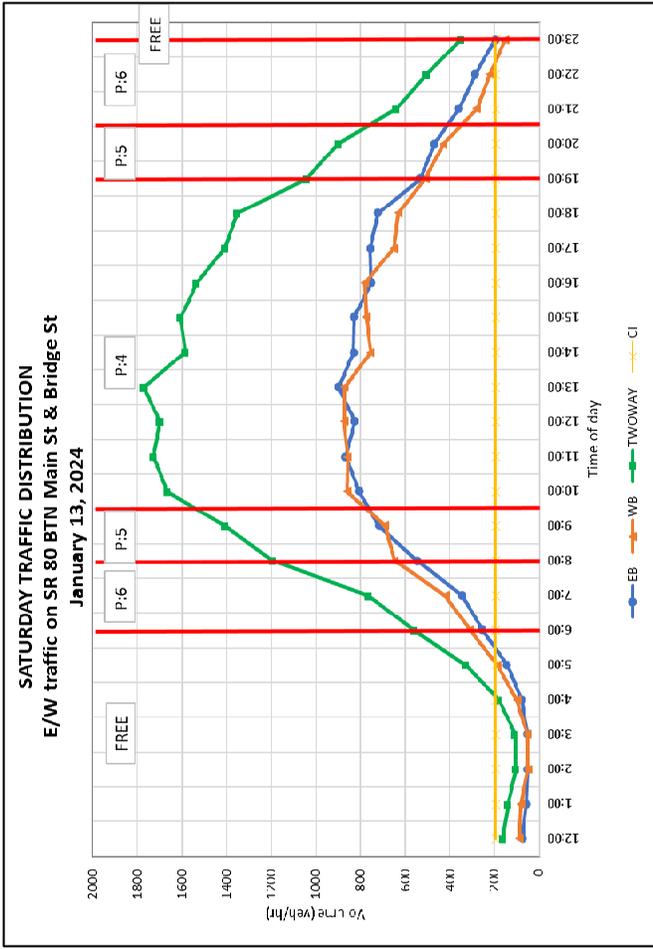
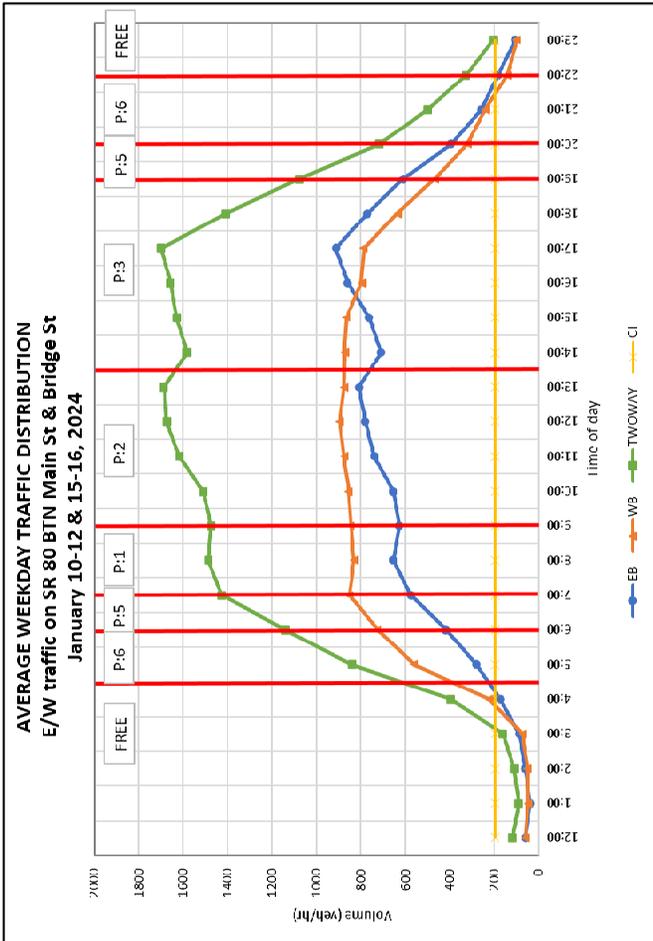
Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

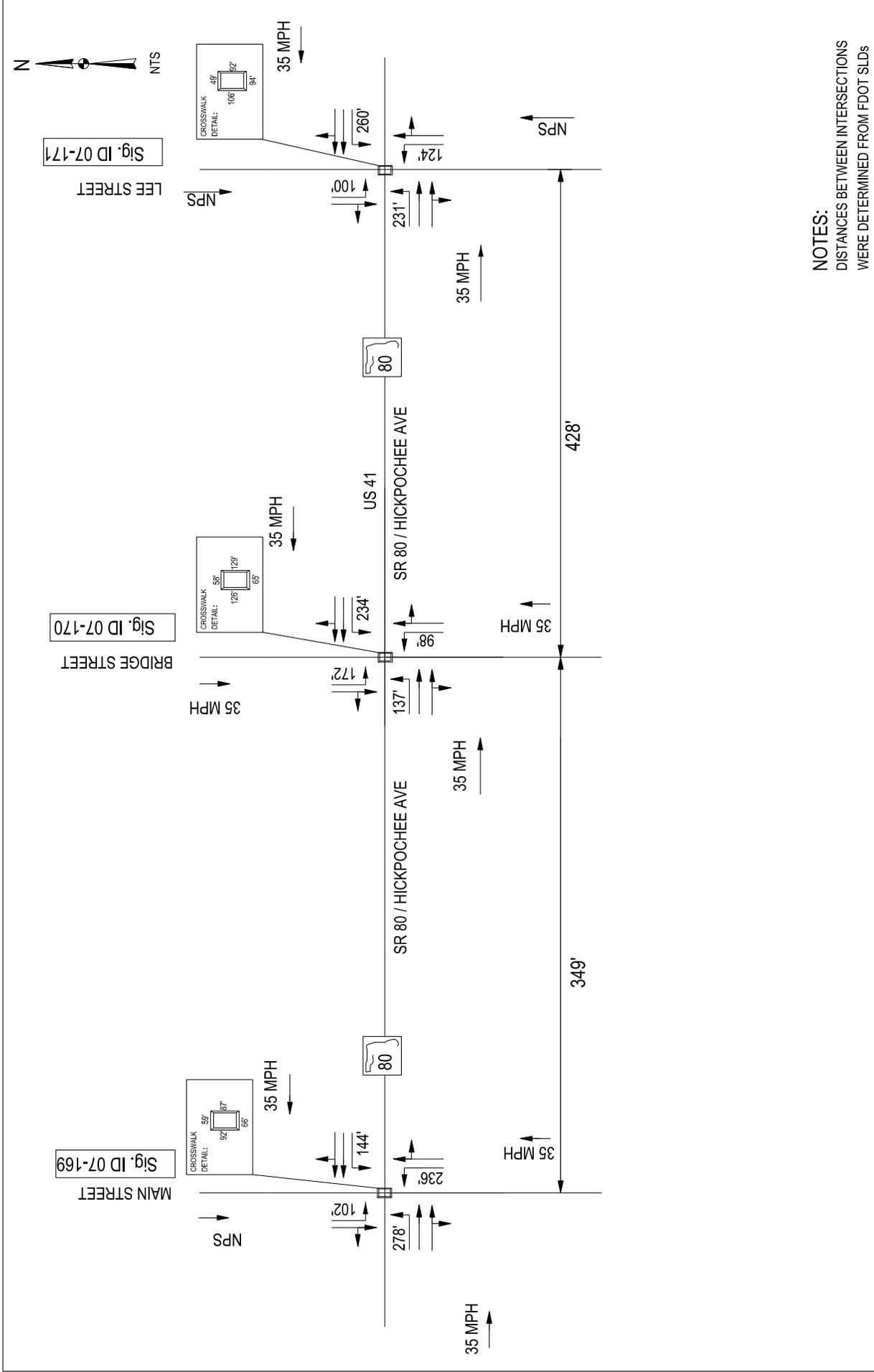
System ID: **07010A**
 Section: **07010000**
 Segment: **SR 80 / Hickpochee Ave**
 From: **Main Street**
 To: **Lee Street**

ALL SEASON PLAN

Day	Time	Pattern (C/S/O)	Cycle Length
Monday Thru Friday	0000	-	FREE
	0430	6	80
	0600	5	100
	0700	1	140
	0900	2	140
	1330	3	140
	1900	5	100
	2000	6	80
	2200	-	FREE
Saturday	0000	-	FREE
	0600	6	80
	0800	5	100
	0930	4	120
	1900	5	100
	2030	6	80
	2300	-	FREE
Sunday	0000	-	FREE
	0730	6	80
	0900	5	100
	1030	4	120
	1800	5	100
	2000	6	80
	2200	-	FREE

COUPLING ANALYSIS (SR 80 from Main St to Lee St)





NOTES:
DISTANCES BETWEEN INTERSECTIONS
WERE DETERMINED FROM FDOT SLDs

PREPARED BY:

FTE

DATE: 02/05/2024

SR 80 / HICKPOCHEE AVE FROM MAIN STREET TO LEE STREET
LINE SKETCH OF LANE CONFIGURATIONS

DISTRICT ONE
TRAFFIC OPERATIONS
SIGNAL SECTION



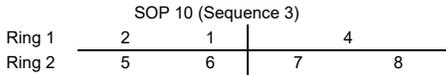
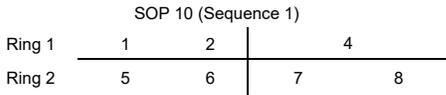
Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

Location Details	
Section: 07010000	Mile Post: 9.355
Major Street: SR 80 / Hickpochee Ave	Orientation E-W
Minor Street: Main Street	Orientation N-S
Sig ID: 169	System ID: 07010A

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>		<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	
Turn Type	<i>FYA</i>				<i>FYA</i>		<i>FYA</i>		
Min Green	5	12		7	5	12	5	7	
Ext	3	5		3	3	5	3	3	
Yellow	4.1	4.1		4.1	4.1	4.1	4.1	4.1	
All Red	3.4	3.4		2.0	3.4	3.4	2.0	2.0	
Max I	10	40		20	10	40	10	20	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		17		25		19		27	
Detector Memory									
Det. Cross Switch.	YES				YES		YES		
Dual Entry				On				On	
Vehicle Recall		Min		Min		Min	Min		
CNA									
Rest in Walk									

Coordination Timings (seconds)													
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Phase
1		140	16	72		52	21	67	19	33	9	3	2 & 6
2		140	16	72		52	21	67	19	33	9	3	2 & 6
3		140	16	72		52	21	67	19	33	9	3	2 & 6
4		120	16	49		55	16	49	19	36	9	3	2 & 6
5		100	14	50		36	17	47	14	22	6	1	2 & 6
6		80	14	36		30	14	36	14	16	10	1	2 & 6

Offset Reference Point
<i>End of Main Street Green</i>



- Notes:
- 1) Use 'Max I' during FREE operations and 'Max Inhibit' during coordination
 - 2) Use Fixed Force Offs
 - 3) Max recall phases 2 & 6 during coordination
 - 4) Sequence 1 used during FREE operation
 - 5) Program 3 sec of detection delay for minor street left turn movements
 - 6) Program 8 sec of detection delay for minor street right turn movements
 - 7) Controller: Peek ATC-1000
 - 7.a) Permissive Type: Yield
 - 7.b) Yield Percent: 5%
 - 7.c) Offset Seeking Mode: Short Route
 - 7.d) Pedestrian Override = YES for all patterns
 - 8) Program 3 sec startup delay for FYA indication on movements 1, 5
 - 9) Remove Detector cross switching and phase restrictions for Ø1 & Ø5 during all Patterns

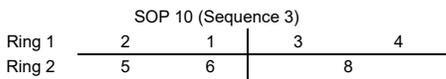
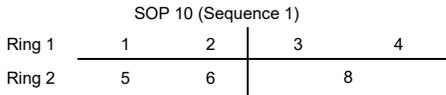
Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

Location Details	
Section: 07010000	Mile Post: 9.422
Major Street: SR 80 / Hickpochee Ave	Orientation E-W
Minor Street: SR 29 / Bridge Street	Orientation N-S
Sig ID: 170	System ID: 07010A

Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>		<i>SB</i>	
Turn Type	<i>FYA</i>		<i>FYA</i>		<i>FYA</i>				
Min Green	5	12	5	7	5	12		7	
Ext	3	5	3	4	3	5		6	
Yellow	4.1	4.1	4.1	4.1	4.1	4.1		4.1	
All Red	3.1	3.1	2.6	2.6	3.1	3.1		2.6	
Max I	10	40	10	40	10	40		40	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		23		33		24		32	
Detector Memory									
Det. Cross Switch.	YES		YES		YES				
Dual Entry				On				On	
Vehicle Recall		Min				Min			
CNA									
Rest in Walk									

Coordination Timings (seconds)													
Pattern	C-S-O	Cycle Length	Splits							Offset	Sequence	Coord Phase	
1		140	28	50	16	46	13	65		62	0	3	2 & 6
2		140	33	45	16	46	13	65		62	0	3	2 & 6
3		140	33	50	16	41	13	70		57	0	3	2 & 6
4		120	31	37	19	33	13	55		52	5	3	2 & 6
5		100	25	36	16	23	16	45		39	0	3	2 & 6
6		80	17	31	15	17	14	34		32	0	3	2 & 6

Offset Reference Point
<i>End of Main Street Green</i>



- Notes:
- 1) Use 'Max I' during FREE operations and 'Max Inhibit' during coordination
 - 2) Use Fixed Force Offs
 - 3) Max recall phases 2 & 6 during coordination
 - 4) Sequence 1 used during FREE operation
 - 5) Program 3 sec of detection delay for minor street left turn movements
 - 6) Program 8 sec of detection delay for minor street right turn movements
 - 7) Controller: Peek ATC-1000
 - 7.a) Permissive Type: Yield
 - 7.b) Yield Percent: 5%
 - 7.c) Offset Seeking Mode: Short Route
 - 7.d) Pedestrian Override = YES for all patterns
 - 8) Program 3 sec startup delay for FYA indication on movements 1, 5
 - 9) Remove Detector cross switching and phase restrictions for Ø1 & Ø5 during all Patterns

Designed By:	M. Munson
Date:	3/26/2024
Checked By:	P. Kurth
Date:	3/26/2024

Location Details	
Section: 07010000	Mile Post: 9.500
Major Street: SR 80 / Hickpochee Ave	Orientation E-W
Minor Street: Lee Street	Orientation N-S
Sig ID: 171	System ID: 07010A

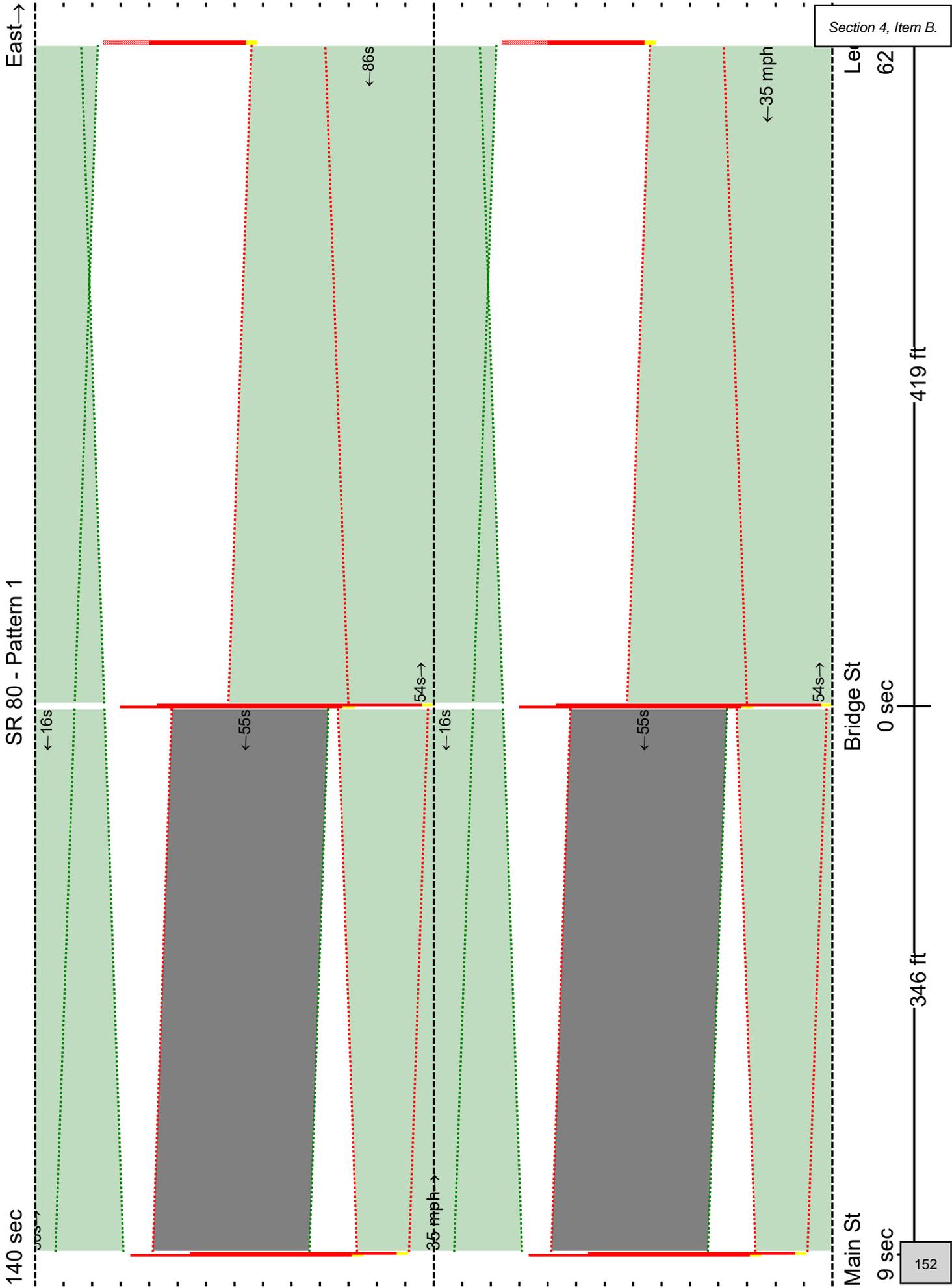
Controller Timings (seconds)									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>EBL</i>	<i>WB</i>		<i>NB</i>	<i>WBL</i>	<i>EB</i>		<i>SB</i>	
Turn Type	<i>FYA</i>				<i>FYA</i>				
Min Green	5	12		7	5	12		7	
Ext	3	5		3	3	5		3	
Yellow	4.1	4.1		3.7	4.1	4.1		3.7	
All Red	3.2	3.2		2.0	3.2	3.2		2.0	
Max I	10	40		20	10	40		20	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		14		27		27		31	
Detector Memory									
Det. Cross Switch.	YES				YES				
Dual Entry				On				On	
Vehicle Recall		Min				Min			
CNA									
Rest in Walk									

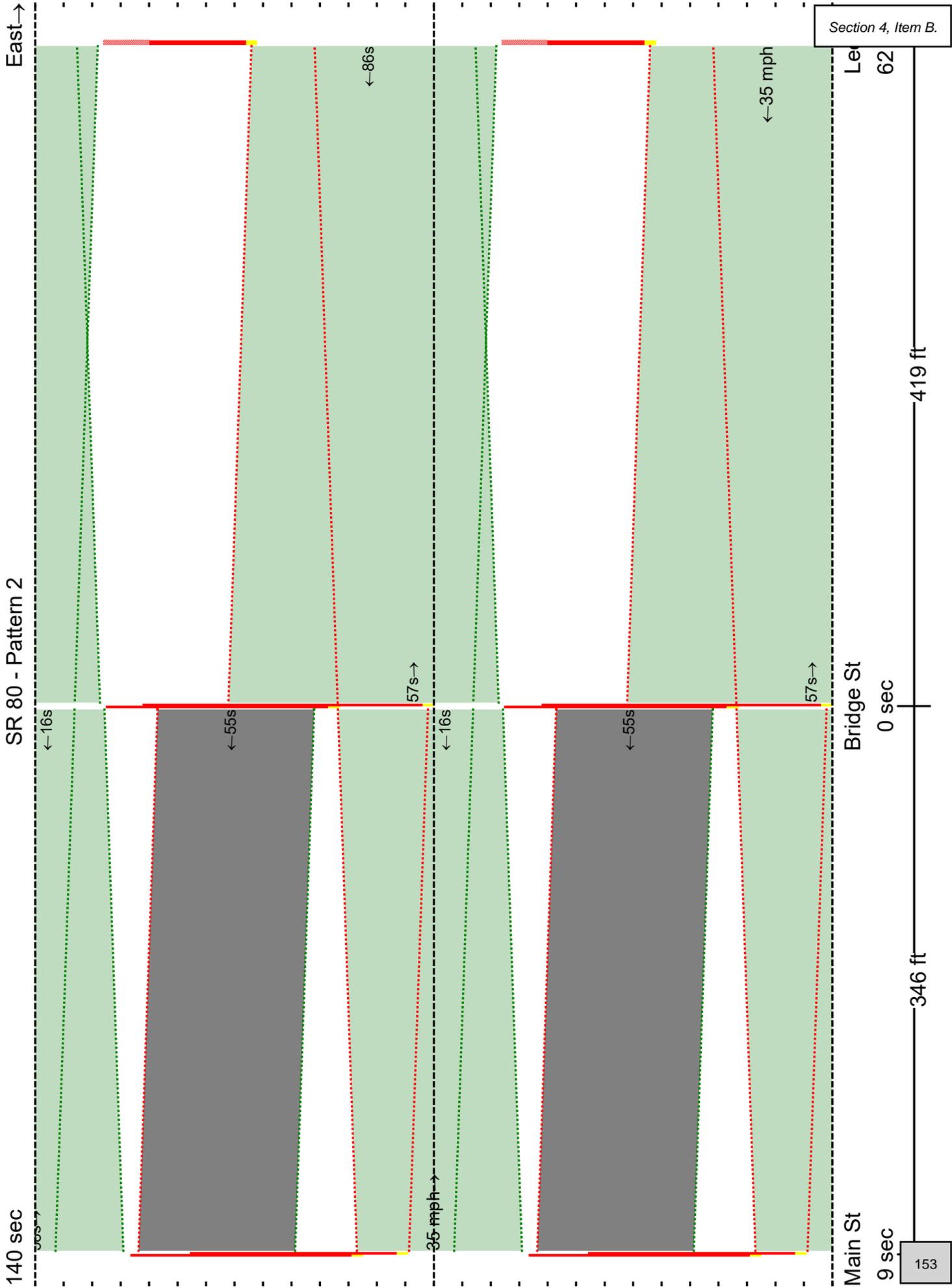
Coordination Timings (seconds)													
Pattern	C-S-O	Cycle Length	Splits								Offset	Sequence	Coord Phase
1		140	16	94		30	16	94		30	62	1	2 & 6
2		140	16	94		30	16	94		30	62	1	2 & 6
3		140	16	94		30	16	94		30	62	1	2 & 6
4		120	16	74		30	16	74		30	52	1	2 & 6
5		100	16	59		25	16	59		25	25	1	2 & 6
6		80	16	46		18	16	46		18	24	1	2 & 6

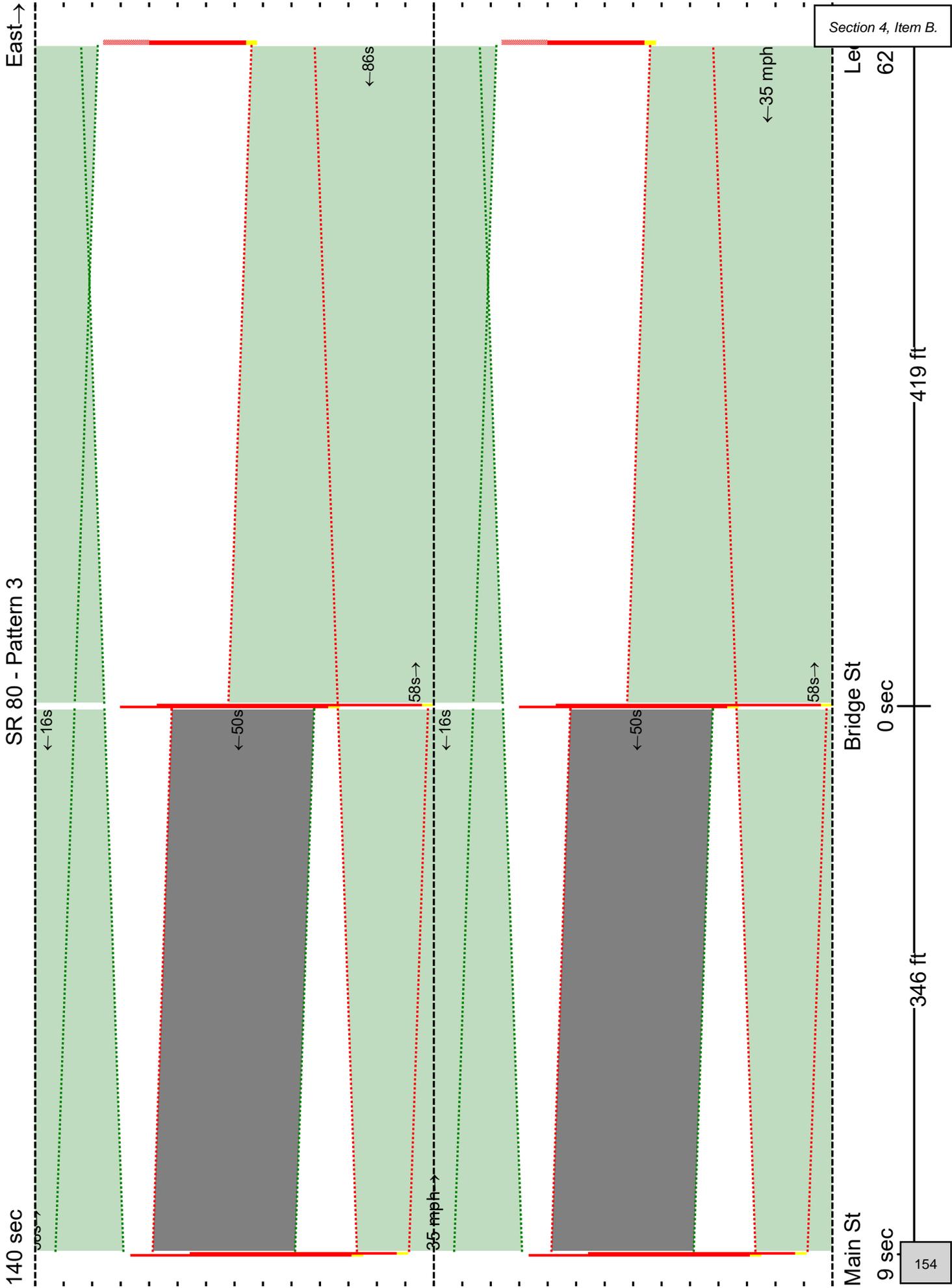
Offset Reference Point
<i>End of Main Street Green</i>

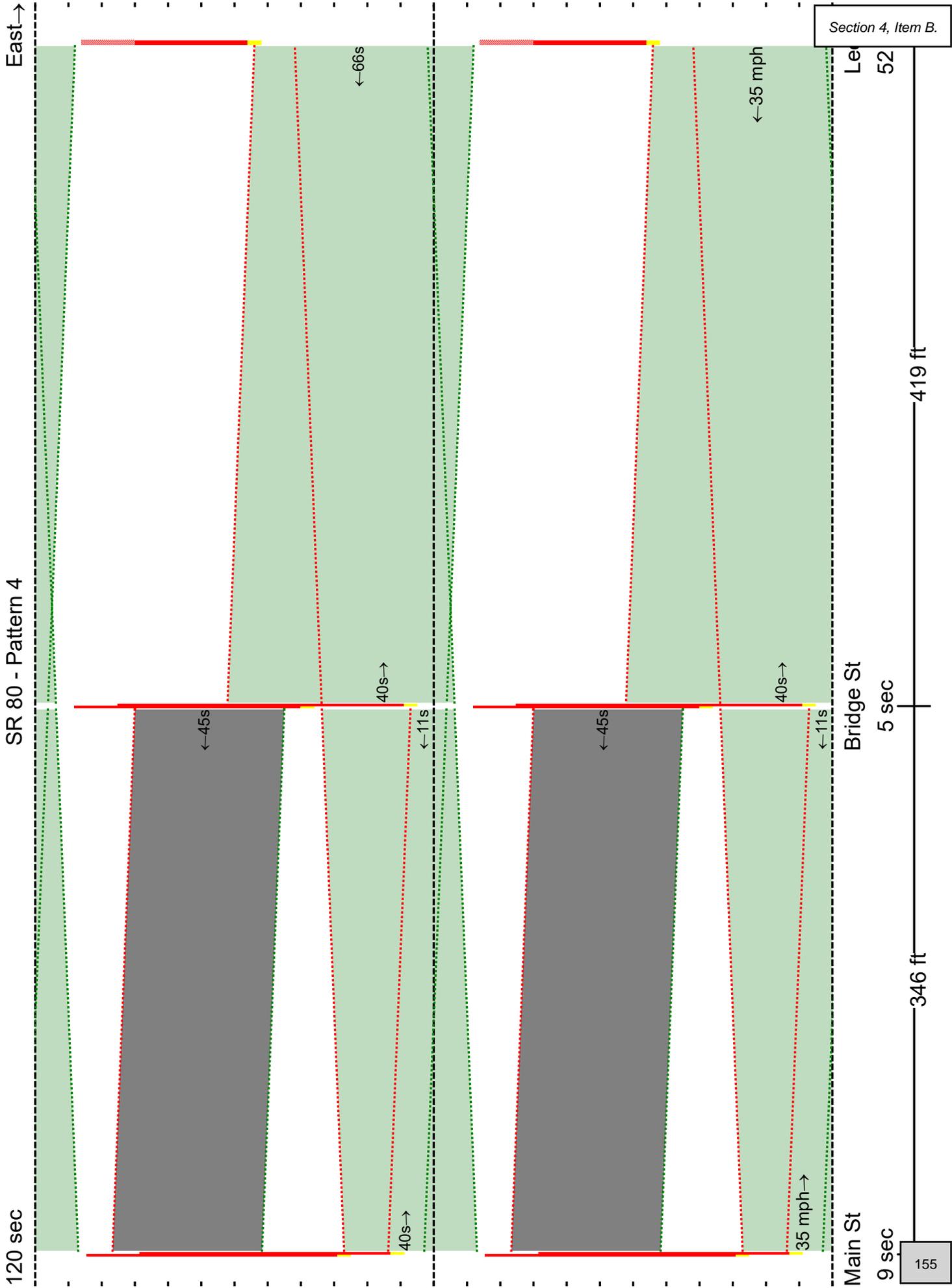
	SOP 7 (Sequence 1)			
Ring 1	1	2	4	
Ring 2	5	6	8	

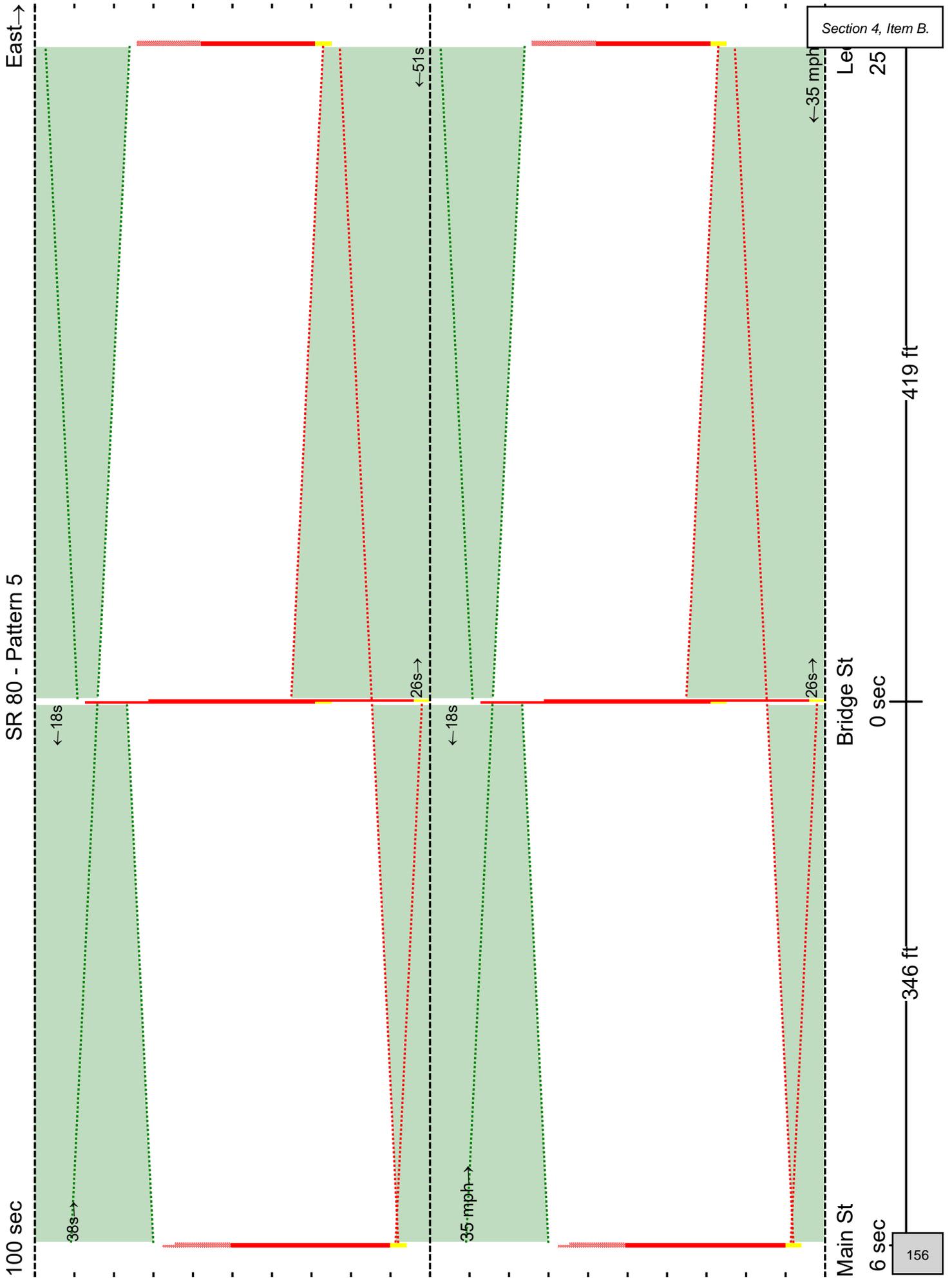
- Notes:
- 1) Use 'Max I' during FREE operations and 'Max Inhibit' during coordination
 - 2) Use Fixed Force Offs
 - 3) Max recall phases 2 & 6 during coordination
 - 4) Sequence 1 used during FREE operation
 - 5) Program 3 sec of detection delay for minor street left turn movements
 - 6) Program 8 sec of detection delay for minor street right turn movements
 - 7) Controller: Peek ATC-1000
 - 7.a) Permissive Type: Yield
 - 7.b) Yield Percent: 5%
 - 7.c) Offset Seeking Mode: Short Route
 - 7.d) Pedestrian Override = YES for all patterns
 - 8) Program 3 sec startup delay for FYA indication on movements 1, 5

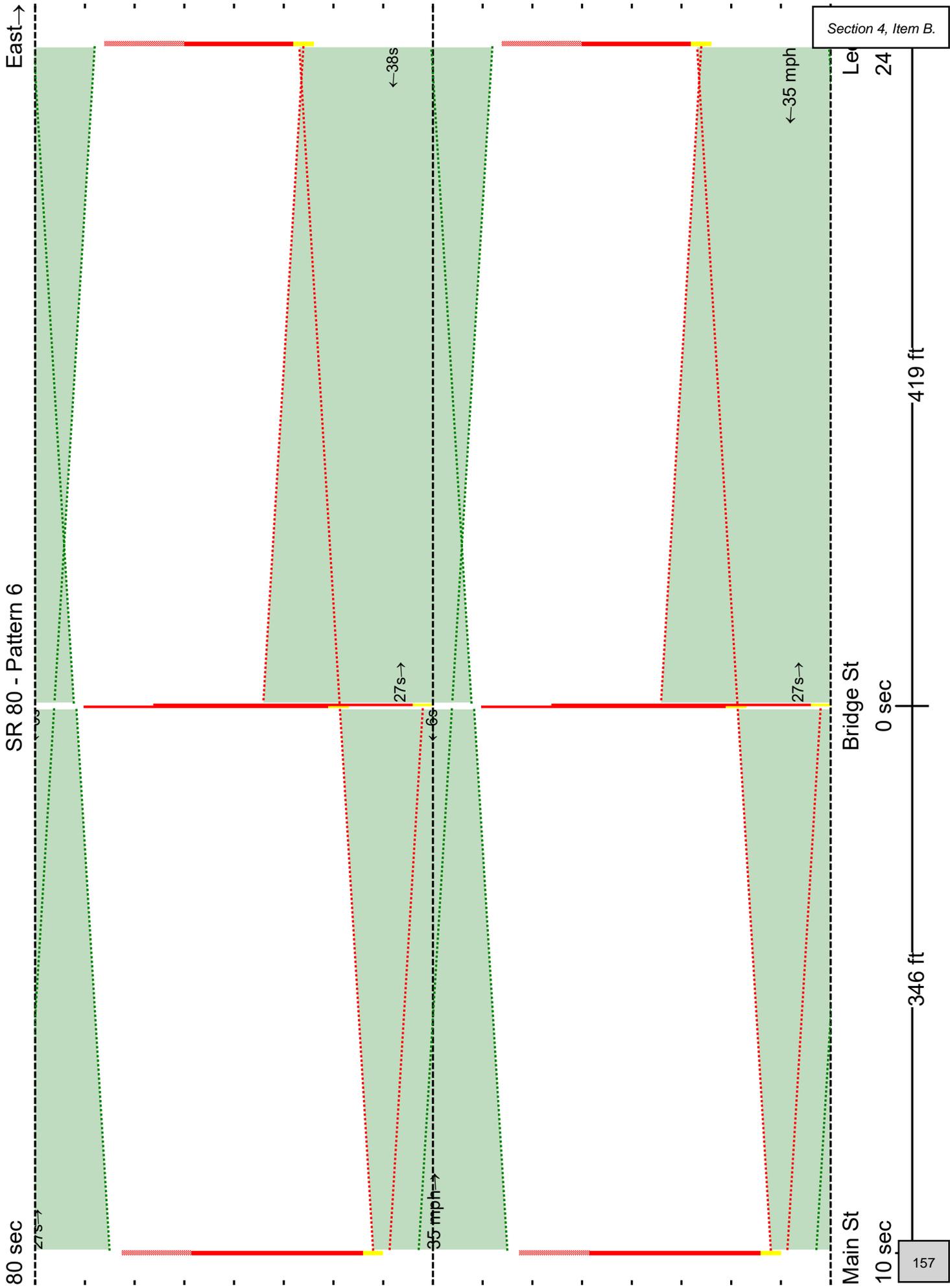














APPENDIX D

EXISTING CONDITIONS SYNCHRO

Timings

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	32	507	110	644	112	105	56	157
Future Volume (vph)	32	507	110	644	112	105	56	157
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	74.8	68.1	82.8	76.3	41.3	41.3	23.2	23.2
Actuated g/C Ratio	0.53	0.49	0.59	0.55	0.30	0.30	0.17	0.17
v/c Ratio	0.09	0.35	0.25	0.38	0.52	0.33	0.30	0.84
Control Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
LOS	B	C	B	C	D	C	D	E
Approach Delay (s/veh)		23.1		19.9		38.3		71.6
Approach LOS		C		B		D		E

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 31.3 Intersection LOS: C
 Intersection Capacity Utilization 66.0% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	34	593	116	729	118	175	59	258
v/c Ratio	0.09	0.35	0.25	0.38	0.52	0.33	0.30	0.84
Control Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.5	23.7	14.0	20.8	44.3	34.2	54.0	75.6
Queue Length 50th (ft)	12	174	44	217	79	106	47	213
Queue Length 95th (ft)	29	238	77	284	129	167	91	311
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	419	1700	504	1911	238	591	231	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.35	0.23	0.38	0.50	0.30	0.26	0.73

Intersection Summary

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↻		↰	↻		↰	↻		↰	↻	
Traffic Volume (veh/h)	32	507	56	110	644	48	112	105	61	56	157	88
Future Volume (veh/h)	32	507	56	110	644	48	112	105	61	56	157	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	34	534	48	116	678	40	118	111	53	59	165	82
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	424	1770	159	502	1890	111	195	321	154	243	185	92
Arrive On Green	0.03	0.54	0.54	0.04	0.55	0.55	0.07	0.27	0.27	0.16	0.16	0.16
Sat Flow, veh/h	1781	3298	296	1781	3410	201	1781	1196	571	1222	1179	586
Grp Volume(v), veh/h	34	287	295	116	353	365	118	0	164	59	0	247
Grp Sat Flow(s),veh/h/ln	1781	1777	1817	1781	1777	1834	1781	0	1768	1222	0	1765
Q Serve(g_s), s	1.2	12.5	12.6	4.1	15.5	15.5	7.6	0.0	10.5	6.0	0.0	19.2
Cycle Q Clear(g_c), s	1.2	12.5	12.6	4.1	15.5	15.5	7.6	0.0	10.5	6.0	0.0	19.2
Prop In Lane	1.00		0.16	1.00		0.11	1.00		0.32	1.00		0.33
Lane Grp Cap(c), veh/h	424	953	975	502	985	1017	195	0	475	243	0	277
V/C Ratio(X)	0.08	0.30	0.30	0.23	0.36	0.36	0.60	0.00	0.35	0.24	0.00	0.89
Avail Cap(c_a), veh/h	485	953	975	595	985	1017	238	0	580	286	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	17.9	18.0	13.8	17.3	17.4	45.2	0.0	41.3	52.3	0.0	57.8
Incr Delay (d2), s/veh	0.1	0.8	0.8	0.2	1.0	1.0	3.0	0.0	0.4	0.5	0.0	21.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	9.2	9.4	3.0	10.9	11.2	6.4	0.0	8.2	3.4	0.0	15.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.4	18.7	18.8	14.1	18.4	18.3	48.1	0.0	41.7	52.8	0.0	79.1
LnGrp LOS	B	B	B	B	B	B	D		D	D		E
Approach Vol, veh/h		616			834			282				306
Approach Delay, s/veh		18.5			17.8			44.4				74.0
Approach LOS		B			B			D				E
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.2	85.1		43.7	13.7	82.6	15.6	28.1				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+1), s	3.2	17.5		12.5	6.1	14.6	9.6	21.2				
Green Ext Time (p_c), s	0.0	5.2		1.0	0.1	4.0	0.1	0.8				
Intersection Summary												
HCM 7th Control Delay, s/veh												30.1
HCM 7th LOS												C

Timings

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↗	↕	↖	↕	↖	↕	↖	↕
Traffic Volume (vph)	67	862	84	656	142	101	37	188
Future Volume (vph)	67	862	84	656	142	101	37	188
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	74.5	66.9	77.9	70.6	43.4	43.4	24.9	24.9
Actuated g/C Ratio	0.53	0.48	0.56	0.50	0.31	0.31	0.18	0.18
v/c Ratio	0.19	0.58	0.31	0.42	0.66	0.47	0.20	0.89
Control Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
LOS	B	C	B	C	D	C	D	F
Approach Delay (s/veh)		27.7		23.0		38.9		77.3
Approach LOS		C		C		D		E

Intersection Summary

Cycle Length: 140	
Actuated Cycle Length: 140	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.89	
Intersection Signal Delay (s/veh): 34.3	Intersection LOS: C
Intersection Capacity Utilization 76.1%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	71	970	88	735	149	268	39	290
v/c Ratio	0.19	0.58	0.31	0.42	0.66	0.47	0.20	0.89
Control Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	28.7	16.0	23.8	50.2	32.7	50.8	80.9
Queue Length 50th (ft)	28	338	34	232	100	150	30	244
Queue Length 95th (ft)	51	423	60	289	159	237	66	#391
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	390	1677	345	1770	230	594	212	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.58	0.26	0.42	0.65	0.45	0.18	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↶↷		↶	↶↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	67	862	60	84	656	42	142	101	154	37	188	87
Future Volume (veh/h)	67	862	60	84	656	42	142	101	154	37	188	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	907	52	88	691	33	149	106	151	39	198	81
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	1759	101	316	1791	85	216	207	295	244	217	89
Arrive On Green	0.03	0.52	0.52	0.04	0.52	0.52	0.08	0.30	0.30	0.17	0.17	0.17
Sat Flow, veh/h	1781	3416	196	1781	3453	165	1781	698	994	1123	1261	516
Grp Volume(v), veh/h	71	472	487	88	355	369	149	0	257	39	0	279
Grp Sat Flow(s),veh/h/ln	1781	1777	1835	1781	1777	1841	1781	0	1691	1123	0	1777
Q Serve(g_s), s	2.6	24.5	24.5	3.3	16.9	16.9	9.4	0.0	17.6	4.2	0.0	21.6
Cycle Q Clear(g_c), s	2.6	24.5	24.5	3.3	16.9	16.9	9.4	0.0	17.6	4.3	0.0	21.6
Prop In Lane	1.00		0.11	1.00		0.09	1.00		0.59	1.00		0.29
Lane Grp Cap(c), veh/h	402	915	945	316	922	955	216	0	503	244	0	306
V/C Ratio(X)	0.18	0.52	0.52	0.28	0.39	0.39	0.69	0.00	0.51	0.16	0.00	0.91
Avail Cap(c_a), veh/h	450	915	945	422	922	955	236	0	555	266	0	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	22.4	22.4	17.3	20.3	20.3	43.2	0.0	40.8	49.8	0.0	56.9
Incr Delay (d2), s/veh	0.2	2.1	2.0	0.5	1.2	1.2	7.4	0.0	0.8	0.3	0.0	26.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	16.2	16.6	2.5	11.8	12.1	8.1	0.0	12.0	2.2	0.0	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.1	24.5	24.4	17.8	21.5	21.5	50.6	0.0	41.6	50.1	0.0	82.8
LnGrp LOS	B	C	C	B	C	C	D		D	D		F
Approach Vol, veh/h		1030			812			406				318
Approach Delay, s/veh		23.9			21.1			44.9				78.8
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	80.1		47.7	12.7	79.6	17.5	30.2				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	4.6	18.9		19.6	5.3	26.5	11.4	23.6				
Green Ext Time (p_c), s	0.0	5.2		1.6	0.1	7.4	0.1	0.6				
Intersection Summary												
HCM 7th Control Delay, s/veh												33.1
HCM 7th LOS												C



APPENDIX E

BACKGROUND CONDITIONS SYNCHRO

Timings

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025

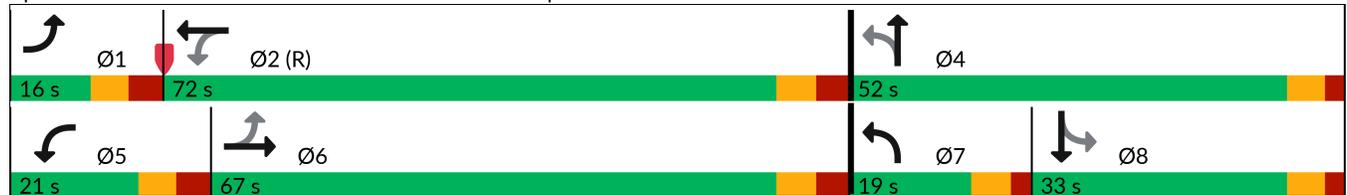


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↘	↕	↙	↕	↙	↕	↘	↕
Traffic Volume (vph)	40	638	138	810	141	132	70	198
Future Volume (vph)	40	638	138	810	141	132	70	198
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	70.3	63.4	79.0	69.8	44.8	44.8	26.3	26.3
Actuated g/C Ratio	0.50	0.45	0.56	0.50	0.32	0.32	0.19	0.19
v/c Ratio	0.14	0.47	0.38	0.52	0.70	0.38	0.34	0.94
Control Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
LOS	B	C	B	C	D	C	D	F
Approach Delay (s/veh)		27.3		24.8		42.2		82.1
Approach LOS		C		C		D		F

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay (s/veh): 36.7
 Intersection LOS: D
 Intersection Capacity Utilization 76.1%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	42	746	145	916	148	220	74	325
v/c Ratio	0.14	0.47	0.38	0.52	0.70	0.38	0.34	0.94
Control Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.7	28.0	16.7	26.1	53.0	34.9	54.1	88.4
Queue Length 50th (ft)	16	245	59	305	99	137	59	279
Queue Length 95th (ft)	34	315	94	378	#162	213	110	#463
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	313	1584	409	1750	217	591	222	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.47	0.35	0.52	0.68	0.37	0.33	0.92

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	638	70	138	810	60	141	132	77	70	198	111
Future Volume (veh/h)	40	638	70	138	810	60	141	132	77	70	198	111
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	672	63	145	853	52	148	139	70	74	208	106
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	314	1575	148	401	1726	105	209	367	185	275	222	113
Arrive On Green	0.03	0.48	0.48	0.06	0.51	0.51	0.08	0.31	0.31	0.19	0.19	0.19
Sat Flow, veh/h	1781	3284	308	1781	3402	207	1781	1173	591	1173	1168	595
Grp Volume(v), veh/h	42	363	372	145	445	460	148	0	209	74	0	314
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1833	1781	0	1764	1173	0	1763
Q Serve(g_s), s	1.7	18.7	18.8	5.8	23.1	23.1	9.1	0.0	12.9	7.6	0.0	24.6
Cycle Q Clear(g_c), s	1.7	18.7	18.8	5.8	23.1	23.1	9.1	0.0	12.9	7.6	0.0	24.6
Prop In Lane	1.00		0.17	1.00		0.11	1.00		0.33	1.00		0.34
Lane Grp Cap(c), veh/h	314	852	871	401	901	930	209	0	553	275	0	336
V/C Ratio(X)	0.13	0.43	0.43	0.36	0.49	0.49	0.71	0.00	0.38	0.27	0.00	0.94
Avail Cap(c_a), veh/h	371	852	871	473	901	930	231	0	578	277	0	339
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	23.8	23.8	18.0	22.7	22.7	42.0	0.0	37.5	49.0	0.0	55.8
Incr Delay (d2), s/veh	0.2	1.6	1.5	0.5	1.9	1.9	8.6	0.0	0.4	0.5	0.0	32.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	13.0	13.3	4.4	15.4	15.8	8.0	0.0	9.6	4.1	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	18.9	25.4	25.4	18.5	24.6	24.6	50.6	0.0	37.9	49.5	0.0	88.4
LnGrp LOS	B	C	C	B	C	C	D		D	D		F
Approach Vol, veh/h	777		1050				357		388			
Approach Delay, s/veh	25.0		23.7				43.1		81.0			
Approach LOS	C		C				D		F			
Timer - Assigned Phs	1	2	4		5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	78.5	50.0		15.4	74.7	17.2	32.7				
Change Period (Y+Rc), s	7.5	7.5	6.1		7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5	45.9		13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	3.7	25.1	14.9		7.8	20.8	11.1	26.6				
Green Ext Time (p_c), s	0.0	7.0	1.3		0.2	5.3	0.1	0.1				
Intersection Summary												
HCM 7th Control Delay, s/veh			35.5									
HCM 7th LOS			D									

Timings

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025

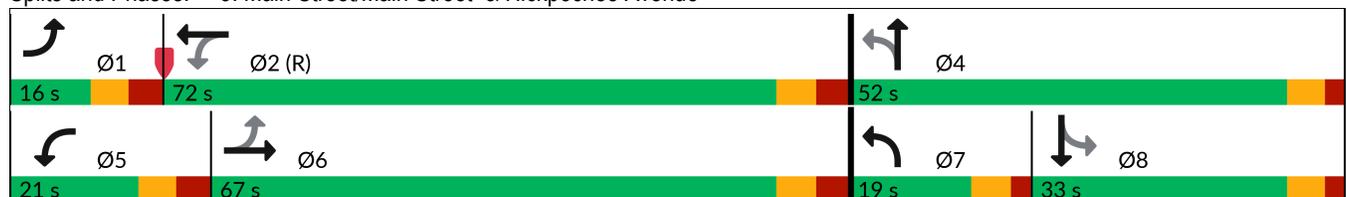


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	84	1085	106	825	179	127	47	237
Future Volume (vph)	84	1085	106	825	179	127	47	237
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	71.0	63.1	75.0	65.1	45.9	45.9	26.9	26.9
Actuated g/C Ratio	0.51	0.45	0.54	0.47	0.33	0.33	0.19	0.19
v/c Ratio	0.31	0.77	0.54	0.57	0.87	0.57	0.25	1.03
Control Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
LOS	B	D	C	C	E	D	D	F
Approach Delay (s/veh)		35.4		28.3		49.1		101.6
Approach LOS		D		C		D		F

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay (s/veh): 43.7
 Intersection LOS: D
 Intersection Capacity Utilization 89.9%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	88	1221	112	924	188	338	49	364
v/c Ratio	0.31	0.77	0.54	0.57	0.87	0.57	0.25	1.03
Control Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.8	36.7	24.0	28.8	72.2	36.2	51.9	108.3
Queue Length 50th (ft)	34	480	44	316	129	211	38	~343
Queue Length 95th (ft)	60	603	76	383	#260	315	79	#548
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	292	1583	255	1633	216	594	199	353
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.77	0.44	0.57	0.87	0.57	0.25	1.03

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

03/11/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	84	1085	75	106	825	53	179	127	194	47	237	109
Future Volume (veh/h)	84	1085	75	106	825	53	179	127	194	47	237	109
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	88	1142	68	112	868	45	188	134	193	49	249	104
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	309	1618	96	232	1659	86	216	227	327	227	241	101
Arrive On Green	0.04	0.47	0.47	0.05	0.48	0.48	0.09	0.33	0.33	0.19	0.19	0.19
Sat Flow, veh/h	1781	3408	203	1781	3437	178	1781	693	998	1053	1253	523
Grp Volume(v), veh/h	88	595	615	112	449	464	188	0	327	49	0	353
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1838	1781	0	1691	1053	0	1776
Q Serve(g_s), s	3.5	37.0	37.1	4.5	24.5	24.5	11.6	0.0	22.6	5.7	0.0	26.9
Cycle Q Clear(g_c), s	3.5	37.0	37.1	4.5	24.5	24.5	11.6	0.0	22.6	9.3	0.0	26.9
Prop In Lane	1.00		0.11	1.00		0.10	1.00		0.59	1.00		0.29
Lane Grp Cap(c), veh/h	309	843	871	232	858	888	216	0	554	227	0	341
V/C Ratio(X)	0.29	0.71	0.71	0.48	0.52	0.52	0.87	0.00	0.59	0.22	0.00	1.03
Avail Cap(c_a), veh/h	348	843	871	320	858	888	216	0	554	227	0	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	29.0	29.1	23.6	25.0	25.0	41.5	0.0	39.2	51.0	0.0	56.6
Incr Delay (d2), s/veh	0.5	4.9	4.8	1.6	2.3	2.2	29.9	0.0	1.7	0.5	0.0	57.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	23.6	24.2	3.6	16.3	16.7	11.2	0.0	14.8	2.8	0.0	24.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.2	34.0	33.9	25.2	27.3	27.2	71.4	0.0	40.9	51.5	0.0	114.4
LnGrp LOS	C	C	C	C	C	C	E		D	D		F
Approach Vol, veh/h		1298			1025			515				402
Approach Delay, s/veh		33.0			27.1			52.0				106.7
Approach LOS		C			C			D				F
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	75.1		52.0	14.0	74.0	19.0	33.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+1), s	5.5	26.5		24.6	6.5	39.1	13.6	28.9				
Green Ext Time (p_c), s	0.0	7.1		2.1	0.1	8.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh				43.3								
HCM 7th LOS				D								



APPENDIX F

TOTAL TRAFFIC CONDITIONS SYNCHRO

Timings

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

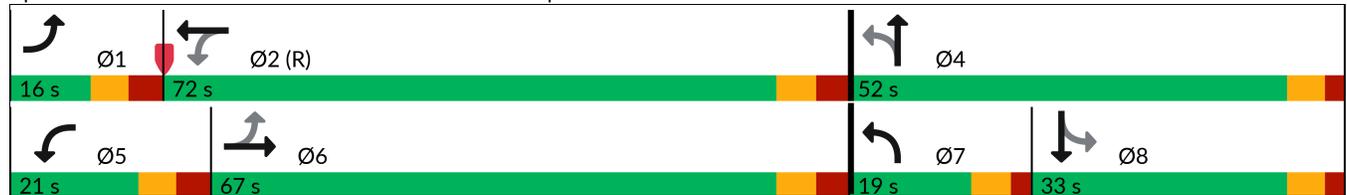


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↗	↕	↖	↕	↖	↕	↗	↕
Traffic Volume (vph)	76	638	138	824	155	153	105	233
Future Volume (vph)	76	638	138	824	155	153	105	233
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	67.0	21.0	72.0	19.0	52.0	33.0	33.0
Total Split (%)	11.4%	47.9%	15.0%	51.4%	13.6%	37.1%	23.6%	23.6%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	70.0	62.3	76.0	65.2	45.9	45.9	27.1	27.1
Actuated g/C Ratio	0.50	0.45	0.54	0.47	0.33	0.33	0.19	0.19
v/c Ratio	0.29	0.48	0.39	0.58	0.77	0.41	0.51	1.03
Control Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
LOS	B	C	B	C	E	D	E	F
Approach Delay (s/veh)		27.5		27.4		45.1		95.9
Approach LOS		C		C		D		F

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay (s/veh): 41.6
 Intersection LOS: D
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	746	145	952	163	242	111	363
v/c Ratio	0.29	0.48	0.39	0.58	0.77	0.41	0.51	1.03
Control Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	28.6	17.1	29.0	58.5	36.0	59.9	106.9
Queue Length 50th (ft)	31	245	59	327	110	157	92	~342
Queue Length 95th (ft)	57	315	94	397	#203	238	158	#547
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	283	1555	406	1632	215	593	218	354
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.48	0.36	0.58	0.76	0.41	0.51	1.03

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Future Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	672	63	145	867	74	163	161	70	111	245	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	301	1546	145	395	1630	139	204	397	173	272	237	104
Arrive On Green	0.04	0.47	0.47	0.06	0.49	0.49	0.09	0.32	0.32	0.19	0.19	0.19
Sat Flow, veh/h	1781	3284	308	1781	3313	283	1781	1236	537	1149	1234	539
Grp Volume(v), veh/h	80	363	372	145	465	476	163	0	231	111	0	352
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1819	1781	0	1774	1149	0	1773
Q Serve(g_s), s	3.2	19.0	19.1	5.9	25.2	25.2	10.0	0.0	14.2	12.1	0.0	26.9
Cycle Q Clear(g_c), s	3.2	19.0	19.1	5.9	25.2	25.2	10.0	0.0	14.2	12.1	0.0	26.9
Prop In Lane	1.00		0.17	1.00		0.16	1.00		0.30	1.00		0.30
Lane Grp Cap(c), veh/h	301	836	854	395	874	895	204	0	570	272	0	341
V/C Ratio(X)	0.27	0.43	0.44	0.37	0.53	0.53	0.80	0.00	0.41	0.41	0.00	1.03
Avail Cap(c_a), veh/h	345	836	854	465	874	895	216	0	581	272	0	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.9	24.6	24.7	18.6	24.5	24.5	41.6	0.0	37.1	50.6	0.0	56.6
Incr Delay (d2), s/veh	0.5	1.6	1.6	0.6	2.3	2.3	18.0	0.0	0.5	1.0	0.0	57.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	13.2	13.5	4.5	16.7	17.0	9.3	0.0	10.4	6.4	0.0	24.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	26.3	26.3	19.2	26.8	26.8	59.6	0.0	37.5	51.5	0.0	114.1
LnGrp LOS	C	C	C	B	C	C	E		D	D		F
Approach Vol, veh/h		815			1086			394				463
Approach Delay, s/veh		25.7			25.8			46.7				99.1
Approach LOS		C			C			D				F
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.6	76.3		51.1	15.5	73.4	18.1	33.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+11), s	5.2	27.2		16.2	7.9	21.1	12.0	28.9				
Green Ext Time (p_c), s	0.0	7.4		1.4	0.2	5.3	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh			41.0									
HCM 7th LOS			D									

Queues

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1221	112	960	203	359	84	400
v/c Ratio	0.45	0.77	0.54	0.59	0.94	0.61	0.43	1.14
Control Delay (s/veh)	19.8	36.7	23.9	29.5	85.4	38.7	57.7	138.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.8	36.7	23.9	29.5	85.4	38.7	57.7	138.6
Queue Length 50th (ft)	50	480	44	333	140	237	68	~414
Queue Length 95th (ft)	81	603	76	402	#294	347	125	#625
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	276	1583	255	1621	216	592	195	352
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.77	0.44	0.59	0.94	0.61	0.43	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Future Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1142	68	112	883	66	203	155	193	84	284	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	1617	96	232	1580	118	216	248	309	211	250	93
Arrive On Green	0.05	0.47	0.47	0.05	0.47	0.47	0.09	0.33	0.33	0.19	0.19	0.19
Sat Flow, veh/h	1781	3408	203	1781	3352	251	1781	757	943	1033	1302	481
Grp Volume(v), veh/h	124	595	615	112	468	481	203	0	348	84	0	389
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1825	1781	0	1701	1033	0	1784
Q Serve(g_s), s	5.0	37.0	37.1	4.5	26.5	26.5	12.6	0.0	24.2	10.5	0.0	26.9
Cycle Q Clear(g_c), s	5.0	37.0	37.1	4.5	26.5	26.5	12.6	0.0	24.2	15.7	0.0	26.9
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.55	1.00		0.27
Lane Grp Cap(c), veh/h	307	843	870	232	838	861	216	0	558	211	0	343
V/C Ratio(X)	0.40	0.71	0.71	0.48	0.56	0.56	0.94	0.00	0.62	0.40	0.00	1.14
Avail Cap(c_a), veh/h	326	843	870	320	838	861	216	0	558	211	0	343
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.4	29.1	29.1	23.7	26.5	26.5	41.9	0.0	39.8	54.4	0.0	56.6
Incr Delay (d2), s/veh	0.9	4.9	4.8	1.6	2.7	2.6	45.1	0.0	2.2	1.2	0.0	90.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	23.6	24.2	3.6	17.5	17.9	13.0	0.0	15.8	5.1	0.0	30.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.3	34.0	33.9	25.2	29.2	29.2	86.9	0.0	41.9	55.6	0.0	147.0
LnGrp LOS	C	C	C	C	C	C	F		D	E		F
Approach Vol, veh/h		1334			1061			551				473
Approach Delay, s/veh		32.8			28.8			58.5				130.8
Approach LOS		C			C			E				F
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	73.5		52.0	14.1	73.9	19.0	33.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	64.5		45.9	13.5	59.5	12.9	26.9				
Max Q Clear Time (g_c+I1), s	7.0	28.5		26.2	6.5	39.1	14.6	28.9				
Green Ext Time (p_c), s	0.0	7.4		2.1	0.1	8.6	0.0	0.0				
Intersection Summary												
HCM 7th Control Delay, s/veh					49.2							
HCM 7th LOS					D							



APPENDIX G

OPTIMIZED CONDITIONS SYNCHRO

Timings

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

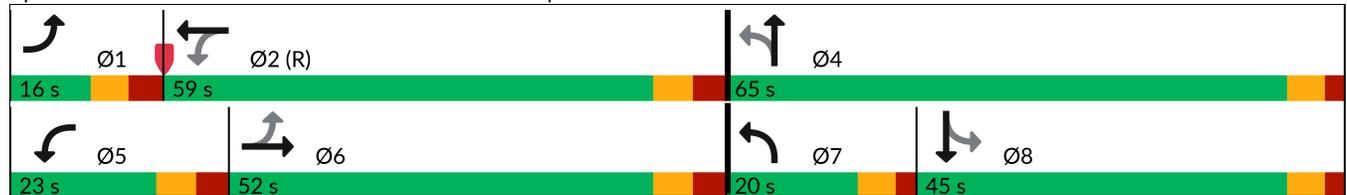


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	76	638	138	824	155	153	105	233
Future Volume (vph)	76	638	138	824	155	153	105	233
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	16.0	52.0	23.0	59.0	20.0	65.0	45.0	45.0
Total Split (%)	11.4%	37.1%	16.4%	42.1%	14.3%	46.4%	32.1%	32.1%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	63.6	55.5	70.4	58.9	51.9	51.9	32.4	32.4
Actuated g/C Ratio	0.45	0.40	0.50	0.42	0.37	0.37	0.23	0.23
v/c Ratio	0.33	0.54	0.43	0.65	0.65	0.36	0.43	0.86
Control Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
LOS	C	D	C	D	D	C	D	E
Approach Delay (s/veh)		34.3		34.1		34.4		64.1
Approach LOS		C		C		C		E

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay (s/veh): 39.3 Intersection LOS: D
 Intersection Capacity Utilization 79.9% ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	80	746	145	952	163	242	111	363
v/c Ratio	0.33	0.54	0.43	0.65	0.65	0.36	0.43	0.86
Control Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	22.3	35.6	22.3	35.9	41.7	29.5	49.7	68.5
Queue Length 50th (ft)	36	274	67	366	100	141	86	303
Queue Length 95th (ft)	70	378	117	472	146	200	140	407
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	251	1387	387	1473	256	757	314	504
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.54	0.37	0.65	0.64	0.32	0.35	0.72

Intersection Summary

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↕		↖	↕		↖	↕		↖	↕	
Traffic Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Future Volume (veh/h)	76	638	70	138	824	81	155	153	77	105	233	112
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	80	672	63	145	867	74	163	161	70	111	245	107
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	281	1451	136	373	1538	131	229	430	187	305	272	119
Arrive On Green	0.04	0.44	0.44	0.06	0.46	0.46	0.08	0.35	0.35	0.22	0.22	0.22
Sat Flow, veh/h	1781	3284	308	1781	3313	283	1781	1236	537	1149	1234	539
Grp Volume(v), veh/h	80	363	372	145	465	476	163	0	231	111	0	352
Grp Sat Flow(s),veh/h/ln	1781	1777	1815	1781	1777	1819	1781	0	1774	1149	0	1773
Q Serve(g_s), s	3.4	20.1	20.1	6.2	26.6	26.6	9.6	0.0	13.7	11.7	0.0	27.0
Cycle Q Clear(g_c), s	3.4	20.1	20.1	6.2	26.6	26.6	9.6	0.0	13.7	11.7	0.0	27.0
Prop In Lane	1.00		0.17	1.00		0.16	1.00		0.30	1.00		0.30
Lane Grp Cap(c), veh/h	281	785	802	373	825	845	229	0	617	305	0	391
V/C Ratio(X)	0.28	0.46	0.46	0.39	0.56	0.56	0.71	0.00	0.37	0.36	0.00	0.90
Avail Cap(c_a), veh/h	323	785	802	464	825	845	257	0	746	371	0	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	27.4	27.4	20.7	27.2	27.2	39.3	0.0	34.2	47.1	0.0	53.0
Incr Delay (d2), s/veh	0.5	2.0	1.9	0.7	2.8	2.7	7.9	0.0	0.4	0.7	0.0	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	14.0	14.2	4.8	17.6	18.0	8.3	0.0	10.1	6.2	0.0	20.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.7	29.4	29.3	21.4	30.0	29.9	47.2	0.0	34.6	47.8	0.0	69.7
LnGrp LOS	C	C	C	C	C	C	D		C	D		E
Approach Vol, veh/h		815			1086			394				463
Approach Delay, s/veh		28.7			28.8			39.8				64.4
Approach LOS		C			C			D				E
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.7	72.5		54.8	15.9	69.4	17.8	37.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	8.5	51.5		58.9	15.5	44.5	13.9	38.9				
Max Q Clear Time (g_c+11), s	5.4	28.6		15.7	8.2	22.1	11.6	29.0				
Green Ext Time (p_c), s	0.0	6.5		1.5	0.2	4.8	0.1	1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh				36.3								
HCM 7th LOS				D								

Timings

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

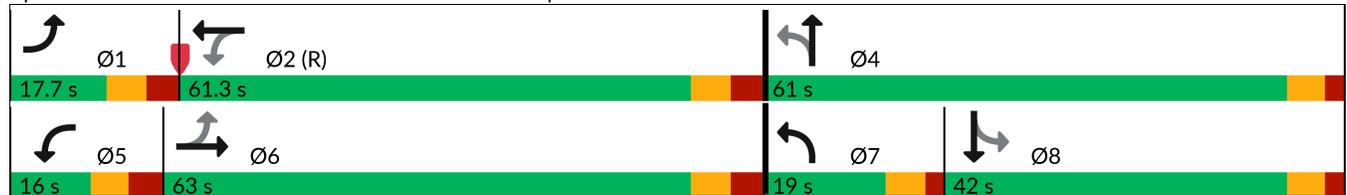


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↶	↶↷	↶	↶↷	↶	↷	↶	↷
Traffic Volume (vph)	118	1085	106	839	193	147	80	270
Future Volume (vph)	118	1085	106	839	193	147	80	270
Turn Type	pm+pt	NA	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6	5	2	7	4		8
Permitted Phases	6		2		4		8	
Detector Phase	1	6	5	2	7	4	8	8
Switch Phase								
Minimum Initial (s)	5.0	12.0	5.0	12.0	5.0	7.0	7.0	7.0
Minimum Split (s)	12.5	23.5	12.5	23.5	11.1	22.1	22.1	22.1
Total Split (s)	17.7	63.0	16.0	61.3	19.0	61.0	42.0	42.0
Total Split (%)	12.6%	45.0%	11.4%	43.8%	13.6%	43.6%	30.0%	30.0%
Yellow Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	4.1
All-Red Time (s)	3.4	3.4	3.4	3.4	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	7.5	6.1	6.1	6.1	6.1
Lead/Lag	Lead	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	Max	None	C-Max	None	None	None	None
Act Effct Green (s)	67.4	58.0	65.4	57.0	52.5	52.5	33.5	33.5
Actuated g/C Ratio	0.48	0.41	0.47	0.41	0.38	0.38	0.24	0.24
v/c Ratio	0.50	0.84	0.67	0.67	0.89	0.53	0.35	0.92
Control Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
LOS	C	D	D	D	E	C	D	E
Approach Delay (s/veh)		41.8		37.8		45.3		71.4
Approach LOS		D		D		D		E

Intersection Summary

Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay (s/veh): 45.3 Intersection LOS: D
 Intersection Capacity Utilization 92.5% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 3: Main Street/Main Street & Hickpochee Avenue



Queues

3: Main Street/Main Street & Hickpochee Avenue

10/28/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	124	1221	112	960	203	359	84	400
v/c Ratio	0.50	0.84	0.67	0.67	0.89	0.53	0.35	0.92
Control Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	25.2	43.5	43.3	37.1	70.2	31.3	47.8	76.4
Queue Length 50th (ft)	58	534	52	384	126	208	62	338
Queue Length 95th (ft)	95	635	#128	464	#265	306	114	#513
Internal Link Dist (ft)		990		1144		978		957
Turn Bay Length (ft)								
Base Capacity (vph)	256	1455	170	1428	227	702	261	467
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.84	0.66	0.67	0.89	0.51	0.32	0.86

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary
 3: Main Street/Main Street & Hickpochee Avenue

10/28/2025

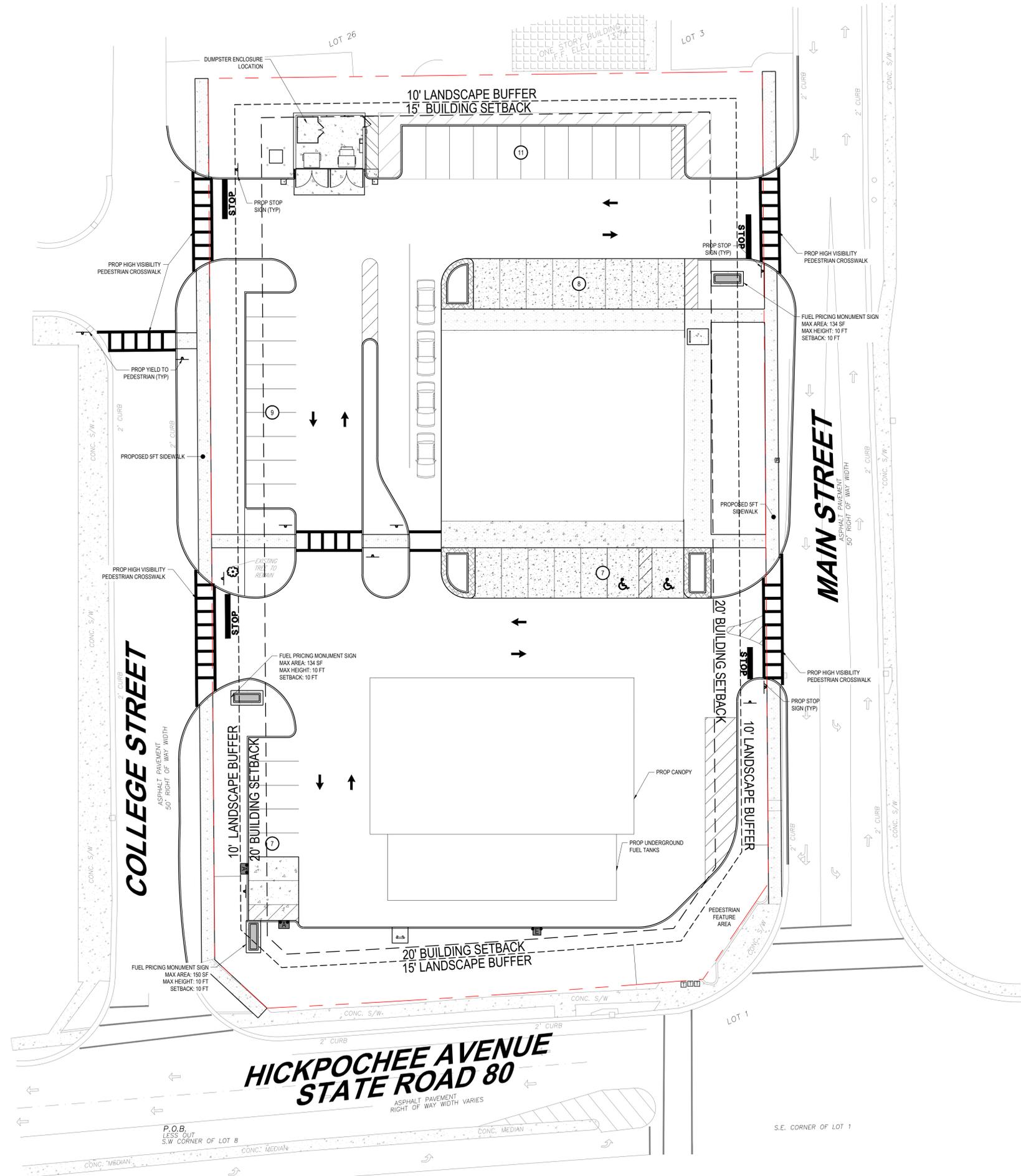


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Future Volume (veh/h)	118	1085	75	106	839	73	193	147	194	80	270	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1142	68	112	883	66	203	155	193	84	284	105
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	1463	87	204	1424	106	237	281	350	267	306	113
Arrive On Green	0.05	0.43	0.43	0.05	0.43	0.43	0.09	0.37	0.37	0.24	0.24	0.24
Sat Flow, veh/h	1781	3408	203	1781	3352	251	1781	757	943	1033	1302	481
Grp Volume(v), veh/h	124	595	615	112	468	481	203	0	348	84	0	389
Grp Sat Flow(s),veh/h/ln	1781	1777	1834	1781	1777	1825	1781	0	1701	1033	0	1784
Q Serve(g_s), s	5.5	40.2	40.3	4.9	28.8	28.8	11.9	0.0	22.7	9.8	0.0	29.9
Cycle Q Clear(g_c), s	5.5	40.2	40.3	4.9	28.8	28.8	11.9	0.0	22.7	13.5	0.0	29.9
Prop In Lane	1.00		0.11	1.00		0.14	1.00		0.55	1.00		0.27
Lane Grp Cap(c), veh/h	276	763	787	204	755	776	237	0	631	267	0	420
V/C Ratio(X)	0.45	0.78	0.78	0.55	0.62	0.62	0.86	0.00	0.55	0.31	0.00	0.93
Avail Cap(c_a), veh/h	311	763	787	225	755	776	237	0	667	289	0	457
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.2	34.3	34.3	28.1	31.4	31.4	38.4	0.0	34.8	47.7	0.0	52.4
Incr Delay (d2), s/veh	1.1	7.8	7.6	2.3	3.8	3.7	25.0	0.0	0.9	0.7	0.0	24.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.3	26.1	26.8	4.0	19.1	19.5	11.1	0.0	14.7	4.7	0.0	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	25.4	42.1	41.9	30.4	35.2	35.1	63.5	0.0	35.7	48.3	0.0	76.5
LnGrp LOS	C	D	D	C	D	D	E		D	D		E
Approach Vol, veh/h		1334			1061			551				473
Approach Delay, s/veh		40.4			34.7			45.9				71.5
Approach LOS		D			C			D				E
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.0	67.0		58.0	14.4	67.6	19.0	39.0				
Change Period (Y+Rc), s	7.5	7.5		6.1	7.5	7.5	6.1	6.1				
Max Green Setting (Gmax), s	10.2	53.8		54.9	8.5	55.5	12.9	35.9				
Max Q Clear Time (g_c+I1), s	7.5	30.8		24.7	6.9	42.3	13.9	31.9				
Green Ext Time (p_c), s	0.1	6.6		2.4	0.0	6.7	0.0	1.1				
Intersection Summary												
HCM 7th Control Delay, s/veh					43.8							
HCM 7th LOS					D							



APPENDIX H

SITE PLAN



LOCATION MAP
SCALE: 1" = 300'
SOURCE: MICROSOFT BING

SITE DATA TABLE	
JURISDICTION	CITY OF LABELLE
CURRENT ZONING	PUD
LAND USE DESIGNATION	COMMERCIAL
PARCEL AREA	± 1.58 AC
BUILDING AREA	7,000 SF
CANOPY AREA	5,900 SF
IMPERVIOUS AREA	MAXIMUM 63%
FRONT SETBACK (ROW)	20 FT
SIDE SETBACK	20 FT
REAR SETBACK	15 FT
FRONT/SIDE/REAR YARD BUFFER	15 FT / 10 FT / 10 FT
OPEN SPACE	20%
PARKING COUNT	42 STALLS
BUILDING HEIGHT	30 FT
CANOPY HEIGHT	26 FT

BOHLER
SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY	CHECKED BY

Sunshine811
Call 811 or visit sunshine811.com two full business days before digging to have buried facilities located and marked. Check positive response codes before you dig!

PRELIMINARY
THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: FL-C240030-00-0A
DRAWN BY: LB
CHECKED BY: TP
DATE: 01/30/2025
CAD ID: P-CIVL-SITE

PROJECT: **LAND DEVELOPMENT PLANS**
FOR **WAWA**
PROPOSED COMMERCIAL DEVELOPMENT
10 W HICKPOCHEE AVE
LABELLE, FL 33935
CITY OF LABELLE
HENDRY COUNTY

BOHLER
1 SE 3rd AVENUE
SUITE 2700
MIAMI, FLORIDA 33131
Phone: (786) 681-0800
FLORIDA BUSINESS CERT. OF AUTH. No. 30780



SHEET TITLE: **CONCEPTUAL SITE PLAN**

SHEET NUMBER: **C-301**

ORG. DATE - 01/30/2025

THIS PLAN TO BE UTILIZED FOR SITE LAYOUT PURPOSES ONLY

