

VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
JUNE 13, 2023, 04:30 PM

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The Village Planning Zoning and Design Board Meeting will be conducted physically in Council Chambers at Village Hall, 9401 Corkscrew Palms Circle, with an opportunity for members to participate virtually. The meeting will be broadcasted live via the Village of Estero website https://estero-fl.gov/council/watch-meetings-online/. Please see the bottom of this agenda for further information and instructions for public participation.

AGENDA

PLANNING ZONING AND DESIGN BOARD MEETING

9401 Corkscrew Palms Circle, Estero, Florida

June 13, 2023, 04:30 pm

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **APPROVAL OF AGENDA**
5. **BUSINESS**

   Items on the agenda are generally treated in sequential order, and due to the length of the agenda, any or all of the items listed for discussion may be rescheduled to a later date for consideration.

   The meeting will adjourn no later than 9:00 P.M. unless extended by the Board.

   a. **Consent Agenda**

      i. **Approval of May 9, 2023 meeting minutes.**

      Attachment: 05092023_PZDB Minutes.pdf

6. **PUBLIC HEARINGS (Quasi-Judicial)**

   The public will have an opportunity to speak for five minutes per agenda item.

   a. **Woodfield Estero Planned Development - Rezoning (DCI2022-E005) (District 6) Vacant parcels at the northwest corner of US 41 and Coconut Road.**

      Applicant seeks to rezone ±45.6 acres from Mixed Use Planned Development (MPD) to Estero Planned Development (EPD) to allow 596 dwelling units, office, retail, restaurants, and related uses.

      - Public Information Meeting was held February 21, 2023.
      - See Staff Report

- Planning Zoning and Design Board will make a recommendation to Council.

Attachment: 1. Woodfiled EPD Staff Report.pdf
Attachment: 1.A. Staff Report Attachment - Future Land Use Map.pdf
Attachment: 1.B. Staff Report Attachment - Zoning Map.pdf
Attachment: 1.C.1. Staff Report Attachment - Narrative Statement.pdf
Attachment: 1.C.2. Staff Report Attachment - Deviations Justifications.pdf
Attachment: 1.C.3.a Woodfiled Transportation Assessment - Executive Summary.pdf
Attachment: 1.C.3.b Woodfield Transportation Assessment - Fehr _ Peers 4-12-23.pdf
Attachment: 2. Ordinance 2023-06 - Woodfield EPD.pdf
Attachment: 3. Woodfield - 8-Day Letter.pdf
Attachment: 4. Woodfield - Master Concept Plan.pdf
Attachment: 5. Woodfield - Pattern Book.pdf
Attachment: 6. Woodfield - Presentation 6.13.23.pdf

b. RiverCreek Recreation Site - Development Order (DOS2023-E003) (District 7) 12840 Corkscrew Road and 20161 Camellia Crosse Lane

Applicant seeks approval of the recreational campus located on Tract "A". Recreational amenities include a 14,546 S.F. clubhouse, pickleball, tennis, basketball and bocce courts, play area and associated parking.

- Public Information Meeting was held September 13, 2022 and issues related to the recreational site were discussed at the RiverCreek III Public Information Meeting May 9, 2023.
- See Staff Report
- Planning Zoning and Design Board will make a decision on this case.

Attachment: 1. RiverCreek Recreation Site Staff Report.pdf
Attachment: 2. RiverCreek Phase Two Rec. Site DO - Presentation.pdf

c. Estero Bay Chevrolet Auto Dealership Lighting Upgrade -- Deviation (Case TBD) (District 5) 10640 Chevrolet Way Located south of Corkscrew Road and next to the I-75 southbound entrance ramp and north of Corkscrew Woodlands.

Applicant seeks a deviation from Section 5-604 E.1.to use 4000K or 5000K lighting instead of 3000K per the LDC.The applicant states that the greater intensity increases security cameras' visibility and provides customers with improved color accuracy.

- See Staff Report
- Planning Zoning and Design Board will make a decision on this case.

Attachment: 1. Estero Bay Chevrolet - Lighting Upgrade Deviation - Staff Report.pdf
Attachment: 2. Estero Bay Chevrolet - Deviations from LDC Application.pdf
Attachment: Estero Bay Chevrolet - Explanation and Justification of Request.pdf

7. PUBLIC INPUT (Each individual will be given five minutes to speak)

8. BOARD COMMUNICATIONS

a. Next meeting - July 11, 2023

9. ADJOURN

General Attachments

- Transcript.pdf

PLANNING ZONING AND DESIGN BOARD MEETING
TUESDAY, JUNE 13, 2023, 4:30 P.M.

DISCLAIMER:
THIS FILE REPRESENTS AN UNEDITED VERSION OF REALTIME CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE ACCURACY NOR USED AS A VERBATIM TRANSCRIPT.
ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

04:33:59 >>Barry Jones: MARY, ARE YOU READY?
04:34:01 WE'RE READY.
04:34:03 WE HAVE A QUORUM HERE.
04:34:04 YES, WE'LL GO AHEAD AND CALL THIS TO ORDER.
04:34:07 [SOUNDING GAVEL]
04:34:07 WE'LL BEGIN WITH THE PLEDGE OF ALLEGIANCE.
04:34:11 [PLEDGE OF ALLEGIANCE]
04:34:27 >>Barry Jones: DO THE ROLL CALL, PLEASE?
04:34:29 >>Tammy Duran: BOARD MEMBER GARGANO IS ABSENT TONIGHT.
04:34:32 >>Kristin Jeannin: HERE.
04:34:34 >>Barry Jones: HERE.
04:34:36 >> BOARD MEMBER SHEELEY IS ABSENT TONIGHT.
04:34:38 BOARD MEMBER TATOOLES.
04:34:39 >>James Tatooles: HERE.
04:34:41 >>Jim Wallace: HERE.
04:34:42 >> CHAIRMAN WOOD IS ABSENT.
04:34:48 >>Barry Jones: THANK YOU.
04:34:49 WE'RE PROPOSING ONE CHANGE TO THE AGENDA TONIGHT.

04:34:51 WE WANTED TO MOVE THE RIVERCREEK RECREATION SITE FORWARD.
04:34:57 WE BELIEVE IT IS A VERY STRAIGHTFORWARD APPLICATION FOR
04:35:00 CONSIDERATION AND WITH THE GROUP OF PEOPLE HERE, WE WOULD
04:35:02 LIKE TO GO AHEAD AND GET THIS ONE DONE.
04:35:04 WITH THAT CHANGE IN THE AGENDA, I'D ASK FOR A MOTION TO
04:35:08 APPROVE THE AGENDA.
04:35:10 >>James Tatooles: I SO MOVE.
04:35:11 >>Kristin Jeannin: SECOND.
04:35:13 >>Barry Jones: ROLL CALL, PLEASE.
04:35:16 ALL IN FAVOR SAY AYE.
04:35:17 THE NEXT ORDER OF ITEM ON THE AGENDA IS THE APPROVAL OF THE
04:35:23 DRAFT MINUTES FROM THE MEETING OF MAY 9.
04:35:28 I'VE REVIEWED THESE MINUTES AND I DIDN'T SEE ANYTHING
04:35:30 INCONSISTENT WITH MY MEMORY OF IT, WHICH OFTEN LEAVES A LOT
04:35:35 TO BE DESIRED.
04:35:38 CAN WE GET A MOTION TO APPROVE THESE?
04:35:41 >>Kristin Jeannin: I'LL MAKE THE MOTION TO APPROVE.
04:35:45 >> SECOND.

04:35:45 >>Barry Jones: ALL IN FAVOR SAY AYE.
04:35:47 AYE.
04:35:48 OKAY.
04:35:49 OUR FIRST PUBLIC HEARING, I'LL TRY AND GET THIS RIGHT.
04:35:54 IT IS A QUASI-JUDICIAL HEARING AND PEOPLE HAVE TO BE SWORN
04:35:57 IN IN ORDER TO GIVE TESTIMONY ON THIS.
04:35:59 WE'RE GOING TO BE MAKING A RECOMMENDATION TO COUNCIL ON THIS

04:36:03 ITEM.
04:36:04 IF YOU WOULD, PLEASE READ THE OATH.
04:36:07 >>Nancy Stroud: THANK YOU, MR. CHAIR.
04:36:12 I'LL READ A BRIEF STATEMENT EXPLAINING THE PROCEDURES FOR
04:36:15 QUASI-JUDICIAL ITEMS.
04:36:16 THERE ARE THREE OF THEM UNDER AGENDA ITEM 6.
04:36:20 JUST BRIEFLY, WHEN THE BOARD IS SCHEDULED TO CONSIDER AND
04:36:24 VOTE ON QUASI-JUDICIAL ITEMS, THIS IS HOW THE PROCEEDINGS
04:36:29 ARE FOLLOWED.
04:36:32 IF YOU INTEND TO PROVIDE TESTIMONY ON THE ITEM BEFORE THE
04:36:35 MATTER IS CALLED, YOU MUST FILL OUT A PUBLIC SPEAKER'S CARD,
04:36:39 GIVE IT TO THE BOARD CLERK AND MUST BE SWORN IN BY THE BOARD
04:36:43 ATTORNEY, WHICH I WILL BE DOING IN JUST A MINUTE.
04:36:45 AND BEFORE THE MATTER BEGINS, ANY WRITTEN COMMUNICATIONS
04:36:49 THAT HAVE BEEN RECEIVED WILL BE PLACED IN THE PUBLIC RECORD.
04:36:52 BOARD MEMBERS WILL BE ASKED TO DISCLOSE ANY EX PARTE
04:36:55 COMMUNICATIONS AND BOARD MEMBERS WILL BE ASKED IF THEY HAVE
04:36:58 ANY CONFLICTS OF INTEREST IN THE MATTER.
04:37:00 AND IF THEY DO, THEY MUST DECLARE IT AND ARE NOT ALLOWED TO
04:37:04 PARTICIPATE IN BOARD DISCUSSION OR VOTE ON THE MATTER.
04:37:07 THE VILLAGE DIRECTOR OF COMMUNITY DEVELOPMENT WILL INTRODUCE
04:37:12 THE MATTER AND THEN ASK THE APPLICANT TO MAKE A PRESENTATION
04:37:17 AND SUMMARIZE ANY RELATED AFFIDAVITS FROM THE APPLICANT'S
04:37:21 EXPERTS IN ATTENDANCE.
04:37:22 FOLLOWING THIS, THE DIRECTOR OR STAFF DESIGNEE WILL MAKE A

04:37:27 PRESENTATION PROVIDING THE STAFF REPORT FINDINGS AND
04:37:29 RECOMMENDATIONS.
04:37:31 AND AFTER THIS, THE PUBLIC HEARING WILL BE OPENED AND ANYONE
04:37:34 WHO IS SWORN IN MAY PROVIDE TESTIMONY.
04:37:37 TESTIMONY IS LIMITED TO FIVE MINUTES, AND THE APPLICANT HAS
04:37:41 THE RIGHT TO CROSS-EXAMINE ANY WITNESS, INCLUDING THE
04:37:44 PUBLIC.
04:37:46 AND AFTER THE PUBLIC COMMENT MAY PROVIDE REBUTTAL.
04:37:49 THE PUBLIC MAY NOT CROSS-EXAMINE WITNESSES BUT MAY REQUEST
04:37:52 THE BOARD TO DIRECT QUESTIONS ON THEIR BEHALF TO EITHER THE
04:37:55 APPLICANT OR THE COMMUNITY DEVELOPMENT STAFF.
04:37:59 SO WITH THAT, WITH ALL THOSE WHO INTEND TO TESTIFY IN ANY OF
04:38:04 THE MATTERS UNDER ITEM NUMBER 6, INCLUDING ALL THE PUBLIC
04:38:08 THAT WANTS TO MAKE COMMENTS, PLEASE STAND, RAISE YOUR RIGHT

04:38:14 HANDS.
04:38:17 I'LL ADMINISTER THE OATH.
04:38:19 DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY THAT YOU GIVE
04:38:23 TONIGHT WILL BE THE TRUTH, THE WHOLE TRUTH AND NOTHING BUT
04:38:26 THE TRUTH?
04:38:27 >> I DO.
04:38:28 >>Nancy Stroud: THANK YOU.
04:38:29 SO AT THIS TIME, THE DIRECTOR MUST ADVISE IF ANY LETTERS OR
04:38:36 OTHER WRITTEN COMMUNICATIONS HAVE BEEN RECEIVED ON, LET'S
04:38:39 SAY, THE FIRST MATTER, THE MATTER WE'RE ADDRESSING NOW,
04:38:43 WHICH IS THE RECREATION SITE.

04:38:47 >>Mary Gibbs: WE HAVE NO E-COMMENTS ON THAT CASE.
04:38:50 >>Nancy Stroud: AND DO ANY OF THE BOARD MEMBERS HAVE
04:38:55 DISCLOSURES OF EX PARTE COMMUNICATION ON THE RECREATION SITE
04:38:58 MATTER?
04:38:59 >> NO.
04:39:00 >> NONE.
04:39:00 >>Barry Jones: I SPOKE WITH THE APPLICANT BECAUSE WE KNOW
04:39:04 EACH OTHER AND HE ASKED ME IF THIS ITEM COULD BE MOVED UP.
04:39:08 IT SEEMED TO MAKE SENSE IN THE ORDER OF THINGS.
04:39:11 SO, YES, I SPOKE WITH HIM ABOUT THE TIMING OF THE AGENDA.
04:39:18 >>Nancy Stroud: ARE THERE ANY CONFLICTS OF INTEREST THAT
04:39:22 NEED TO BE DISCLOSED?
04:39:24 >>Barry Jones: NO.
04:39:25 >>Nancy Stroud: ALL RIGHT.
04:39:26 HEARING THAT, IT'S TIME FOR THE DIRECTOR TO INTRODUCE THE
04:39:30 MATTER.
04:39:31 THE DIRECTOR'S DESIGNEE, JIM, WILL INTRODUCE THE MATTER.
04:39:37 >> I WAS PROMOTED TONIGHT.
04:39:39 SO THIS IS RIVERCREEK DEVELOPMENT, DEVELOPMENT ORDER FOR THE
04:39:45 RECREATION SITE.
04:39:47 WE'VE ALREADY GONE THROUGH THE FIRST TWO DEVELOPMENT ORDERS
04:39:50 FOR PHASE ONE AND PHASE TWO.
04:39:52 THIS IS ACTUALLY LOCATED WITHIN PHASE ONE.
04:39:55 ADDRESS IS 2161 CAMELLIA CROSSE LANE.
04:39:59 THE SITE ITSELF IS 4.29 ACRES, AND WE HAD THE PUBLIC

04:40:04 INFORMATION MEETING BACK IN SEPTEMBER 13th OF 2022.
04:40:11 BASICALLY EVERYTHING LOOKS LIKE IT'S ACCORDING TO CODE
04:40:15 EXCEPT WE WERE CONCERNED WITH THE PARKING.
04:40:18 STAFF HAS TWO RECOMMENDED CONDITIONS FOR THE APPROVAL.
04:40:25 FIRST NO PARKING SIGNS SHALL BE INSTALLED ON EITHER THE
04:40:31 NORTHBOUND OR SOUTHBOUND LANES OF CAMELLIA CROSSING
04:40:36 BOULEVARD FROM WOODBERRY DRIVE TO 200 FEET NORTH OF THE
04:40:41 AMENITY.
04:40:42 THE SECOND ONE IS IF THE VILLAGE RECEIVES VALID COMPLAINTS
04:40:48 REGARDING THE PARKING FROM RIVERCREEK RESIDENTS, THEN THE

04:40:53 DEVELOPER AT THEIR SOLE EXPENSE WOULD REMOVE AND RELOCATE
04:40:57 THE BOCCE BALL AREA AND ADD ADDITIONAL PARKING IN THAT
04:41:01 CURRENT BOCCE BALL AREA.
04:41:03 SO WITH THAT, I WILL TURN IT OVER TO JOHN ASHER OF GL HOMES.
04:41:16 >>John Asher: I'LL LEAVE IT UP TO THE BOARD.
04:41:18 WELCOME.
04:41:18 GOOD AFTERNOON.
04:41:19 DO YOU WANT ME TO GO THROUGH THE PowerPoint PRESENTATION?
04:41:21 BECAUSE I KNOW YOU'VE SEEN THIS SEVERAL TIMES BEFORE.
04:41:25 IT'S ALMOST IDENTICAL TO WHAT WE'VE DONE IN THE PAST.
04:41:29 IT SHOWS THE COMMUNITY AND THE PHASING AND THE LOCATION OF
04:41:33 THE REC SITE.
04:41:34 I'LL BE HAPPY TO RUN THROUGH IT, BUT IN ORDER TO SAVE TIME
04:41:38 AND EVERYONE ELSE'S BEHALF --
04:41:40 >>Barry Jones: I THINK WE JUST NEED TO GET THROUGH A FEW KEY

04:41:43 ISSUES RELATED TO THE POSITIONING AND AT LEAST GET IT ON THE
04:41:46 RECORD BECAUSE THE INFORMATIONAL MEETING DOESN'T FALL UNDER
04:41:49 THIS JURISDICTION, SO WE NEED TO MAYBE GET A COUPLE OF
04:41:51 THINGS ON THE RECORD.
04:41:53 THE LOTS ACROSS THE STREET FROM WHERE THESE PROPOSED
04:41:57 PICKLEBALL COURTS ARE, ARE THEY DEED RESTRICTED OR INFORMED
04:42:01 OF THE SITE PLAN PRIOR TO PURCHASE OR ARE THEY SOLD ALREADY?
04:42:04 BECAUSE THOSE ARE PRETTY CLOSE.
04:42:06 >>John Asher: SURE.
04:42:07 NO, EVERYONE IS INFORMED OF THE LOCATION OF ALL THE
04:42:10 RECREATION SITE AND ALL THE AMENITIES THAT ARE PROPOSED.
04:42:12 IT'S CLEARLY SHOWN IN A FULL-SIZED 6 BY 12-FOOT TOPO TABLE
04:42:19 IN THE SALES CENTER, SCALE MODEL.
04:42:22 >>Barry Jones: NONE OF THOSE HOMES HAVE BEEN SOLD ALREADY
04:42:25 PRIOR TO THIS HEARING.
04:42:26 ARE ANY OF THE UNITS SOLD ALREADY?
04:42:29 >>John Asher: YES, THEY ARE.
04:42:30 >>Barry Jones: BUT THEY WERE AWARE AT THE TIME OF SALE.
04:42:33 >>John Asher: YES.
04:42:34 IT'S SHOWN IN ALL OUR MARKETING LITERATURE.
04:42:36 ALL THE COLOR PICTURES REPRESENT ALL THE SPORTS COURTS,
04:42:40 INCLUDING THE PICKLEBALL.
04:42:42 >>Barry Jones: ARE YOU IN AGREEMENT WITH THE STAFF'S
04:42:44 RECOMMENDATIONS FOR THE NO-PARKING SIGNS AND THE PARKING
04:42:49 COMPLAINTS.

04:42:50 >>John Asher: YES, THAT'S FINE.
04:42:51 >>Barry Jones: AND THERE'S SOME MAGIC DUST FORMULA KICKED UP
04:42:55 AS TO HOW MANY COMPLAINTS JUSTIFY ACTION OR SOMETHING.
04:42:58 >>John Asher: WE'RE VERY CONFIDENT -- WE BUILT SIMILAR
04:43:03 BUILDING IN SIMILAR SIZED COMMUNITIES PROBABLY HALF A DOZEN
04:43:06 TIMES, AND WE HAVE MORE PARKING HERE THAN WE DO IN THOSE

04:43:09 COMMUNITIES.
04:43:09 SO WE DON'T ANTICIPATE ANY PARKING PROBLEMS.
04:43:12 I KNOW IT CAN BE A MAJOR SITUATION.
04:43:15 I'VE BEEN INVOLVED WITH PROJECTS IN THE PAST IN A FORMER
04:43:18 LIFE WHERE THERE'S NOT ENOUGH PARKING AND IT'S A NIGHTMARE
04:43:21 FOR THE DEVELOPER.
04:43:23 THAT'S THE LAST THING WE WANT TO DEAL WITH.
04:43:25 WE WANT TO WALK AWAY, TURN OVER AND SHAKE HANDS AND EVERYONE
04:43:29 BE HAPPY.
04:43:30 >>Barry Jones: I DIDN'T SEE A LIGHTING PLAN IN HERE
04:43:33 ANYWHERE.
04:43:34 ARE THESE GOING TO BE LIT AT NIGHT?
04:43:35 >>John Asher: YES.
04:43:36 >>Barry Jones: I ASSUME THEY WILL MEET THE STANDARD, BECAUSE
04:43:39 I DIDN'T SEE THE LIGHTING PLAN.
04:43:42 >>John Asher: THE LIGHTING PLAN WILL COME THROUGH PROBABLY
04:43:44 FOR THE SPORTS COURTS AT LEAST ON THE BUILDING PERMITS.
04:43:48 THE PARKING LOT LIGHTS SHOULD BE INCLUDED IN THERE.
04:43:52 I DIDN'T PUT IT IN THE PACKAGE, BUT, YES, THERE ARE LIGHTS

04:43:59 IN THE PARKING LOT AND THEY DO MEET THE STANDARD, AS CLOSE
04:44:03 AS YOU CAN GET TO THE 101.
04:44:05 I THINK IT'S 102.
04:44:07 >>Barry Jones: MORE WORRIED ABOUT SHINING ON THE NEIGHBORS
04:44:09 THAN ANYTHING ELSE.
04:44:10 >>John Asher: RIGHT.
04:44:13 >>Barry Jones: GOOD.
04:44:13 ANY OTHER MEMBERS OF THE BOARD?
04:44:15 I DON'T SEE LANDSCAPE PLANS IN HERE.
04:44:19 >>Jim Wallace: I HAVE ONE QUESTION.
04:44:20 IT'S JUST THAT I CAN'T SEE IT HERE.
04:44:21 I SEE THAT THE PICKLEBALL COURTS, WE KNOW IT'S ALWAYS A
04:44:25 NOISE ABATEMENT ISSUE FOR EVERYBODY, IS FAR AWAY -- AS FAR
04:44:29 NORTHEAST AS YOU CAN GET IT FROM YOUR RESIDENTIAL PROPERTIES
04:44:32 AND IT JUST MAKES SENSE.
04:44:34 WHAT I DON'T SEE HERE IS YOUR NEIGHBORS TO THE EAST.
04:44:39 HOW FAR IS IT TO THE RESIDENTIAL HOUSING ON THE EAST, YOUR
04:44:44 NEIGHBORS?
04:44:46 >>John Asher: I BELIEVE IT'S WELL OVER A THOUSAND FEET.
04:44:48 >>Barry Jones: IT'S SHOWN IN THERE.
04:44:50 LITTLE OVER A THOUSAND, 1100.
04:44:54 >>John Asher: OVER A THOUSAND FEET.
04:44:57 >>Barry Jones: ACROSS FORESTED WETLAND, YES.
04:44:59 I CAN'T RECALL A BETTER SPOT FOR PICKLEBALL RECENTLY OTHER
04:45:04 THAN --

04:45:06 >>John Asher: WE KNOW THAT NOISE IS AN ISSUE.
04:45:09 BUT, AGAIN, WE HAVE CURRENT COMMUNITIES WHERE THE PICKLEBALL

04:45:13 COURTS ARE MUCH CLOSER TO THE RESIDENTIAL AND VERY ACTIVE,
04:45:17 AND WE HAVEN'T HAD ANY COMPLAINTS.
04:45:19 >>Jim Wallace: YOU'RE CERTAINLY GOING TO HAVE NOISE TRANSFER
04:45:22 ACROSS WATER.
04:45:23 YOU KNOW THAT.
04:45:24 IT'S LIKE A MEGAPHONE, BUT THERE'S NOBODY ON THE OTHER SIDE.
04:45:27 YOU'RE IN GOOD SHAPE.
04:45:30 >>Barry Jones: DO YOU HAVE A LANDSCAPE PLAN YOU COULD SHOW
04:45:31 US?
04:45:32 BECAUSE I DON'T SEE A LANDSCAPE PLAN IN THIS PACKAGE THAT WE
04:45:35 GOT, UNFORTUNATELY.
04:45:37 >>John Asher: I DO NOT HAVE IT WITH ME.
04:45:39 BUT IT'S FAR AND ABOVE ANY CODE REQUIRED.
04:45:45 >>Barry Jones: I HAVE NO DOUBT.
04:45:46 THE QUESTION BECOMES, CAN WE APPROVE IT WITHOUT THE PLAN
04:45:50 ATTACHED TO IT AS PART OF THE DEVELOPMENT ORDER?
04:45:52 CAN WE PUT IT AS A CONDITION THAT THE CODE MEETS THE MINIMUM
04:45:57 STANDARDS?
04:45:58 >>Mary Gibbs: JIM HAS ALREADY REVIEWED THE LANDSCAPE PLAN.
04:46:01 IT'S FINE.
04:46:04 >>Barry Jones: OKAY.
04:46:05 >>Jim Wallace: WHAT ABOUT BIKE RACKS OR E-BIKE CHARGES,
04:46:08 THINGS LIKE THAT?

04:46:09 >>John Asher: YEAH, WE'VE GOT THREE OR FOUR LOCATIONS WITH
04:46:13 BIKE RACKS.
04:46:14 I THINK THERE IS A TOTAL OF 32 OR 64 ON THE SITE.
04:46:19 SO, YEAH, THEY ARE SCATTERED AROUND THE CLUBHOUSE BUILDING
04:46:24 ITSELF AS WELL AS ALL THE SPORTS COURTS AND I THINK THERE'S
04:46:27 ONE --
04:46:28 >>Jim Wallace: SELF-CONTAINED IN A COMMUNITY LIKE THAT,
04:46:30 YOU'LL GET A LOT OF PEOPLE BIKING, AND YOU HOPE THEY ARE,
04:46:33 TOO.
04:46:35 >>John Asher: RIGHT.
04:46:35 WE ALSO HAVE ONE I THINK BY THE MAIL.
04:46:38 THE MAIL KIOSK AREA IS LOCATED IN CONJUNCTION WITH THE
04:46:41 BUILDING.
04:46:42 I BELIEVE THERE'S ONE OVER THERE.
04:46:43 IF NOT, I KNOW THEY WILL ADD ONE.
04:46:47 >>Barry Jones: DID YOU EVER PRESENT ANY DETAIL ON ALL THE
04:46:49 SHADE STRUCTURES PROPOSED AROUND THE SITE?
04:46:51 I SEE ARCHITECTURE ON THE BUILDING BUT NONE OF THE ANCILLARY
04:46:54 BUILDINGS.
04:46:55 >>John Asher: YES, THAT WAS INCLUDED IN THERE.
04:46:57 I MEAN, MOST OF THEM ARE PREFAB WITH A STRUCTURAL
04:47:02 FOUNDATION.
04:47:02 >>Barry Jones: DO THOSE SHOW IN YOUR PowerPoint?
04:47:06 >>John Asher: GRAPHIC REPRESENTATIONS OF THEM.

04:47:08 >>Barry Jones: I THINK WE'VE GOT SOME ON THE TENNIS COURTS

04:47:11 HERE.
04:47:12 I'M SORRY.
04:47:12 PICKLEBALL.
04:47:17 >>John Asher: IT'S AN ALUMINUM FRAME WITH AN AWNING.
04:47:20 FOR THE SPORTS COURTS.
04:47:26 THEN THERE ARE SEPARATE STRUCTURAL FOR THE PLAY PAVILION AND
04:47:31 I FORGET -- YEAH, THEY ARE FULL STRUCTURES FOR THE PLAY
04:47:37 PAVILION OR THE PICNIC PAVILION.
04:47:40 AGAIN, ALL THE SAME ARCHITECTURAL COLORS AND DETAILS AS THE
04:47:48 BUILDING.
04:47:49 >>Barry Jones: ANY COMMENTS FROM THE BOARD BEFORE I OPEN IT
04:47:51 FOR PUBLIC COMMENT?
04:47:52 ANY PUBLIC COMMENT OR CARDS, TAMMY?
04:47:56 >>Tammy Duran: I DON'T HAVE ANY FOR THIS ONE.
04:47:58 >>Barry Jones: SEEING NONE, HEARING NONE, DO WE HAVE A
04:48:01 MOTION?
04:48:02 I BELIEVE THE STAFF HAD A COUPLE OF CONDITIONS THEY WANTED
04:48:04 TO ATTACH.
04:48:05 COULD I GET A MOTION, PLEASE?
04:48:09 >>Kristin Jeannin: A MOTION TO MAKE RECOMMENDATION FOR
04:48:12 APPROVAL TO THE COUNCIL WITH THE STAFF RECOMMENDED
04:48:19 CONDITIONS.
04:48:21 >>Barry Jones: THOSE WOULD BE THE NO PARKING SIGNS AND
04:48:24 LANGUAGE ABOUT COMPLAINTS AND FUTURE REQUIRED PARKING SHOULD
04:48:29 THEY ARISE.

04:48:30 >>Mary Gibbs: WAS THAT A MOTION TO APPROVE THE DEVELOPMENT
04:48:32 ORDER, THOUGH?
04:48:33 >>Barry Jones: YES.
04:48:34 >>Mary Gibbs: I DIDN'T HEAR THAT.
04:48:35 >>Barry Jones: WE HAVE A MOTION.
04:48:36 COULD I GET A SECOND, PLEASE?
04:48:40 >>James Tatooles: I'LL SECOND.
04:48:41 >>Jim Wallace: WHAT IS THE RECOURSE?
04:48:43 >>Barry Jones: THEY HAVE TO TEAR OUT A PICKLEBALL COURT AND
04:48:47 PUT ADDITIONAL PARKING.
04:48:49 >>John Asher: BOCCE COURTS.
04:48:53 >>Barry Jones: YEAH, OKAY.
04:48:54 IT WAS THE BOCCE COURTS, NOT THE PICKLEBALL COURTS.
04:48:56 THANK YOU FOR THAT CORRECTION.
04:48:58 WE HAVE A MOTION AND A SECOND.
04:49:00 ALL IN FAVOR SAY AYE.
04:49:01 DO YOU NEED TO DO A ROLL CALL?
04:49:05 ALL IN FAVOR SAY AYE.
04:49:06 ALL OPPOSED NAY.
04:49:09 HEARING NONE, IT'S APPROVED 4-0.

04:49:12 THANK YOU.
04:49:12 THE NEXT ITEM ON THE AGENDA IS PROBABLY THE ONE MOST PEOPLE
04:49:30 ARE HERE FOR, THE COCONUT ROAD.
04:49:36 WE DON'T HAVE TO SWEAR IN.
04:49:38 NOBODY ADDITIONAL CAME IN THAT I SAW.

04:49:40 IS ANYBODY ONLINE?
04:49:42 >>Nancy Stroud: YOU NEED DISCLOSURES OF ANY E-MAIL
04:49:44 COMMUNICATIONS AND THEN EX PARTE DISCLOSURES AND CONFLICT
04:49:48 DISCLOSURES.
04:49:50 >>Barry Jones: A COUPLE OF E-MAILS ABOUT WHETHER WE HAD A
04:49:53 PRE-MEETING AND WE NEVER DID.
04:49:55 THAT'S IT.
04:49:57 >>Mary Gibbs: WE RECEIVED 11 E-COMMENTS AND TWO LETTERS
04:50:01 WHICH WERE E-MAILED TO EVERYBODY YESTERDAY AND THE APPLICANT
04:50:05 AS WELL.
04:50:10 >>Nancy Stroud: HAS ANYONE HAD ANY EX PARTE DISCUSSIONS WITH
04:50:13 THE APPLICANT OR OTHER PARTIES?
04:50:16 >> NO.
04:50:16 >> NO.
04:50:17 >> NO.
04:50:18 >>Nancy Stroud: ANY CONFLICTS OF INTEREST?
04:50:20 >>Mary Gibbs: EXCUSE ME.
04:50:21 CAN I SAY SOMETHING?
04:50:22 I THINK THERE WERE TWO MEETINGS HELD WITH THE APPLICANT, AND
04:50:27 I WAS THERE AND A COUPLE OF -- I THINK THERE WAS A MEETING,
04:50:32 PROBABLY A LONG TIME AGO AND YOU FORGOT, BUT I THINK BOARD
04:50:34 MEMBER TATOOLES MET WITH THE APPLICANT AND I WAS THERE AS
04:50:38 WELL.
04:50:39 I THINK IT WAS ON APRIL 11 JUST FOR THEM TO PROVIDE AN
04:50:45 OVERVIEW OF THE PROJECT.

04:50:47 AND I THINK THERE WAS ALSO A MEETING WITH BOARD MEMBER
04:50:49 WALLACE ON MAY 2nd WHERE WOODFIELD MET AND I WAS THERE TO
04:50:55 PROVIDE AN OVERVIEW OF THE PROJECT.
04:50:59 >>Nancy Stroud: BOARD MEMBER TATOOLES, DO YOU RECALL THAT?
04:51:03 WAS IT TATOOLES WHO WAS -- WHO WAS IT THAT ATTENDED THE
04:51:08 MEETINGS?
04:51:08 >>Mary Gibbs: THERE WAS ONE MEETING WITH BOARD MEMBER
04:51:10 TATOOLES AND MYSELF AND WOODFIELD REPRESENTATIVES.
04:51:15 AND THEN ONE MEETING WITH JIM WALLACE AND MYSELF AND THE
04:51:20 WOODFIELD REPRESENTATIVES.
04:51:22 >>Nancy Stroud: YOU JUST NEED TO EXPLAIN WHAT WAS DISCUSSED.
04:51:25 >>Mary Gibbs: THEY PROVIDED AN OVERVIEW OF THE PROJECT
04:51:28 BASICALLY.
04:51:28 WENT THROUGH THE PATTERN BOOK AND EXPLAINED --
04:51:31 >>Jim Wallace: NANCY, KNOWING THE SPECIFICITY THAT YOU
04:51:35 EXPLAINED TO US, MY MEETING AND MARY WAS THERE, I

04:51:39 PARTICULARLY STAYED AWAY FROM ANY OF THE ELEMENTS THAT WERE
04:51:42 BEING PRESENTED AND TALKED ONLY ABOUT OPPORTUNITIES THAT
04:51:47 THERE MAY BE TO MAKE IT BETTER.
04:51:52 THAT'S ALL.
04:51:53 I AVOIDED EVERYTHING YOU TOLD ME TO AVOID.
04:51:58 >>Nancy Stroud: THANK YOU.
04:52:00 >>Mary Gibbs: I WAS THERE WATCHING, WATCHING THEIR EVERY
04:52:04 MOVE.
04:52:04 >>Barry Jones: SHE THREATENED ME TO --

04:52:09 >>Nancy Stroud: ALL RIGHT.
04:52:10 MARY, ARE YOU PRESENTING THIS?
04:52:13 >>Mary Gibbs: ARE WE READY?
04:52:15 >>Barry Jones: I BELIEVE SO.
04:52:17 DID YOU HAVE ANY FURTHER QUESTIONS, NANCY?
04:52:19 DID YOU HAVE ANY FURTHER QUESTIONS FOR THE BOARD MEMBERS
04:52:22 ABOUT THE MEETING?
04:52:24 >>Nancy Stroud: NO.
04:52:25 IF YOU HAVE ANY CONFLICTS OF INTEREST, YOU WILL DISCLOSE
04:52:28 THEM AND YOU HAVE NOT SAID THAT ANYONE HAS ANY CONFLICTS.
04:52:31 >>Barry Jones: NONE.
04:52:32 >>Nancy Stroud: THAT'S GOOD.
04:52:34 >>Mary Gibbs: ALL RIGHT.
04:52:35 SO, AGAIN, THIS IS THE -- ACTUALLY THE OFFICIAL NAME AND THE
04:52:40 ZONING APPLICATION IS COCONUT ROAD EPD BUT I THINK
04:52:45 AFFECTIONATELY KNOWN AS WOODFIELD.
04:52:48 THAT IS THE NAME YOU SEE ON MOST OF THE DOCUMENTS IN THE
04:52:50 PowerPoints TONIGHT.
04:52:51 THIS IS A REZONING FOR THE 45 ACRES THAT'S LOCATED AT THE
04:52:55 NORTHWEST CORNER OF U.S. 41 AND COCONUT ROAD.
04:52:58 THERE IS A REZONING.
04:53:01 THERE ARE SEVERAL DEVIATIONS.
04:53:02 THE APPLICANT IS PROPOSING MIXED USE PROJECT, 596
04:53:08 MULTIFAMILY UNITS THAT CONSIST OF 538 MULTIFAMILY APARTMENT
04:53:14 UNITS AND THEN THERE'S 58 TOWNHOMES PROPOSED.

04:53:18 THEY ARE ALSO PROPOSING 82,000 SQUARE FEET OF RETAIL AND
04:53:21 DINING USES, A HOTEL WITH APPROXIMATELY 260 ROOMS AND THEN
04:53:27 42,000 SQUARE FEET OF OFFICE, WHICH WOULD INCLUDE GENERAL
04:53:30 AND MEDICAL OFFICE, SOME PARK AREA, WHAT THEY CALL THE
04:53:35 CENTRAL GREEN AND A CIVIC SPACE.
04:53:38 THE HEIGHT OF THE BUILDINGS TRANSITION ON THE WEST HALF OF
04:53:42 THE PROJECT IS GENERALLY THREE-STORY AND ON THE EAST HALF OF
04:53:46 THE PROJECT, WHICH IS CLOSER TO U.S. 41, IT RANGES FROM FOUR
04:53:51 STORIES UP TO SIX STORIES FOR THE HOTEL, WHICH WOULD BE THE
04:53:54 TALLEST.
04:53:55 I'M GOING TO LET THE APPLICANT EXPLAIN AND RUN THROUGH THEIR
04:53:59 PRESENTATION, WHICH INCLUDES SOME PICTURES FROM THE BEAUTY

04:54:01 BOOK AND SOME OF THE INTERESTING IDEAS OF THE PROJECT, BUT I
04:54:06 WANT TO GIVE YOU A LITTLE BIT OF A BRIEF HISTORY OF HOW THIS
04:54:09 CAME TO BE.
04:54:13 AS YOU PROBABLY KNOW, ANYBODY THAT HAS DRIVEN BY HERE
04:54:16 RECENTLY KNOWS THAT THIS IS THE SITE THAT THE COUNTY DECIDED
04:54:20 THAT THEY NEEDED A SITE FOR TEMPORARY DEBRIS DISPOSAL SITE
04:54:26 AFTER THE HURRICANE.
04:54:28 AND IF YOU'VE DRIVEN BY, ACTUALLY DROVE BY TODAY, I SAW THE
04:54:31 ZONING SIGN IS UP.
04:54:33 I ALSO SAW A LOT OF TRUCKS OUT THERE FINISHING UP WITH THE
04:54:37 DEBRIS REMOVAL.
04:54:38 HOW THIS OCCURRED WAS A COUPLE OF DAYS AFTER THE HURRICANE,
04:54:42 WE RECEIVED A CALL FROM THE COUNTY LOOKING FOR DEBRIS SITES

04:54:45 FOR ESTERO AND A LITTLE BIT OF BONITA, INSTEAD OF HAVING TO
04:54:50 HAUL IT ALL OVER THE COUNTY, I ACTUALLY CONTACTED ROSS
04:54:53 ABRAMSON FROM WOODFIELD BECAUSE WE KNEW THEY HAD A LARGE
04:54:56 SITE TO SEE IF THEY COULD MAKE IT AVAILABLE.
04:54:59 THEY SAID, YES, WE CAN DO THAT FOR THE SHORT PERIOD OF TIME
04:55:01 TO HELP OUT.
04:55:02 I HAVE GOTTEN CALLS FROM PEOPLE SAYING WHY DID THE VILLAGE
04:55:06 DO THIS?
04:55:06 WELL, IT WAS AN INTERLOCAL WITH THE COUNTY.
04:55:08 THE APPLICANT DID AGREE.
04:55:10 IT REALLY HAS NOTHING TO DO WITH THE ZONING BUT I WANTED TO
04:55:13 EXPLAIN THAT BECAUSE WE DO GET A LOT OF QUESTIONS.
04:55:15 AND THE SITE WILL BE CLEANED UP, OF COURSE, ONCE IT'S DONE,
04:55:20 THE COUNTY WILL GO BACK IN AND THEN THEY WILL MAKE SURE THAT
04:55:22 THE SITE IS CLEANED UP AND THE TRUCKS WILL BE GONE.
04:55:25 I ALSO WANTED TO TALK ABOUT THE HISTORY OF THE ZONING JUST
04:55:30 FOR A COUPLE OF MINUTES BECAUSE THIS PROPERTY WAS ZONED BY
04:55:33 LEE COUNTY IN 1998, WHICH WAS QUITE A FEW YEARS AGO FOR WHAT
04:55:38 THEY CALLED A MIXED USE ZONING.
04:55:40 AND THAT MIXED USE ZONING WAS COMMERCIAL IN THE FRONT OF THE
04:55:45 PROPERTY AND LIGHT INDUSTRIAL IN THE BACK OF THE PROPERTY.
04:55:48 WELL, THE PROPERTY WAS NEVER DEVELOPED.
04:55:52 IT WAS PARTIALLY CLEARED AND THEN THE VEGETATION ON THE
04:55:55 NORTH AND THE WEST REMAINED, BUT THEY PARTIALLY CLEARED THE
04:55:59 SITE.

04:55:59 THEY CONSTRUCTED PART OF A ROAD THAT PEOPLE HAVE BEEN USING
04:56:03 FOR CUT-THRU FOR YEARS.
04:56:04 THE ROAD WAS ACTUALLY NEVER ACCEPTED BY THE COUNTY BECAUSE
04:56:07 IT WAS NEVER CONSTRUCTED TO FINISH MEETING ALL THE
04:56:10 STANDARDS.
04:56:11 SO AFTER A FEW YEARS IT KIND OF ROTTED AND IT'S GOT POTHOLES
04:56:16 AND THEN THEY PUT UP CONES TO PREVENT PEOPLE FROM USING IT
04:56:19 BECAUSE IT REALLY HAD NEVER BEEN ACCEPTED AND WAS NOT SAFE,

04:56:22 EVEN THOUGH IT MADE A GREAT CUT-THRU.
04:56:25 EVEN THOUGH IT WAS NEVER DEVELOPED, THERE WAS A DEVELOPMENT
04:56:31 ORDER ISSUED BY THE COUNTY FOR A COMMERCIAL SHOPPING PLAZA,
04:56:35 BUT THAT LONG SINCE EXPIRED.
04:56:37 BUT THE POINT THAT I WANT TO MAKE IS THAT PEOPLE --
04:56:41 SOMETIMES PEOPLE DON'T UNDERSTAND, ONCE IT'S ZONED, THAT
04:56:44 ZONING RUNS WITH THE LAND.
04:56:46 WHAT THAT MEANS IS EVEN THOUGH IT WAS NEVER DEVELOPED, THEY
04:56:48 HAVE ZONING RIGHTS FOR THAT PROPERTY.
04:56:51 SO THE PROPERTY IS APPROVED FOR A LOT OF SQUARE FOOTAGE OF
04:56:56 COMMERCIAL AND INDUSTRIAL.
04:56:57 JUST KEEP THAT IN MIND.
04:57:00 AFTER THAT, IT WAS NEVER DEVELOPED.
04:57:02 THERE WAS SOME INTERESTING LAWSUITS BETWEEN OWNERS BECAUSE
04:57:06 APPARENTLY THERE WERE TWO DIFFERENT OWNERS ON THE FRONT
04:57:08 PIECE AND THE BACK PIECE.
04:57:09 THERE WAS A LAWSUIT.

04:57:12 THERE WAS A SETTLEMENT THEN.
04:57:14 THERE WAS A FORECLOSURE ACTION.
04:57:16 THEN I THINK A BANK TOOK IT OVER, AND THEN FOR YEARS NOTHING
04:57:20 REALLY HAPPENED.
04:57:21 SO JUMPING FORWARD QUITE A FEW YEARS, LEE HEALTH PURCHASED
04:57:25 THE PROPERTY.
04:57:26 AND THEY HIRED DOVER, KOHL WHICH IS A NATIONALLY KNOWN LAND
04:57:31 PLANNING CONSULTANT THAT DO WORK ALL OVER THE COUNTRY.
04:57:36 SOME OF THESE KIND OF NEOTRADITIONAL DEVELOPMENTS AND A LOT
04:57:39 OF MIXED USE DEVELOPMENTS.
04:57:40 SO THEY CAME UP WITH A PLAN FOR LEE HEALTH, WHICH IS SIMILAR
04:57:44 TO WHAT THE PLAN IS, NOT EXACT, AS TO WHAT YOU'RE SEEING
04:57:47 TODAY.
04:57:47 BUT QUITE SIMILAR.
04:57:49 AND LEE HEALTH HAD SEVERAL MEETINGS WITH SOME NEIGHBORHOOD
04:57:53 GROUPS TO KIND OF VET THE PLAN AND SEE WHAT PEOPLE THOUGHT.
04:57:57 BUT THEN I THINK LEE HEALTH DECIDED AS THEY GOT FURTHER
04:57:59 ALONG THAT THEY ARE REALLY NOT DEVELOPERS.
04:58:01 THEY ARE HOSPITAL PEOPLE.
04:58:02 SO THEY DECIDED THAT THEY WOULD SELL THE PROPERTY.
04:58:05 AND THEY SOLD THE PROPERTY TO THE APPLICANT WHO IS HERE
04:58:09 TODAY.
04:58:10 NOW, PEOPLE HAVE ASKED ME, WELL, WHY DOES THE PROPERTY HAVE
04:58:14 TO BE REZONED?
04:58:15 BECAUSE THE APPLICANT IS CHANGING THE SITE PLAN.

04:58:18 THEY DON'T WANT TO DO THE COMMERCIAL IN THE FRONT AND THE
04:58:20 INDUSTRIAL IN THE BACK.
04:58:21 THEY WANT TO DO MORE OF A REAL MIXED USE.
04:58:23 SO THEY HAVE GOT TO REZONE THE PROPERTY.

04:58:25 IT'S IN VILLAGE CENTER, WHICH IS OUR COMP PLAN CATEGORY THAT
04:58:29 ALLOWS A FAIRLY HIGH INTENSITY OF DEVELOPMENT AND HEIGHT.
04:58:33 THEY ARE REZONING IT TO WHAT WE CALL AN ESTERO PLANNED
04:58:37 DEVELOPMENT.
04:58:37 WE'VE GOT A STAFF REPORT IN THE PACKET THAT EXPLAINS THAT
04:58:40 AND QUITE A BIT OF DETAIL.
04:58:42 WE HAVE ANALYZED THE ZONING, AND WE ARE RECOMMENDING
04:58:46 APPROVAL.
04:58:47 WE HAVE SEVERAL CONDITIONS, BUT WHEN YOU ANALYZE IT
04:58:50 ACCORDING TO THE VILLAGE CENTER, THERE'S A DENSITY RANGE,
04:58:55 AND THIS PROJECT HAS GOT A DENSITY OF 13 UNITS AN ACRE.
04:58:58 SO IT'S KIND OF IN THE MIDDLE OF THE RANGE.
04:59:00 SO WELL WITHIN I THINK WHAT IS APPROVABLE.
04:59:03 WE DO HAVE 30 CONDITIONS, SO IT'S NOT LIKE -- WE HAVE 30
04:59:09 CONDITIONS AND WE'RE NOT GOING TO READ THEM.
04:59:12 THEY ARE IN YOUR PACKET.
04:59:14 BUT WE DO HAVE SOME CONCERNS ABOUT THE TRAFFIC, AND I THINK
04:59:18 THAT IS THE BIG ISSUE THAT PEOPLE ARE WORRIED ABOUT.
04:59:21 EVEN WITHOUT THIS PROJECT, WITH OR WITHOUT THIS PROJECT, WE
04:59:24 KNOW THERE'S SOME TRAFFIC ISSUES AT COCONUT AND 41.
04:59:27 SO WE'VE ASKED THE APPLICANT TO EXPLAIN A LITTLE BIT ABOUT

04:59:32 THE TRAFFIC TONIGHT.
04:59:33 WE'LL SEE THE PRETTY PICTURES, BUT WE ALSO WANT TO HEAR WHAT
04:59:38 TRAFFIC SOLUTIONS ARE.
04:59:39 SO I THINK THAT'S REALLY IMPORTANT.
04:59:40 SO I'VE ASKED THEM TO DISCUSS THAT TONIGHT.
04:59:42 I WILL WANT TO TURN IT OVER TO THEM FOR THE OVERVIEW, BUT I
04:59:48 DO THINK AT SOME POINT WE'LL COME BACK AND DEPENDING ON WHAT
04:59:52 YOU WANT TO DO, WE CAN TALK ABOUT WHAT THE CONDITIONS ARE,
04:59:54 IF THIS MOVES FORWARD TO THE COUNCIL.
04:59:56 IF YOU DON'T HAVE -- I'D LIKE TO HAVE THE APPLICANT DO THE
05:00:00 OVERVIEW.
05:00:01 THEN WE CAN GO INTO PUBLIC INPUT AND THEN COME BACK AND HAVE
05:00:04 A DISCUSSION WITH THE BOARD.
05:00:08 >>Jim Wallace: CAN I ASK YOU ONE QUESTION, MARY, WHICH I DID
05:00:11 NOT SEE IN THE APPLICATION REQUEST?
05:00:13 WHEN WE TALK ABOUT ZONING, THIS BEING MIXED USE, AND WHEN WE
05:00:17 TALK ABOUT 15, POSSIBLY 20 UNITS PER ACRE HIGH DENSITY WITH
05:00:23 THE APPROPRIATE TANGIBLE INCENTIVES, BUT I DIDN'T SEE ANY
05:00:29 CHART THAT SHOWED THE CONVERSION OF WHAT 260, I BELIEVE, OR
05:00:35 230 HOTEL UNITS AND 82,000 SQUARE FEET OF COMMERCIAL.
05:00:40 WHAT DOES THAT CONSTITUTE WHEN YOU CONVERT THAT INTO
05:00:45 RESIDENTIAL DENSITY?
05:00:46 596.
05:00:50 AND THEN WHAT ELSE?
05:00:52 WHAT IS THE CONVERSION THERE?

05:00:54 I DIDN'T SEE THAT TOTAL WHICH STAFF PROBABLY HAS SOMEWHERE.
05:00:57 >>Mary Gibbs: WELL, ACTUALLY, THERE IS NO CONVERSION BECAUSE
05:00:59 THE WAY VILLAGE CENTER IS SET UP, YOUR DENSITY IS FOR YOUR
05:01:04 RESIDENTIAL, AND YOU CAN COUNT THE ENTIRE PROPERTY, AS LONG
05:01:07 AS YOU'VE GOT SOME ELEMENTS OF VERTICAL MIXED USE, YOU CAN
05:01:11 COUNT THE DENSITY SPREAD ACROSS THE PROPERTY.
05:01:14 THE 596 UNITS ON THE 45 ACRES, IT'S A DENSITY OF ABOUT 13
05:01:20 UNITS AN ACRE.
05:01:21 YOU CAN COUNT THAT.
05:01:22 THERE'S NO ACTUAL LIMIT TO THE INTENSITY OF THE SQUARE
05:01:26 FOOTAGE OR THE HOTELS.
05:01:28 IT'S REALLY WHAT YOU CAN FIT ON THERE BY PROVIDING THE
05:01:32 REQUIRED OPEN SPACE AND THE LANDSCAPING AND THE BUFFER.
05:01:34 SO THERE'S NOT REALLY, IN VILLAGE CENTER, WE NEVER PUT IN A
05:01:38 CONVERSION.
05:01:39 >>Jim Wallace: THERE IS A CODE THERE -- I GUESS A QUESTION
05:01:42 I'M ASKING THAT I DIDN'T SEE ANY AND TRIED TO FIND IT.
05:01:47 ARE WE SAYING THERE IS THE DENSITY AND THEN THE APPLICANT IS
05:01:49 ALLOWED TO DOUBLE DIP ON ALL THE COMMERCIAL AND HOTEL?
05:01:53 >>Mary Gibbs: YES.
05:01:54 IF YOU'VE GOT THE VERTICAL MIXED USE, YOU CAN DO THE DOUBLE
05:01:57 DIP ON THE DENSITY.
05:01:58 >>Jim Wallace: OKAY.
05:01:59 BECAUSE I KNOW LEE COUNTY DIDN'T USED TO DO THAT.
05:02:02 THEY USED TO HAVE A CHART.

05:02:07 80,000 SQUARE FEET OF COMMERCIAL ENDED UP BEING 120 UNITS OR
05:02:13 WHATEVER.
05:02:16 >>Barry Jones: WHAT HAPPENS ON THE CONVERSION CHARTS
05:02:18 SOMETIMES IS IT ALLOWS A DEVELOPMENT TO GO ALL ONE OR ALL
05:02:22 THE OTHER BECAUSE THEY CAN CONVERT BETWEEN USES.
05:02:24 TRUE MIXED USE IT FORCES A MINIMUM OR A MAXIMUM OF EACH USE,
05:02:28 SO YOU END UP WITH A TRUE MIXED USE PRODUCT.
05:02:30 >>Jim Wallace: SO HOW DO YOU KNOW WHEN YOU HAVE REACHED THE
05:02:34 MAXIMUM IF THERE'S NO CONVERSION --
05:02:38 >>Barry Jones: THERE IS A T-CONE RESIDENTIAL AND P-CONE
05:02:42 PROFESSIONAL AND P-CONE OFFICE OR RETAIL.
05:02:44 THERE ARE CAPS THAT YOU CAN GO LIKE ON RESIDENTIAL, YOU CAN
05:02:47 GO TO WHAT, 23 IN THAT ZONE.
05:02:51 >>Mary Gibbs: THERE ARE CAPS ON THE RESIDENTIAL.
05:02:53 >>Barry Jones: NO CAP ON THE COMMERCIAL.
05:02:56 >>Mary Gibbs: THERE'S NO CAP ON THE COMMERCIAL.
05:02:57 >>Jim Wallace: HOW DO YOU KNOW WHEN YOU REACHED THE MAX THAT
05:03:01 YOU SHOULD BE DOING ON THE SITE?
05:03:03 >>Barry Jones: CAN STILL FIT THE STORMWATER, INDIGENOUS, AND
05:03:06 PARKING REQUIREMENTS.
05:03:07 >>Jim Wallace: OKAY.
05:03:08 I UNDERSTAND.

05:03:11 >>Barry Jones: THAT'S TYPICALLY.
05:03:13 >>Jim Wallace: I DEFER TO MY CIVIL ENGINEER.
05:03:16 >>Barry Jones: EVERY BIT YOU CAN SQUEEZE INTO THERE, JIM.

05:03:19 THAT'S THE ANSWER.
05:03:20 AND STILL MEET THE CRITERIA I SHOULD SAY.
05:03:25 >>Mary Gibbs: ARE THERE ANY OTHER QUESTIONS?
05:03:31 >>Barry Jones: DO WE HAVE A PEAK TRAFFIC AS TO WHAT WAS
05:03:34 ALLOWED UNDER THE CURRENT ZONING?
05:03:36 IS THAT IN OUR KNOWLEDGE BASE AS TO WHAT THE TRAFFIC IMPACTS
05:03:40 OF THE CURRENT ZONING ARE?
05:03:41 >>Mary Gibbs: WELL, THEY ARE GOING TO EXPLAIN TO YOU WHEN
05:03:44 YOU ANALYZE -- I THINK IT WAS APPROVED FOR KOHLS DEPARTMENT
05:03:50 STORE, WHEN THEY ANALYZED THE TRAFFIC, THEY ARE SAYING THAT
05:03:52 THE TRAFFIC IS LESS WITH WHAT THIS PROPOSAL IS.
05:03:56 >>Barry Jones: THANK YOU.
05:03:57 I'LL WAIT.
05:03:59 >>Mary Gibbs: IF YOU DON'T HAVE ANY OTHER QUESTIONS, I'M
05:04:01 GOING TO TURN IT OVER TO I THINK MR. YOVANOVICH IS GOING TO
05:04:07 OPEN UP.
05:04:24 >>Rich Yovanovich: I GUESS GOOD AFTERNOON.
05:04:26 FOR THE RECORD, RICH YOVANOVICH ON BEHALF OF THE APPLICANT.
05:04:30 MR. JONES, WE WILL DO OUR BEST TO ANTICIPATE YOUR QUESTIONS
05:04:34 AND TRY TO ANSWER THEM, BUT I'M SURE WE'LL GENERATE SOME FOR
05:04:39 YOU TO CONTINUE TO ASK US ABOUT.
05:04:42 THE PROJECT TEAM, AND YOU'VE MET ALL OF THEM BEFORE AS PART
05:04:46 OF OUR INFORMATIONAL MEETING.
05:04:49 ROSS ABRAMSON IS HERE FROM WOODFIELD AND HE WILL COME UP AND
05:04:53 GIVE YOU THE VISION OF THE PROPERTY.

05:04:54 I'LL GIVE YOU A BRIEF OVERVIEW.
05:04:56 ALEXIS CRESPO WILL TAKE YOU THROUGH THE DETAILS OF THE
05:05:01 PATTERN BOOK AND HOW WE MEET YOUR CRITERIA.
05:05:03 ELIZABETH SUAREZ AND BILLY HATTAWAY WILL GET INTO THE
05:05:07 TRAFFIC.
05:05:08 BILLY, WHO IS THE FORMER F.D.O.T. SECRETARY FOR THIS
05:05:14 DISTRICT WILL GIVE SOME OPENING REMARKS ABOUT THE TRAFFIC
05:05:18 AND ELIZABETH WILL PROVIDE YOU WITH THE DETAILS ABOUT THE
05:05:23 TRAFFIC, INCLUDING WHAT IS CURRENTLY AUTHORIZED UNDER THE
05:05:26 PREVIOUSLY APPROVED D.O. AND THE REDUCTION RELATED TO OUR
05:05:29 PROPOSED CHANGES.
05:05:31 MARY ONCE AGAIN DID A GREAT JOB GOING OVER THE SUMMARY
05:05:37 DETAILS OF THE PROPOSAL.
05:05:39 THIS IS WHERE THE 46 ACRES IS, RIGHT ACROSS FROM COCONUT
05:05:43 POINT MALL AND JUST NORTH OF THE PELICAN LANDING DRI WITH
05:05:52 THE RITZ-CARLTON PROJECT FURTHEST TO THE WEST.
05:05:56 AS YOU'RE AWARE, THERE ARE SOME TRAFFIC IMPROVEMENTS THAT
05:06:01 WILL BE HIGHLIGHTED A LITTLE BIT LATER REGARDING TRAFFIC

05:06:04 SIGNALS THAT WILL COME ALONG ON U.S. 41 AND OTHER
05:06:07 IMPROVEMENTS THAT WE'LL MAKE AS PART OF OUR PROJECT TO
05:06:11 ADDRESS SOME CONCERNS THAT HAVE BEEN RAISED REGARDING
05:06:14 TRAFFIC.
05:06:17 BUT WE ARE IN THE VILLAGE CENTER UNDER YOUR COMPREHENSIVE
05:06:22 PLAN AND THE VILLAGE CENTER IS WHERE YOUR MOST INTENSE
05:06:27 DEVELOPMENT IS SUPPOSED TO OCCUR.

05:06:28 THAT'S WHERE MIXED USE IS SUPPOSED TO OCCUR, WHERE HIGHER
05:06:36 DENSITY IS SUPPOSED TO OCCUR AND HIGHER NONRESIDENTIAL
05:06:38 DEVELOPMENT IS TO OCCUR.
05:06:40 WE'RE PROPOSING 596 RESIDENTIAL DWELLING UNITS, BROKEN DOWN
05:06:45 INTO TRADITIONAL MULTIFAMILY AND SOME TOWNHOMES.
05:06:47 82,000 SQUARE FEET OF COMMERCIAL, WHICH INCLUDES RETAIL AND
05:06:53 DINING.
05:06:54 WE HAVE A RESTAURANT ROW THAT ALEXIS WILL TAKE YOU THROUGH
05:07:00 IN THE PRESENTATION.
05:07:00 42,000 SQUARE FEET OF OFFICE, AND WE HAVE A 260-ROOM HOTEL
05:07:06 PROPOSED AS PART OF THE PROJECT.
05:07:08 WE HAVE A CIVIC BUILDING AS WELL AS A COUPLE OF PARKS AND A
05:07:15 CENTRAL SQUARE AREA FOR VARIOUS ACTIVITIES TO OCCUR FOR THE
05:07:22 COMMUNITY AS WELL AS FOR THIS PARTICULAR PROJECT.
05:07:25 ALEXIS WILL TAKE YOU THROUGH IN SUFFICIENT DETAIL HOW THE
05:07:40 PROJECT WILL BE DEVELOPED.
05:07:42 WHEN MARY GETS BACK UP HERE, WE'LL TALK ABOUT THE PHASING
05:07:45 SCHEDULE AND HOW WE'RE GOING TO ASSURE THAT THIS WILL BE
05:07:50 MIXED USE.
05:07:51 THERE WILL BE RESIDENTIAL ALLOWED TO A CERTAIN EXTENT,
05:07:56 CONCURRENT WITH COMMERCIAL AND RETAIL THAT HAS TO GO WITH
05:07:59 THAT PARTICULAR PHASE, AND THEN WE'RE ALLOWED MORE
05:08:02 RESIDENTIAL AS LONG AS WE DO MORE COMMERCIAL.
05:08:05 SO THERE'S A SPECIFIC PHASING SCHEDULE TO MAKE SURE YOU WILL
05:08:09 GET A MIXED USE PROJECT.

05:08:11 YOU CANNOT GET JUST A RESIDENTIAL PROJECT OUT OF THIS
05:08:15 PROPOSAL.
05:08:15 SO WE'LL GET INTO GREATER DETAILS ABOUT THE PHASING SCHEDULE
05:08:19 TO ADDRESS THOSE CONCERNS TO MAKE SURE YOU DO GET WHAT THE
05:08:24 VILLAGE CENTER USE REQUIRES, WHICH IS A MIXED USE PROJECT.
05:08:28 IT IS NOT UNUSUAL FOR THESE TYPES OF VILLAGE CENTERS.
05:08:34 IN COLLIER COUNTY, THEY CALL THEM ACTIVITY CENTERS, TO WHERE
05:08:37 YOU HAVE A MIXED USE WHERE YOU, QUOTE, DOUBLE DIP.
05:08:40 BUT THAT'S INTENTIONAL.
05:08:41 IT'S BECAUSE YOU WANT TO HAVE RESIDENTIAL LIVING WHERE THERE
05:08:45 ARE OPPORTUNITIES FOR RETAIL AND OFFICE USES, ALMOST A LIVE
05:08:49 WHERE YOU WORK TYPE OF OPPORTUNITY AS PART OF THE PROJECT.
05:08:52 YOUR CODE RECOGNIZES THIS ABILITY TO DO A TRADITIONAL AND
05:08:59 ACTUAL MIXED USE PROJECT, WHICH THIS IS.

05:09:02 WITH THAT, I'M GOING TO TURN IT OVER TO ROSS TO GIVE YOU THE
05:09:05 VISION WOODFIELD HAS FOR THE PROJECT AND THEN HE WILL
05:09:08 INTRODUCE ALEXIS AND ALEXIS WILL TAKE YOU THROUGH SOME OF
05:09:11 THE DETAILS.
05:09:14 >> ROSS ABRAMSON: HI.
05:09:19 I'M ROSS ABRAMSON WITH WOODFIELD DEVELOPMENT.
05:09:22 THANK YOU GUYS FOR YOUR TIME TODAY.
05:09:24 AND MARY AND JIM, THANK YOU FOR ALL OF YOUR HELP TO GET US
05:09:29 TO THIS POINT WITH THE APPLICATION.
05:09:31 I'LL SKIP AHEAD HERE QUICKLY TO SOME OF THESE VIEWS.
05:09:35 SO WHEN WE WERE FIRST INTRODUCED TO THIS SITE EARLY LAST

05:09:41 YEAR, WE WERE VERY QUICKLY MADE AWARE OF THE HARD WORK THAT
05:09:47 LEE HEALTH AND DOVER, KOHL IN COORDINATION WITH VILLAGE
05:09:52 STAFF AND NEIGHBORHOOD GROUPS TO COME TO THE MASTER PLAN
05:09:57 PROJECT THAT THEY HAD DESIGNED.
05:10:00 SO WE WANTED TO CONTINUE ON ALL OF THAT HARD WORK THAT WAS
05:10:05 PUT IN AND REALLY REPROGRAM SOME OF THE USES TO BE MORE OF A
05:10:08 MIXED USE TOWN CENTER WITH RESIDENTIAL AND RETAIL, BUT KEEP
05:10:13 THE LOOK AND FEEL AND SPIRIT OF THAT MASTER PLAN INTACT AND
05:10:17 JUST KEEP ON WITH THAT GOODWILL THAT WAS REALLY BROUGHT UP.
05:10:21 WE MET WITH SEVERAL OF THE NEIGHBORHOOD GROUPS.
05:10:25 WE MET WITH STAFF, VILLAGE COUNCIL, AND WE'VE REALLY TRIED
05:10:29 OUR HARDEST TO INCORPORATE THOSE COMMENTS AND FEEDBACK THAT
05:10:33 WE'VE RECEIVED INTO THE PLAN THAT WE'RE DEVELOPING TODAY.
05:10:37 AND I WANT TO POINT OUT A COUPLE OF THOSE AS THIS PLAN HAS
05:10:41 KIND OF TRANSITIONED FROM THE FIRST GO AT IT.
05:10:45 FIRST, WHEN WE MET WITH MARY AND STEVE AND BASICALLY THEY
05:10:49 TOLD US IF YOU WANT TO DO STRIP RETAIL OUT FRONT AND GATED
05:10:53 COMMUNITY IN THE BACK, FORGET ABOUT IT.
05:10:55 DON'T EVEN BOTHER HERE.
05:10:57 SO WE MADE SURE THAT THIS WAS THE MIXED USE VERTICALLY --
05:11:04 VERTICALLY MIXED USE COMMERCIAL RESIDENTIAL TOWN CENTER THAT
05:11:08 WAS REALLY THE VISION THAT THEY HAD STARTED WITH DOVER, KOHL
05:11:14 AND LEE HEALTH.
05:11:15 SO WE PRIORITIZED THE MIXED USES REALLY ALONG THE MAIN
05:11:25 CORRIDOR, WHICH IS CALLED SAFFRON DRIVE.

05:11:28 THIS MIDWAY POINT HERE OFF OF 41.
05:11:33 THIS WOULD BE LINED ON BOTH SIDES WITH RETAIL, OFFICE, AND
05:11:36 HOTEL USES TO REALLY MAKE SURE THAT THAT IS A FOCAL POINT
05:11:40 FOR PEOPLE DRIVING ON 41, ATTRACT THEM INTO THE TOWN CENTER
05:11:45 AT THAT POINT SO THEY DON'T CONTINUE DOWN AND TURN ONTO
05:11:49 COCONUT ROAD.
05:11:50 REALLY TRIED TO KEEP A LOT OF THE TRAFFIC AWAY FROM COCONUT
05:11:53 ROAD ON THAT MAIN STRIP THERE, AND THEN THE SECOND POINT OF
05:11:57 EMPHASIS FOR THAT MIXED USE ACTIVATED AREA IS THIS
05:12:01 RESTAURANT ROW.

05:12:01 SO THAT WILL BE LINED ON BOTH SIDES WITH RESTAURANT, RETAIL,
05:12:06 HOTEL, TO REALLY MAKE THOSE TWO AREAS THE FOCAL POINTS FOR
05:12:10 THE ACTIVITIES.
05:12:10 THE NEXT THING WAS TRANSITIONING THE DENSITY OF THE PROJECT
05:12:17 AND INTENSITY IN WHICH MARY QUICKLY HIT ON, SO THE WESTERN
05:12:21 PART OF THE PROJECT IS THE HIGHER HEIGHTS OF THE PROJECT,
05:12:28 FOUR STORY FOR THE RESIDENTIAL, SIX STORY FOR THE HOTEL AND
05:12:30 THEN IT REALLY TRANSITIONS DOWN TO THREE STORIES FOR THE
05:12:33 RESIDENTIAL AND THE TOWNHOMES TO TRANSITION TO THE NEIGHBORS
05:12:37 TO OUR NORTH AND TO OUR WEST.
05:12:39 THE ENHANCED LANDSCAPE BUFFERS ALONG THE WEST AND THE NORTH,
05:12:44 AND THERE WAS THAT NATURAL DRY PRESERVATION AREA ABOUT SEVEN
05:12:49 AND A HALF ACRES.
05:12:51 SO WE MADE SURE THAT STAYED INTACT.
05:12:55 WE'RE ENHANCING THAT AREA WITH LANDSCAPE PLANTING, REMOVING

05:12:58 THE INVASIVE SPECIES, AND THEN WE ALSO PULLED AWAY,
05:13:02 INITIALLY THERE WAS DESIGNED IN A NATURE TRAIL THROUGH KIND
05:13:05 OF THE MIDDLE OF THAT PRESERVE AREA OR DRY DETENTION AREA
05:13:09 WHICH BROUGHT PEOPLE WALKING ON THAT PATH PRETTY CLOSE TO
05:13:12 SOME OF THE NEIGHBORS.
05:13:13 WE MADE SURE THAT WE PULLED THAT WALKWAY AWAY FROM THOSE
05:13:15 NEIGHBORS AS MUCH AS POSSIBLE AND NOW IT'S RIGHT ALONG KIND
05:13:20 OF THAT WATERFRONT EDGE THERE.
05:13:22 ANOTHER COMMENT THAT WE RECEIVED CONTINUALLY WAS THEY WANTED
05:13:27 THIS TO FIT INTO THE FABRIC OF THE VILLAGE OF ESTERO, SO
05:13:31 MAKING SURE THAT THIS WAS ACCESSIBLE, WALKING AND BIKING, SO
05:13:34 WE HAVE TEN FOOT MULTIUSE PATHS ALONG COCONUT ROAD, PORTIONS
05:13:41 OF 41, AND WE'RE DISCUSSING WITH D.O.T. ABOUT THE ABILITY TO
05:13:46 INCREASE THE SIZE OF SOME OF THE SIDEWALKS THAT ARE OFF OF
05:13:49 OUR PROPERTY ON D.O.T. RIGHT-OF-WAY.
05:13:50 WE'LL HAVE SOME OF THOSE 10-FOOT MULTIUSE PATHS GOING
05:13:53 THROUGH THE PROJECT AND THEN AROUND THAT NATURE TRAIL AS
05:13:56 WELL.
05:13:56 SO WE HOPE THAT THIS IS REALLY A PLACE THAT PEOPLE WILL RIDE
05:14:01 THEIR BIKES TO AND WALK AND SPEND THE AFTERNOON IN OUR PARK
05:14:04 AND GRAB A CUP OF COFFEE AND DINNER AND REALLY SPEND SOME
05:14:07 TIME WITH THEIR FAMILIES THERE.
05:14:08 THE LAST ITEM IS THE CIVIC BUILDING, WHICH WE PAID A LOT OF
05:14:15 ATTENTION TO AND WE PUT IT IN A PRIMARY LOCATION AT THE
05:14:20 CENTER OF OUR CENTRAL PARK.

05:14:23 AND WE REALLY VIEW THIS AS BEING AN AREA THAT THE HOTEL CAN
05:14:27 USE AS AN AMENITY, IF THEY ARE DOING WEDDINGS OR EVENTS, THE
05:14:31 MULTIFAMILY CAN USE IT, BUT ALSO THE COMMUNITY, AND IT'S
05:14:34 REALLY MEANT TO BE A CIVIC SPACE FOR ART GATHERINGS AND
05:14:39 THINGS LIKE THAT, COMMUNITY PRESENTATIONS.
05:14:42 SO WE REALLY PUT A LOT OF THOUGHT AND GAVE IT A PROMINENT

05:14:46 LOCATION, REALLY ANCHORING THAT CENTRAL PARK AND THEN WE
05:14:49 HAVE A SMALL PERFORMANCE KIND OF PAVILION RIGHT OUTSIDE OF
05:14:52 THAT CIVIC BUILDING THAT'S FACING AWAY NOW FROM THE
05:14:57 RESIDENTIAL COMMUNITIES.
05:14:58 IT'S FACING TOWARDS THE RESTAURANT ROW IN AN AREA WHERE THEY
05:15:02 COULD HAVE SMALL PERFORMANCES THAT WOULD BE SUBJECT TO
05:15:05 CERTAIN HOURS THAT THE NOISE DOESN'T BUG ANYBODY.
05:15:08 BUT AN AREA THAT COULD REALLY HELP ACTIVATE THE SPACE AND
05:15:13 DURING THE DAY USE FOR PICNICS AND YOGA SESSIONS OR
05:15:17 WHATEVER.
05:15:18 SO WE TRIED TO INCORPORATE AS MUCH CIVIC ELEMENTS IN HERE AS
05:15:22 WELL SO THAT THE COMMUNITY COULD REALLY USE THIS AS A PLACE
05:15:27 TO SPEND A LOT OF TIME.
05:15:29 I THINK THAT'S REALLY ABOUT IT.
05:15:32 I'LL TURN IT OVER TO ALEXIS.
05:15:35 I'M SURE I WILL BE BACK TO ANSWER SOME MORE QUESTIONS FOR
05:15:37 YOU GUYS.
05:15:38 >>Barry Jones: THANK YOU.
05:15:44 >>Alexis Crespo: GOOD EVENING.

05:15:45 ALEXIS CRESPO, VICE PRESIDENT OF PLANNING WITH RVi
05:15:48 PLANNING + LANDSCAPE ARCHITECTURE.
05:15:50 I'M GOING TO GO BACK THROUGH THESE SLIDES SLIGHTLY.
05:15:55 I KNOW THERE ARE FOLKS HERE WHO WANT TO SPEAK AND I DON'T
05:15:58 WANT TO BE OVERLY REDUNDANT TO SOME THINGS YOU HEARD BUT I
05:16:02 WANT TO GO INTO A LITTLE MORE DETAIL ON THE PROPOSAL AND
05:16:06 SOME OF THE PATTERN BOOK DESIGN ELEMENTS.
05:16:08 I AM FILLING IN FOR OUR GREAT URBAN DESIGN PARTNERS AT
05:16:11 DOVER, KOHL, SO PLEASE BEAR WITH ME.
05:16:13 LUISA DID A GREAT JOB WHEN SHE WAS HERE FOR THE NEIGHBORHOOD
05:16:16 MEETING.
05:16:16 I'LL TRY TO DO MY BEST.
05:16:19 THE SITE, AGAIN, 46 ACRES.
05:16:21 IN TERMS OF OUR IMMEDIATE SURROUNDING CONDITIONS, I JUST
05:16:25 WANT TO HIGHLIGHT, WE DO HAVE COCONUT SHORES TO OUR WEST,
05:16:27 WHICH IS TWO-STORY MULTIFAMILY HOMES.
05:16:31 FORTUNATELY, THEY ARE BUFFERED NOT ONLY BY OUR PRESERVE
05:16:34 AREAS, I'LL SHOW YOU, BUT ALSO HUNDRED FOOT WIDE FPL
05:16:38 EASEMENT THAT ABUTS US TO OUR IMMEDIATE WEST.
05:16:40 AS YOU CAN SEE, THEY ARE ON THE SCREEN.
05:16:42 TO OUR NORTH, WE HAVE MARSH LANDING AND SINGLE-FAMILY HOMES
05:16:46 WITHIN THAT COMMUNITY.
05:16:47 ALSO WE'LL BE WELL BUFFERED BY THE NATURAL NATIVE
05:16:51 PRESERVATION AREA THAT WRAPS AROUND THOSE CORNERS OF THE
05:16:54 PROPERTY.

05:16:55 YOU CAN SEE BASED ON THE HISTORICAL APPROVALS THAT MARY
05:16:58 OUTLINED FROM LEE COUNTY IN TERMS OF MPD ZONING APPROVALS

05:17:01 AND THE DEVELOPMENT ORDER, THERE'S BEEN SOME INFRASTRUCTURE
05:17:04 CONSTRUCTED ON-SITE.
05:17:06 BULK OF THE PROPERTY HAS BEEN CLEARED AND CONNECTION POINTS
05:17:09 HAVE BEEN LAID OUT PROVIDING FOR TWO POINTS OF CONNECTION TO
05:17:13 U.S. 41.
05:17:14 THE NORTHERNMOST IS CERISE AND WE'LL BE REFERRING TO THAT.
05:17:19 AS ROSS NOTED, THE CLOSEST SOUTH TO THE COCONUT 41
05:17:23 INTERSECTION IS SAFFRON.
05:17:25 MARY DID A GREAT JOB OF OUTLINING THE CURRENT ENTITLEMENTS
05:17:32 ON THE PROPERTY.
05:17:33 ZONING DOES RUN WITH THE LAND, SO THERE IS AN ENTITLEMENT TO
05:17:37 DEVELOPMENT THIS -- TO DEVELOP THIS SITE.
05:17:39 PER LEE COUNTY STANDARDS DATING BACK TO THE 1998 ZONING
05:17:42 APPROVAL FOR A BIG-BOX RETAIL KIND OF STRIP COMMERCIAL
05:17:46 PROJECT.
05:17:47 YOU CAN SEE FROM THE APPROVED MASTER CONCEPT PLAN ON THE
05:17:50 SCREEN THERE ARE OUTPARCELS LINING 41 AND COCONUT ROAD FOR
05:17:55 RETAIL USES, DEVELOPMENT AREA ONE WAS INTENDED FOR A BIG-BOX
05:18:00 KOHLS STORE.
05:18:00 AND DEVELOPMENT AREA TWO WAS ENTITLED FOR LIGHT INDUSTRIAL
05:18:03 USES.
05:18:03 VERY MUCH INCONSISTENT WITH ESTERO'S VISION FOR THEIR
05:18:08 VILLAGE CENTERS, AND WE'RE VERY HAPPY TO BE BRINGING

05:18:11 SOMETHING FORWARD THAT'S MUCH MORE IN LINE WITH THE
05:18:14 COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE THAT THE
05:18:17 VILLAGE HAS ADOPTED SINCE INCORPORATION.
05:18:19 YOU'LL NOTE ON THE SLIDE THERE'S ABOUT HALF A MILLION SQUARE
05:18:23 FEET OF COMMERCIAL RETAIL USES PERMITTED TODAY ON THE
05:18:26 PROPERTY PER THE LEE COUNTY APPROVALS.
05:18:28 ELIZABETH IS GOING TO LIKELY GET INTO THE SPECIFIC NUMBERS
05:18:31 HERE, BUT WE'RE HUNDREDS OF TRIPS LESS IN TERMS OF OUR
05:18:34 DEVELOPMENT PROGRAM WHEN COMPARED TO THE APPROVED
05:18:36 DEVELOPMENT PROGRAM IN TERMS OF P.M. PEAK HOUR TRIPS, OUR
05:18:40 PROJECT IS TO THE TUNE OF APPROXIMATELY 420 LESS TRIPS IN
05:18:45 THAT P.M. PEAK HOUR CONDITION COMPARED TO THE HISTORICAL
05:18:49 ZONING APPROVAL TODAY AND ALSO COMPARED TO WHAT LEE HEALTH
05:18:53 WAS PROPOSING IN TERMS OF VERY HIGH SQUARE FOOTAGE OF
05:18:57 MEDICAL OFFICE WHICH WE KNOW IS A PRETTY BIG TRIP GENERATOR.
05:19:00 I THINK THAT'S IMPORTANT TO NOTE ON THIS.
05:19:01 AS WE MOVE FORWARD.
05:19:04 THIS IS OUR BLACK-AND-WHITE, NOT VERY PRETTY MASTER CONCEPT
05:19:09 PLAN.
05:19:09 YOU'VE HEARD ABOUT THE BREAKDOWN OF ENTITLEMENTS.
05:19:12 596 UNITS.
05:19:13 THIS IS 13 UNITS PER ACRE BELOW THE STANDARD MAXIMUM DENSITY
05:19:19 IN YOUR TIER 3 VILLAGE CENTER.
05:19:21 YOU CAN SEEK UP TO 20 UNITS PER ACRE THROUGH THE INCENTIVE

05:19:24 PROGRAM.

05:19:25 WE FEEL WE'RE MEETING ALL THE INCENTIVES TO SEEK THAT
05:19:28 DENSITY, BUT WE DID CAP THE RESIDENTIAL AT 596.
05:19:32 MOSTLY THROUGH OUR NEGOTIATIONS WITH STAFF BECAUSE THEY FELT
05:19:35 VERY STRONGLY THEY WANTED THE NONRESIDENTIAL, THE
05:19:38 ENTERTAINMENT AND THE RETAIL TO DRIVE THIS PROJECT AND NOT
05:19:41 THE RESIDENTIAL.
05:19:41 SO WE HAD TO REDUCE OUR EXPECTATIONS WITH THE DENSITY AND
05:19:45 THEN BUILD IN MORE OF THE OFFICE RETAIL USES THEY WANTED TO
05:19:50 SEE.
05:19:51 AS WAS NOTED WE HAVE 82,000 SQUARE FEET OF COMMERCIAL
05:19:54 RETAIL.
05:19:54 20,000 SQUARE FEET OF MEDICAL OFFICE SHOULD LEE HEALTH WANT
05:19:58 A PRESENCE ON THE PROPERTY.
05:20:00 THEY REQUESTED RESERVATION OF THAT SQUARE FOOTAGE FOR THEIR
05:20:03 USES AND ANOTHER 22,000 SQUARE FEET OF OFFICE TO CREATE A
05:20:07 TRUE LIVE/WORK DYNAMIC WITHIN THE PROJECT WHERE FOLKS CAN
05:20:11 LIVE HERE AND THEN WALK TO WORK, ALL THE SAME PROPERTY.
05:20:14 260 HOTEL ROOMS ARE BEING REQUESTED, AS WELL AS A CIVIC
05:20:20 BUILDING AND THEN LOTS OF PARK SPACES AND PUBLIC AND PRIVATE
05:20:24 AMENITIES.
05:20:25 WE WANT TO OFFER BOTH WITHIN THE PROJECT WE'RE REQUIRED TO
05:20:27 OFFER BOTH PER THE VILLAGE CENTER REQUIREMENTS.
05:20:30 AND CERTAINLY NEED SOME AMENITIES FOR OUR RESIDENTS THAT
05:20:32 WOULD BE EXCLUSIVE FOR THEIR USE BUT ALSO PROPOSING OVER 6.5
05:20:37 ACRES OF PUBLIC PARK AND PLAZA SPACE WITHIN THE PROJECT.

05:20:40 ROSS SHOWED YOU THE AERIAL VIEW OF OUR ILLUSTRATIVE SITE
05:20:48 PLAN.
05:20:49 I'LL CLICK THROUGH THE PATTERN BOOK VIEWS.
05:20:51 THIS IS AN AERIAL VIEW IF YOU'RE LOOKING NORTH-NORTHWEST
05:20:54 FROM THE INTERSECTION THERE.
05:20:57 THE LAKE REALLY ANCHORS THAT SOUTHEAST CORNER OF THE SITE.
05:21:02 IT KIND OF MIRRORS THE BROOKS LAKE ON THE OTHER SIDE OF THE
05:21:06 STREET AND CREATES A NICE FOCAL POINT FOR FOLKS PASSING BY
05:21:10 AND ALSO IS GOING TO PROVIDE USABLE PARK SPACE FOR THE
05:21:14 PUBLIC THAT COULD BE TRAVELING ALONG EITHER COCONUT OR 41.
05:21:18 THIS SLIDE DOES A GOOD JOB OF HIGHLIGHTING SOME OF THE KEY
05:21:24 ELEMENTS.
05:21:24 I NOTED THE LAKE.
05:21:26 THE RESTAURANT ROW WE FELT WAS REALLY FUNDAMENTAL TO THE
05:21:29 PROJECT.
05:21:29 THIS IS WHERE YOU GET THE PEDESTRIAN ACTIVITY.
05:21:33 VEHICLES WILL NOT BE PERMITTED ON THAT SECTION OF THE
05:21:35 STREET.
05:21:36 SO IT WILL BE COMPLETELY PEDESTRIAN ORIENTED IN THAT PORTION
05:21:39 OF THE SITE AND CONNECT TO A SERIES OF SIDEWALK SYSTEMS THAT

05:21:42 RANGE IN WIDTH FROM 6 UP TO 10 FEET AND TYING INTO THE
05:21:47 SIDEWALK SYSTEM ON COCONUT AND U.S. 41.
05:21:50 BOTH RESTAURANT ROW AND THE RAMBLA STREET WITH A CENTRAL
05:21:56 SIDEWALK RUNNING ALONG IT WILL TIE INTO THE CENTRAL GREEN
05:21:59 AREA, WHICH IS ABOUT AN ACRE-SIZE EVENT LAWN SPACE, REALLY

05:22:03 AT THE FOCAL POINT OF THE PROJECT.
05:22:05 YOU CAN SEE KIND OF IN THE BACKGROUND OF THE CENTRAL GREEN,
05:22:10 THERE IS A SMALL EVENT PAVILION.
05:22:12 THIS IS NOT FOR LARGE CONCERTS BY ANY MEANS, BUT SOME
05:22:16 COVERED SPACE FOR YOGA EXERCISES AND DIFFERENT PUBLIC USES
05:22:19 THAT COULD OCCUR IN THAT SPACE AND NEED SOME SHELTER DUE TO
05:22:24 THE FLORIDA WEATHER.
05:22:25 YOU CAN SEE THE AREA LABELED FOREST.
05:22:27 THAT'S OUR SEVEN AND A HALF ACRE INDIGENOUS PRESERVE AREA
05:22:30 THAT ABUTS COCONUT SHORES AND MARSH LANDING TO SCREEN THEM
05:22:35 FROM THE PROPOSED PROJECT.
05:22:37 WE ARE PROPOSING A 50-FOOT WIDE BUFFER TO SUPPLEMENT THE
05:22:41 INDIGENOUS PLANTINGS IN THAT AREA.
05:22:43 SO THEY'LL HAVE GREAT SCREENING AND WE DO HAVE A LINE OF
05:22:46 SIGHT TO SHOW YOU FOR THAT.
05:22:47 IN THE NORTHERN PORTION, YOU CAN SEE A CIVIC BUILDING THAT
05:22:52 IS SURROUNDED BY SOME TOWNHOME RESIDENTIAL DWELLING TYPES.
05:22:55 AS WELL AS MIXED USE OFFICE AS YOU MOVE TOWARDS U.S. 41 AND
05:23:00 THEN ANOTHER PUBLIC PARK SPACE LABELED NEIGHBORHOOD PARK ON
05:23:04 THE SCREEN.
05:23:05 AND ALL OF THESE PARK SPACES WOULD HAVE SOME LEVEL OF ACTIVE
05:23:11 AND PASSIVE RECREATIONAL USES.
05:23:13 CERTAINLY LANDSCAPING, BENCHES, TRASH RECEPTACLES, THINGS TO
05:23:17 MAKE IT A COMFORTABLE ENVIRONMENT FOR THOSE VISITING.
05:23:20 THIS IS AN EXISTING VIEW OF THE SITE LOOKING NORTH FROM

05:23:25 COCONUT ROAD.
05:23:26 YOU CAN SEE THE EXISTING ACCESS WAY THERE.
05:23:30 THIS NOW PROVIDES YOU THE VISION FOR THE PROJECT OUTLINED IN
05:23:34 THE PATTERN BOOK UPON COMPLETION.
05:23:36 THIS WOULD BE THE MAIN COCONUT POINT OR COCONUT ROAD
05:23:41 ENTRANCE.
05:23:41 WE HAVE REDESIGNED OUR 41 ACCESS POINTS TO REALLY TRY TO
05:23:45 FUNNEL TRAFFIC AND GET PEOPLE IN AND OUT OF THE PROJECT FROM
05:23:48 41, BUT TO HAVE THE ACCESS ON COCONUT ROAD, WE ARE PROPOSING
05:23:53 TO SIGNALIZE THIS ACCESS POINT.
05:23:56 IT'S A BOULEVARD MEDIAN DESIGN, AS YOU CAN SEE, TO HELP MOVE
05:23:59 TRAFFIC IN AND OUT EASILY ALONG WITH PEDESTRIAN TRAFFIC.
05:24:05 I'M NOT SURE IF YOU CAN SEE MY POINTER.
05:24:08 IS THERE A WAY TO POINT?
05:24:10 NO.
05:24:11 OKAY.

05:24:12 IN THE MIDDLE OF THE BOULEVARD THERE IS AN EIGHT FOOT WIDE
05:24:16 SIDEWALK.
05:24:18 THERE ARE SIDEWALKS ON EITHER SIDE OF THE ROADWAY AS YOU
05:24:20 TYPICALLY SEE WITH THE LANDSCAPING, BUT WHAT'S REALLY UNIQUE
05:24:22 ABOUT THIS ENTRYWAY IS IT'S ALSO GOING TO HAVE THE CENTER
05:24:26 PEDESTRIAN PROMENADE TO INVITE PEOPLE INTO THE PROJECT ON
05:24:32 DIFFERENT MODES.
05:24:32 THE OTHER THING I WANT TO NOTE ABOUT THE SLIDE IS THE STEP
05:24:35 DOWN IN BUILDING HEIGHT.

05:24:36 SO YOU CAN SEE ON THE RIGHT-HAND SIDE AS YOU MOVE CLOSER TO
05:24:40 41, THOSE ARE FOUR STORY BUILDINGS, BUT AS YOU MOVE WEST
05:24:44 TOWARDS COCONUT SHORES, WE STEPPED DOWN THE BUILDING HEIGHT
05:24:48 TO THREE STORIES IN ORDER TO TRANSITION BETTER TO THAT
05:24:51 EXISTING DEVELOPMENT.
05:24:52 THIS IS A VIEW OF THE PROPERTY FROM U.S. 41 LOOKING WEST,
05:25:01 AND THAT WOULD BE THE SAFFRON DRIVE ENTRY POINT THAT WOULD
05:25:05 CONNECT INTO U.S. 41.
05:25:08 AND THE POST-DEVELOPMENT VIEW, YOU CAN SEE HERE IS SOME
05:25:13 RETAIL AND TOWNHOMES ALONG THE FRONTAGE CENTERED AROUND THAT
05:25:17 NEIGHBORHOOD PARK AND THEN YOU HAVE ADDITIONAL VERTICALLY
05:25:20 INTEGRATED MIXED USE AS YOU MOVE SOUTH TOWARDS COCONUT ROAD
05:25:25 WITH GROUND FLOOR RETAIL USES AS WELL AS DINING AND THEN
05:25:30 UPPER FLOOR RESIDENTIAL.
05:25:31 YOU CAN SEE THERE IS SOME SURFACE PARKING.
05:25:36 WE'VE REALLY TRIED TO KEEP THE POCKETS OF SURFACE PARKING
05:25:40 SMALL AND THE PREDOMINANT FORM OF PARKING IN THE PROJECT
05:25:44 WILL BE THE PARKING GARAGES TO SCREEN THE VEHICLES FROM THE
05:25:48 ROADWAY.
05:25:49 BUT WE UNDERSTAND NOT EVERYONE IS GOING TO LIVE HERE THAT'S
05:25:52 GOING TO VISIT THE SITE.
05:25:53 SO WE DO, AND I DON'T PERSONALLY LOVE PARKING GARAGES.
05:25:57 SO WE'RE GOING TO OFFER BOTH ON-STREET PARKING THAT YOU CAN
05:26:00 SEE IN THIS IMAGE AS WELL AS SURFACE PARKING TO SUPPLEMENT
05:26:04 THOSE FOLKS THAT MIGHT BE JUST COMING IN FOR A QUICK BITE TO

05:26:07 EAT OR SHOPPING.
05:26:08 THIS IS A GOOD VIEW OF THE FPL EASEMENT THAT IS OFF OUR
05:26:17 PROPERTY BUT TO THE IMMEDIATE WEST OF US, AND THEN THAT
05:26:20 EXISTING PRESERVE AREA.
05:26:23 AND THEN THIS IS THE PROPOSED DEVELOPMENT PROGRAM.
05:26:27 AGAIN, WE HAVE SOME LINE OF SIGHTS HERE.
05:26:29 BUT I WANT TO DRAW YOUR ATTENTION TO THE PRESERVATION AREA.
05:26:33 THESE ARE DEPICTIONS OF THE TREES AS THEY EXIST.
05:26:36 I'M SURE YOU PASSED THE SITE FREQUENTLY AND MAY HAVE DONE A
05:26:40 SITE VISIT PRIOR TO THIS HEARING.
05:26:43 BUT MARY DID ASK US TO REALLY RIGHT-SIZE THE TREES AND MAKE
05:26:46 SURE OUR HEIGHTS WERE BEING REPRESENTATIVE OF THE EXISTING

05:26:49 VEGETATION.
05:26:49 SO WE WENT TO THAT EXTRA EFFORT TO DO THAT.
05:26:53 YOU'LL NOTE THE SUPPLEMENTAL TYPE OF PLANTINGS AND THE
05:26:56 50-FOOT WIDE BUFFER THAT WE'RE ALSO GOING TO INTEGRATE WITH
05:27:00 THAT PRESERVE AREA TO MAKE SURE THE VEGETATION IS VERY DENSE
05:27:04 AND PROVIDING OPAQUE SCREENING BETWEEN COCONUT SHORES AND
05:27:08 THE PROJECT.
05:27:08 AND THIS ALSO KIND OF SHOWS YOU THAT STEP DOWN IN HEIGHT AS
05:27:13 YOU MOVE WEST IN THE PROJECT.
05:27:15 THIS IS A VIEW LOOKING SOUTHWEST.
05:27:20 THIS IS A GOOD VIEW OF THAT CENTRAL PARK AREA.
05:27:24 YOU CAN SEE THE CONNECTIVITY FROM THE SIDEWALK SYSTEM THAT
05:27:27 TAKES YOU FROM RESTAURANT ROW ON THE LEFT-HAND SIDE OF THE

05:27:31 SCREEN INTO THE PARK AREA.
05:27:32 YOU CAN SEE THAT SMALL COVERED PAVILION.
05:27:34 I HOPE THAT GIVES EASE TO FOLKS IN THE ROOM THAT THAT IS NOT
05:27:39 GOING TO BE A MASSIVE PAVILION SPACE FOR LARGE EVENTS, BUT A
05:27:43 NICE EVENT LAWN WHERE YOU CAN ACCOMMODATE SOME GOOD OUTDOOR
05:27:45 USE.
05:27:46 AND THAT'S ANOTHER VIEW OF THE CENTRAL PARK.
05:27:51 AND THE HOTEL.
05:27:55 THAT IS OUR TALLEST BUILDING JUST ON THE NORTH SIDE OR TO
05:28:01 THE TOP OF THE PARK I GUESS I SHOULD SAY.
05:28:04 THAT WOULD BE THE EAST SIDE OF THE PARK.
05:28:05 THAT IS THE TALLEST BUILDING PROPOSED AT 70 FEET, WHICH IS
05:28:08 PERMISSIBLE WITHIN TIER 3 WHEN YOU DO THESE INCENTIVES.
05:28:13 AND YOU CAN SEE THAT WE LOCATED IT CENTRAL TO THE SITE, SO
05:28:16 IT'S NOT WAY UP FRONT ON 41 AND CONFRONTING PEOPLE PASSING
05:28:21 BY ON THE PUBLIC STREETS, AND IT'S CERTAINLY NOT ANYWHERE
05:28:25 CLOSE TO OUR LOWER DENSITY RESIDENTIAL NEIGHBORS TO EITHER
05:28:27 THE NORTH OR THE WEST.
05:28:30 THIS IS A VIEW BASICALLY IF YOU WERE LOOKING EASTBOUND UP IN
05:28:38 THE AIR.
05:28:41 SO REALLY FROM WITHIN THE PRESERVE AREA LOOKING EAST, YOU
05:28:44 CAN SEE THESE ARE THE THREE-STORY TOWNHOME PRODUCT TYPES
05:28:48 THAT WOULD BE ORIENTED ALONG THIS LAKEFRONT AREA.
05:28:52 YOU CAN SEE THERE ARE PRIVATE RECREATIONAL AMENITY IN THIS
05:28:56 IMAGE AS WELL.

05:28:58 SO JUST TO KIND OF SUMMARIZE THE KEY ELEMENTS, WE'VE GOT OUR
05:29:04 INDIGENOUS PRESERVE AREAS IN THE DARK GREEN AS WELL AS OUR
05:29:07 PARK SPACES IN THE LIGHTER GREEN AS WELL AS THAT CRESCENT
05:29:10 PARK.
05:29:11 WE'VE GOT A CENTRAL GREEN, A PLAZA PASEO, AND THEN THE
05:29:17 RAMBLA STREET WHICH IS THAT CENTRALLY LOCATED SIDEWALK OFF
05:29:20 OF THE COCONUT ROAD ENTRANCE.
05:29:21 THIS IS OVER SEVEN ACRES OF JUST PUBLIC USABLE SPACE

05:29:26 DISPERSED THROUGHOUT THE PROJECT TO PROVIDE GREAT
05:29:29 CONNECTIVITY.
05:29:30 THIS JUST DEMONSTRATES PLACES WHERE THERE'S GOING TO BE
05:29:38 VERTICALLY INTEGRATED MIXED USE DEPICTED BY THE STAR WHERE
05:29:42 YOU'RE GOING TO SEE GROUND, RATHER THE PINK LINES THERE SHOW
05:29:46 WHERE YOU'RE GOING TO HAVE GROUND FLOOR RETAIL, OFFICE,
05:29:50 DINING TYPE USES WITH UPPER STORY RESIDENTIAL.
05:29:53 WHICH I DON'T OFTEN GET TO DO.
05:29:56 MOST OF THE DEVELOPERS IN SOUTHWEST FLORIDA TELL ME WE'RE
05:29:59 NOT READY FOR VERTICALLY INTEGRATED MIXED USE.
05:30:01 IT'S VERY EXPENSIVE TO BUILD, BUT I'M PLEASED TO BE ABLE TO
05:30:05 WORK ON THIS PROJECT WHERE THEY REALLY TOOK THAT CONCEPT AND
05:30:07 MADE IT WORK FOR THE SITE.
05:30:09 PARKING IS ALWAYS A BIG ITEM.
05:30:14 AGAIN, WE FOCUSED MOST OF THAT IN THE PARKING GARAGES SHOWN
05:30:19 IN BLUE.
05:30:20 SO THERE WILL BE A TOTAL OF FOUR PARKING GARAGES, AND THEN

05:30:23 IN THE LIGHTER LAVENDER COLOR, YOU CAN SEE THE POCKETS OF
05:30:27 SURFACE PARKING DISPERSED THROUGHOUT TO SUPPLEMENT AND
05:30:32 REALLY PROVIDE PARKING FOR THOSE DAY-TRIPPERS.
05:30:34 WE ARE SEEKING A DEVIATION FOR ABOUT 11% REDUCTION TO THE
05:30:38 TOTAL REQUIRED PARKING WITHIN THE PROJECT.
05:30:41 WE DID PROVIDE A PARKING DEMAND STUDY PREPARED BY OUR
05:30:44 TRAFFIC CONSULTANT WITH THE APPLICATION PACKAGE AND AGAIN
05:30:49 THIS IS MIXED USE WHERE THERE'S GOING TO BE OPPORTUNITIES TO
05:30:52 LIVE HERE, WORK HERE, GET YOUR DAILY NEEDS MET, SERVICES,
05:30:57 SALONS, THINGS OF THAT NATURE.
05:31:00 SO THAT ALSO HELPS IN JUSTIFYING REDUCED PARKING WITHIN THE
05:31:05 PROPERTY.
05:31:05 IT'S STILL GOING TO PROVIDE SUBSTANTIAL NUMBER OF PARKING
05:31:10 SPACES, AS YOU CAN SEE, ON THAT CHART.
05:31:12 THE BICYCLE PEDESTRIAN NETWORK IS SHOWN HERE.
05:31:19 WE TALKED ABOUT THE 10-FOOT TRAIL SYSTEMS AS WELL AS THE
05:31:24 NATURE TRAIL.
05:31:25 WE DID HAVE THAT KIND OF CENTRALLY LOCATED IN THE PRESERVE,
05:31:27 BUT WE PUSHED THAT FURTHER INTO THE SITE, FURTHER TO THE
05:31:32 EAST AND SOUTH IN ORDER TO PREVENT ANY DISRUPTION TO COCONUT
05:31:37 SHORES AND MARSH LANDING.
05:31:38 THEY DIDN'T WANT THAT TRAIL SYSTEM ANYWHERE NEAR THEIR
05:31:41 PROPERTY.
05:31:42 WE CAN'T CONNECT TO THE FPL EASEMENT BECAUSE WE DON'T HAVE
05:31:45 THAT RIGHT YET.

05:31:46 HOPEFULLY ONE DAY THAT WILL HAPPEN AND WE CAN ACCOMMODATE A
05:31:49 CONNECTION POINT.
05:31:50 WE HAD TO ELIMINATE THAT FROM THE DESIGN SINCE IT'S NOT
05:31:53 CURRENTLY PERMITTED.

05:31:54 AND THEN THE EIGHT FOOT SIDEWALK SYSTEM YOU CAN SEE VERY
05:31:56 CLEARLY IN THE BLUE TO MAKE THIS HIGHLY WALKABLE, VERY WELL
05:32:00 SHADED SIDEWALK AREAS TO CONNECT FOLKS ON AND OFF THE SITE
05:32:06 AND TO AND FROM THE PARKING GARAGES AS WELL.
05:32:08 AND YOU'LL NOTE THE BUS STOP WHERE WE WILL HAVE A PULL-OFF
05:32:13 FOR LEE TRAN TO SERVICE THE PROPERTY.
05:32:16 KIND OF GONE THROUGH THESE STREET TYPES, SO I DON'T WANT TO
05:32:21 BELABOR IT, BUT WE MADE SURE THERE IS A HIERARCHY OF
05:32:25 STREETS.
05:32:25 SOME ARE GOING TO BE MORE ENCOURAGING OF VEHICLE USAGE AND
05:32:28 OTHERS ARE GOING TO REALLY SPEAK MORE TO THE PEDESTRIAN, AND
05:32:32 THEY WERE ALL THOUGHTFULLY LAID OUT BY DOVER, KOHL.
05:32:37 I THINK THIS IS A GOOD ONE TO PAUSE ON.
05:32:43 AND THESE ARE TWO LINE OF SIGHTS THAT WE WERE ASKED TO DO BY
05:32:46 STAFF SO THEY COULD REALLY UNDERSTAND BETWEEN PLANTINGS AS
05:32:51 WELL AS THE EXISTING NATIVE VEGETATION HOW CLOSE ARE WE TO
05:32:55 OUR NEIGHBORS.
05:32:57 SO THESE SHOW KIND OF THE BEST AND WORST-CASE SCENARIOS IN
05:33:01 RELATION TO OUR NEIGHBORS.
05:33:05 THE BOTTOM IMAGE IS OUR CLOSEST POINT TO COCONUT SHORES.
05:33:09 SO THAT WOULD BE ON THE WEST SIDE OF OUR PROPERTY.

05:33:12 YOU CAN SEE THEY HAVE A SETBACK, BUT THAT VERTICAL LINE IS
05:33:16 OUR PROPERTY LINE.
05:33:18 I'VE DELINEATED THE 50-FOOT WIDE BUFFER AND THEN THE
05:33:21 100-FOOT WIDE INDIGENOUS PRESERVE AND WALKWAY AREA BASED ON
05:33:25 THE EXISTING NATURAL CONDITIONS THERE THAT LEADS TO THE
05:33:30 WALKING TRAIL AND THEN 35-FOOT SETBACK.
05:33:32 SO I APOLOGIZE.
05:33:36 THIS IS THE PLACE WHERE WE HAVE THE MOST VEGETATION ADJACENT
05:33:40 TO COCONUT SHORES.
05:33:41 BUT YOU CAN SEE THE PERSON STANDING OVER ON THE COCONUT
05:33:44 SHORES SIDE OF THE PROPERTY LINE, THEY WILL HAVE A BLOCKED
05:33:48 VIEW BASED ON THAT EXISTING VEGETATION.
05:33:50 WE ARE PROPOSING A CHAIN-LINK FENCE TO PROVIDE ADDITIONAL
05:33:54 SECURITY.
05:33:56 THERE WAS REQUEST FOR WALLS, BUT A WALL WOULD REQUIRE US TO
05:33:59 REMOVE NATIVE INDIGENOUS VEGETATION THAT WE NEED TO KEEP TO
05:34:02 COMPLY WITH THE CODES AND THEN ALSO JUST MATURE TREES CAN
05:34:09 PROVIDE SUCH A GREAT BENEFIT IN TERMS OF NOISE BLOCKING.
05:34:12 CERTAINLY THEY ARE TALLER THAN ANY WALL WOULD EVER BE.
05:34:15 SO WE DO RESPECT THEIR DESIRE FOR SECURITY, THOUGH, AND
05:34:18 STAFF INCLUDED A CONDITION FOR CHAIN-LINK FENCE ALONG THOSE
05:34:23 PROPERTY LINES WE SHARE WITH BOTH COCONUT SHORES AND MARSH
05:34:26 LANDING.
05:34:26 AND THEN THE TOP LINE OF SIGHT, THIS IS WHERE WE HAVE THE
05:34:29 THINNEST AREA OF PRESERVE RIGHT AT THAT SOUTHWEST CORNER,

05:34:34 AND IT'S -- AND IT STILL DELINEATES BETWEEN THE POND SYSTEM
05:34:39 IN PLACE, OUR 50-FOOT WIDE BUFFER AND THEN OUR SETBACKS IN
05:34:43 THE SITE THAT THERE'S SEVERAL HUNDRED FEET OF SEPARATION
05:34:49 BETWEEN NEIGHBORING PROPERTY OWNERS AND ANY BUILDINGS WITHIN
05:34:52 OUR PROPERTY.
05:34:52 BUILDING HEIGHTS CERTAINLY IMPORTANT.
05:34:59 VILLAGE CENTER ENCOURAGES US TO BE DENSE AND INTENSE AND
05:35:03 ALLOWS FOR THE DOUBLE DIPPING.
05:35:06 SO WE WANT TO ACHIEVE THOSE GOALS AND HAVE THIS BE A TRUE
05:35:11 NODE OF ACTIVITY AS INTENDED BY THE COMPREHENSIVE PLAN.
05:35:14 HOWEVER, WE DO HAVE EXISTING NEIGHBORS.
05:35:16 SO WE FOCUS THE HEIGHT IN THE CENTER OF THE SITE.
05:35:20 YOU CAN SEE THE ORANGE BUILDINGS ARE THOSE THAT WILL BE
05:35:23 BETWEEN 35 FEET AND 45 FEET.
05:35:25 SO MAXIMUM OF THREE STORIES FOR THE LIGHT ORANGE BUILDINGS.
05:35:30 WE DO HAVE A COUPLE OF PARKING GARAGES THAT WILL BE AT 35
05:35:33 FEET.
05:35:34 THE TALLEST HOTEL BUILDING YOU CAN SEE IS PRETTY MUCH DEAD
05:35:36 CENTER IN THE MIDDLE OF THE SITE.
05:35:38 THAT WILL BE A MAXIMUM OF 70 FEET AND, AGAIN, SENSITIVELY
05:35:47 LOCATED TO BE REALLY NOT VISIBLE FROM OUR ADJACENT
05:35:50 RESIDENTIAL PROPERTIES AS WELL AS THE PUBLIC ROADWAYS.
05:35:52 AND THEN THE DEEPER ORANGE ARE WHERE WE HAVE BUILDINGS AND
05:35:56 PARKING GARAGES UP TO FOUR STORIES IN HEIGHT.
05:35:59 BUT CERTAINLY WHEN YOU LOOK AT WHERE WE ABUT COCONUT SHORES

05:36:03 AND MARSH LANDING, THOSE ARE LIMITED TO THE 45 FEET.
05:36:07 THIS DEPICTS WHERE THE USES WILL GO IN THE PROJECT.
05:36:13 SO YOU CAN SEE THE BEIGE ARE WHERE THE RESIDENTIAL DWELLING
05:36:18 UNITS WILL GO.
05:36:19 THE YELLOW BUILDINGS ARE WHERE THE TOWNHOME UNITS WILL BE
05:36:23 LOCATED, AND THEY ARE DISPERSED IN POCKETS THROUGHOUT THE
05:36:27 SITE.
05:36:27 YOU CAN SEE OUR FOUR PARKING GARAGES IN GRAY.
05:36:31 THE HOTEL BUILDING IS IN GREEN WITH BOTTOM STORY RETAIL
05:36:35 RESTAURANT IN PINK.
05:36:36 AND THEN YOU HAVE YOUR VERTICALLY INTEGRATED MIXED USE
05:36:39 BUILDINGS ALONG THAT PEDESTRIAN PROMENADE AND RESTAURANT ROW
05:36:43 WITH THE GROUND FLOOR PINK AND UPPER STORY RESIDENTIAL.
05:36:47 AND THEN THE RECREATIONAL AMENITIES ARE SHOWN HERE IN THE
05:36:50 ORANGE.
05:36:51 I WOULD BE REMISS IF I DIDN'T NOTE THE CIVIC BUILDINGS, YOU
05:36:58 CAN SEE THAT'S IN PURPLE.
05:37:00 THERE'S THE PAVILION AT THE CENTRAL PARK SHOWN IN PURPLE
05:37:03 THERE, AND THEN TO THE SOUTH OF THAT -- I'M SORRY, NORTH OF
05:37:08 THAT WOULD BE THE 3,000-SQUARE-FOOT CIVIC BUILDING THAT
05:37:12 WE'RE PROPOSING TO ALLOW FOR ADDITIONAL INDOOR PUBLIC SPACE
05:37:17 WITHIN THE PROJECT.

05:37:19 >>Barry Jones: IS THAT RESIDENTIAL AMENITY JUST THE TOP
05:37:22 FLOOR OF THAT BUILDING?
05:37:23 >>Alexis Crespo: YES.

05:37:24 CORRECT.
05:37:28 >>Jim Wallace: GROUND FLOOR AND TOP FLOOR?
05:37:30 GROUND FLOOR IS RETAIL.
05:37:32 >>Alexis Crespo: THE BOTTOM FLOOR IS RETAIL AND TWO STORIES
05:37:35 OF RESIDENTIAL AND THE UPPER FLOOR OF AMENITY.
05:37:39 >>Barry Jones: THE AMENITY IS FOR ALL OF THE RESIDENTIAL
05:37:41 UNITS WITHIN THE COMMUNITY?
05:37:42 >>Alexis Crespo: ROSS MAY CORRECT ME OR JUMP UP HERE, BUT I
05:37:45 THINK EACH AREA IS GOING TO HAVE ITS OWN AMENITIES.
05:37:50 THERE MIGHT BE SOME CO-LOCATED AMENITIES FOR THE OVERALL
05:37:53 SITE, BUT THE TOWNHOMES THERE ALONG THE LAKE ARE SUPPOSED TO
05:37:56 HAVE THEIR OWN RECREATION FACILITY TO ACCOMMODATE THOSE
05:38:00 USERS AND EACH BUILDING WILL HAVE SOME PERSONALIZED
05:38:03 AMENITIES.
05:38:04 ALL RIGHT.
05:38:08 I'M ALMOST THROUGH MY SLIDES AND READY TO HAND IT OVER TO
05:38:11 TRANSPORTATION.
05:38:11 BECAUSE THIS IS QUASI-JUDICIAL AND WE WANT TO GET EVERYTHING
05:38:16 ON THE RECORD, WE ARE SEEKING SIX DEVIATIONS.
05:38:20 NOT UNCOMMON FOR COMPLEX MIXED USE PROJECTS SUCH AS THIS.
05:38:23 THE FIRST IS TO ALLOW FOR ADDITIONAL HARDENED SHORELINE.
05:38:27 THAT'S WHAT YOU SEE IN THIS IMAGE WHERE WE HAVE TOWNHOMES
05:38:30 WITH RIPRAP OR SEAWALL JUST ABUTTING THE LAKE WITHOUT THAT
05:38:35 LAKE SLOPE EASEMENT IN PLACE THERE.
05:38:37 IT PROVIDES A MORE URBAN FEEL.

05:38:39 IT REALLY ALLOWS THE DEVELOPMENT TO CONNECT WITH THE WATER
05:38:43 BODY AND MAKES FOR A VERY NICE ENVIRONMENT.
05:38:47 YOU CAN SEE THE WALKING SPACE ALONG THAT LAKE.
05:38:49 WE'RE ONLY ASKING FOR 26% WHEREAS THE CODE LIMITS IT TO 20.
05:38:54 WE ARE DOING COMPENSATORY LITTORAL PLANTINGS BECAUSE WHAT
05:38:59 THIS DOES IS IT DOES TAKE AWAY FROM SOME OF THE NATIVE
05:39:05 VEGETATION THAT YOU TYPICALLY FIND IN YOUR LAKE BANK SLOPES.
05:39:08 SO WE WILL COMPENSATE IN OTHER PORTIONS OF THIS LAKE AND DO
05:39:11 EXTRA PLANTINGS TO OFFSET THAT HARDENED SHORELINE AREA.
05:39:14 DEVIATION TWO IS THE PARKING DEVIATION I MENTIONED.
05:39:18 IT'S APPROXIMATELY 11% REDUCTION TO ALLOW FOR 1872 PARKING
05:39:25 SPACES DISPERSED THROUGHOUT THE SITE IN BOTH SURFACE AND
05:39:28 PARKING GARAGES, AND WE DID PROVIDE THE DATA ANALYSIS TO
05:39:32 STAFF TO SUPPORT THIS BASED ON THE MIX OF USES AND DIFFERENT
05:39:36 PEAK HOUR TIMES.
05:39:40 THERE WILL BE A MIX OF USES WHERE NOT EVERYBODY IS COMING TO
05:39:44 THE SITE AT 9 A.M. AND LEAVING AT 5, SUCH AS A MEDICAL
05:39:47 OFFICE COMPLEX, IT WOULD BE CLOCK WORK FOR THE MOST PART.

05:39:50 THIS IS GOING TO HAVE DAYTIME USES, RESIDENTIAL USES,
05:39:54 INTEGRATED USES WHERE PEOPLE CAN WALK THROUGHOUT THE SITE.
05:39:57 SO IT WARRANTED --
05:39:59 >>Jim Wallace: IS THIS BASED ON A SHARED PARKING
05:40:01 CALCULATION?
05:40:01 YES?
05:40:05 OKAY.

05:40:07 >>Alexis Crespo: YES.
05:40:08 DEVIATION 3 IS TO LOCATE OUR LAKE 25-FOOT FROM THE
05:40:14 RIGHT-OF-WAY OF U.S. 41.
05:40:16 IT'S SIMILAR, AS YOU CAN SEE, ON THE OTHER SIDE OF 41 WHERE
05:40:19 THE BROOKS REALLY BEAUTIFUL ENTRY LAKE IS SITUATED.
05:40:22 WE DO HAVE A 20-FOOT WIDE ENHANCED BUFFER WITH HEDGES,
05:40:26 BERMS, TREES, AS WELL AS SIGNIFICANT RIGHT-OF-WAY THERE TO
05:40:31 PREVENT WAYWARD VEHICLES FROM ENTERING THE LAKE AND ALLOWS
05:40:35 THAT FEATURE TO INTERFACE A LITTLE BIT BETTER WITH THE
05:40:37 PUBLIC REALM.
05:40:38 DEVIATION FOUR IS TO ALLOW FOR A REDUCED CONNECTION
05:40:45 SEPARATION BETWEEN THE STREET I'M POINTING TO WITH THE
05:40:49 YELLOW ARROW AND U.S. 41.
05:40:53 IN ORDER TO MITIGATE, THERE IS 125-FOOT RULE SO THAT THERE'S
05:40:57 ADEQUATE VEHICLE STACKING SO THAT PEOPLE TURNING INTO THE
05:41:00 SITE DON'T GET STUCK TRYING TO MAKE A TURNING MOVEMENT ONCE
05:41:07 THEY ENTER THE SITE AND CAUSE BACKUP ON 41.
05:41:12 WE'VE LIMITED ACCESS TO THAT STREET.
05:41:14 THAT CAN ONLY BE A RIGHT-IN AS YOU'RE LEAVING THE SITE.
05:41:17 ANYONE TURNING IN FROM 41 WOULD ONLY BE ABLE TO GO STRAIGHT.
05:41:20 THEY WOULD NOT BE ABLE TO MAKE A LEFT TURN DOWN THAT
05:41:23 ROADWAY.
05:41:24 >>Jim Wallace: WILL YOU VERIFY?
05:41:26 I WANT TO BE SURE THAT I UNDERSTAND.
05:41:28 YOU CANNOT ACCESS THAT ROAD THAT THE ARROW IS POINTING TO

05:41:35 FROM U.S. 41?
05:41:38 OR U.S. 41 IS STRAIGHT IN ON THE NORTH SIDE OF THE MEDIAN,
05:41:42 SO IT'S ONLY EASTBOUND TRAFFIC -- I FORGET WHAT THE ROAD
05:41:47 NAME IS -- THAT CAN TURN -- YOU'RE JUST ASKING FOR THE
05:41:51 DEVIATION EVEN THOUGH IT IS RIGHT-IN AND RIGHT-OUT FOR THAT
05:41:55 INTERSECTION, CORRECT?
05:41:56 >>Alexis Crespo: YOU JUST EXPLAINED THAT MUCH BETTER THAN I
05:41:58 DID.
05:41:58 >>Jim Wallace: BUT YOU NEED A DEVIATION TO MAKE IT WORK.
05:42:01 I UNDERSTAND.
05:42:03 >>Alexis Crespo: YES.
05:42:03 AND STAFF DID NOT HAVE ANY OBJECTIONS TO THAT.
05:42:06 >>Jim Wallace: I UNDERSTAND HOW IT WORKS.
05:42:08 TRYING TO UNDERSTAND WHY YOU NEEDED THE DEVIATION.

05:42:10 >>Alexis Crespo: THANK YOU.
05:42:11 IT WAS CHALLENGING TO EXPLAIN, SO I APPRECIATE THAT.
05:42:13 DEVIATION 5 IS JUST TO ALLOW FOR OUR UNIQUE STREET DESIGNS
05:42:18 THAT YOU SEE THROUGHOUT OUR PATTERN BOOK.
05:42:20 WE'VE GOT CENTRALLY LOCATED SIDEWALK FACILITY HERE AND IT
05:42:23 DOESN'T MEET THE COOKIE CUTTER CROSS SECTION YOU HAVE IN
05:42:26 YOUR CODE.
05:42:27 AND THEN LASTLY, THIS WAS SOMETHING WE CAUGHT KIND OF LAST
05:42:32 MINUTE WITH MARY IS THAT THE ESTERO CODE REQUIRES ELEVATORS
05:42:38 FOR BUILDINGS OF THREE STORIES OR GREATER.
05:42:41 AND WE WORKED WITH STAFF.

05:42:43 WE UNDERSTAND THE PURPOSE OF THAT TO REALLY DRIVE
05:42:45 HIGH-QUALITY DEVELOPMENT.
05:42:46 THESE TOWNHOME UNITS ARE THE ONLY TYPES OF UNITS WITHIN THE
05:42:51 PROJECT WE'RE SEEKING THE WAIVER NOT TO PROVIDE ELEVATORS.
05:42:54 OUR THREE AND FOUR STORY MULTIFAMILY BUILDINGS WILL HAVE
05:42:57 ELEVATORS.
05:42:58 IT WAS JUST IN THESE EXCLUSIVE TYPES OF UNITS.
05:43:02 >>Jim Wallace: WHY WOULD YOU NOT PUT ELEVATORS INTO THE
05:43:05 UNITS?
05:43:05 THESE ARE CONDOS OR RENTAL?
05:43:14 >>Alexis Crespo: THE APPLICANT SAID RENTAL.
05:43:17 THEY WILL BE A UNIQUE RENTAL PRODUCT.
05:43:18 YOU TYPICALLY DON'T SEE --
05:43:20 >>Jim Wallace: SINGLE USER, THREE STORIES?
05:43:22 >> CORRECT, YES.
05:43:23 >>Jim Wallace: NO ELEVATOR.
05:43:25 >> NO ELEVATOR, RIGHT.
05:43:27 >>Jim Wallace: CONDOS?
05:43:28 >> RENTAL TOWNHOMES.
05:43:30 >>Jim Wallace: YOU THINK YOU CAN SELL THEM OR RENT THEM?
05:43:34 >> RIGHT NOW OUR BUSINESS MODEL IS NOT FOR SALE PRODUCT.
05:43:38 WOODFIELD SPECIALIZES -- THAT'S KIND OF OUR BUSINESS MODEL.
05:43:42 >>James Tatooles: THIS LIMITS THE MARKET FOR THESE UNITS TO
05:43:46 SOMEBODY THAT'S YOUNGER.
05:43:48 YOU'RE ELIMINATING ANY OLDER PEOPLE THAT CAN'T WALK THREE

05:43:51 STORIES EASILY.
05:43:52 YOU KNOW YOU CUT YOUR MARKET DOWN IN HALF.
05:43:58 >> IT'S ABOUT 10% OF THE TOTAL NUMBER OF UNITS ARE THESE
05:44:01 TOWNHOMES.
05:44:02 HOPEFULLY THE OTHER 90% OF THE PROJECT WOULD ATTRACT PEOPLE
05:44:06 WHO NEED ELEVATORS.
05:44:08 >>Jim Wallace: BUT ADA REQUIRES ELEVATORS ON A THREE STORY.
05:44:12 SO YOU'RE ASKING TO NOT MEET ADA, AM I CORRECT?
05:44:18 >>Barry Jones: SINGLE STACKED.
05:44:21 >>Jim Wallace: IT'S RENTAL, AM I CORRECT?

05:44:23 >> YES.
05:44:23 >>Jim Wallace: YOU'RE REQUIRED TO HAVE ELEVATORS FOR ADA.
05:44:27 >>Barry Jones: NOT IF YOU HAVE A SINGLE STACK LIKE THAT.
05:44:29 THE ADA ACCESS IS FRONT DOOR ON THE GROUND LEVEL.
05:44:33 HE'S GOT ACCESS TO THE REST OF HIS BUILDING AS HE DEEMS --
05:44:40 >>Jim Wallace: CARRIES THE WHEELCHAIR UP TO THE SECOND
05:44:44 FLOOR.
05:44:44 >>Kristin Jeannin: DOESN'T RENT THAT UNIT.
05:44:46 >>Barry Jones: NO DIFFERENT THAN A TWO STORY APARTMENT.
05:44:48 WHEN YOU HAVE ACCESS TO THE FRONT DOOR, YOU'VE MET THE CODE.
05:44:51 THE CHALLENGE BECOMES AND DON'T MEAN TO SPEAK FOR THE
05:44:54 APPLICANT, YOU'VE GOT VERY SMALL BUILDINGS.
05:44:57 TO PUT AN ELEVATOR INTO A BUILDING THAT'S ONLY GOING TO HAVE
05:45:00 FOUR, SIX, EIGHT UNITS.
05:45:01 >>Jim Wallace: PERSONAL ELEVATORS ARE PRETTY SMALL AND NOT

05:45:04 VERY EXPENSIVE.
05:45:05 ANYWAYS, THAT IS A SEPARATE ISSUE.
05:45:07 >> THANK YOU.
05:45:10 >>Alexis Crespo: ALL RIGHT.
05:45:11 AS WE KIND OF WALK YOU THROUGH THE PROPOSED DEVELOPMENT
05:45:16 MEETS ALL OF YOUR TIER 3 CRITERIA, VERTICALLY INTEGRATED
05:45:21 MIXED USE FIRST AND FOREMOST.
05:45:23 PARKING GARAGES TO CONCEAL THE PARKING.
05:45:25 UNGATED DEVELOPMENT, AND THEN THE WHOLE LIST OF AMENITIES
05:45:30 OPEN TO THE PUBLIC THAT WE'VE DISPERSED THROUGH THE SITE
05:45:33 THAT I WALKED YOU THROUGH.
05:45:35 I WON'T BELABOR ALL THOSE.
05:45:36 I'LL TURN IT OVER NOW TO MR. BILLY HATTAWAY TO TALK A LITTLE
05:45:41 BIT ABOUT TRAFFIC.
05:45:42 >> BILLY HATTAWAY: THANK YOU, ALEXIS.
05:45:46 BILLY HATTAWAY WITH FEHR & PEERS.
05:45:49 THANK YOU, BOARD MEMBERS, FOR MEETING WITH US THIS EVENING.
05:45:52 IT'S A PLEASURE TO BE HERE.
05:45:54 AS WAS MENTIONED PREVIOUSLY, I WAS THE DISTRICT SECRETARY
05:45:56 FOR THE SOUTHWEST FLORIDA DISTRICT, SO I'VE WORKED WITH THE
05:46:00 VILLAGE, I BELIEVE WITH ALL THE PREVIOUS COUNCIL MEMBERS.
05:46:02 I DON'T THINK ANY OF YOU WERE HERE BACK WHEN I WAS IN PLACE,
05:46:06 BUT I'M PLEASED TO SEE THAT THE VILLAGE IS PURSUING A MIXED
05:46:09 USE PROJECT LIKE THIS.
05:46:11 I'LL EXPLAIN TO YOU WHY BRIEFLY.

05:46:13 WHEN I LEFT THE D.O.T., I WENT TO THE CITY OF ORLANDO TO BE
05:46:18 THE TRANSPORTATION DIRECTOR FOR FIVE YEARS.
05:46:21 I SAT AT A TABLE LIKE MR. HART HERE AND LISTENED TO A LOT OF
05:46:26 THESE DISCUSSIONS AT THE CITY.
05:46:30 I UNDERSTAND THERE'S ALWAYS GOING TO BE CONCERNS FROM THE
05:46:32 COMMUNITY AROUND TRAFFIC.

05:46:34 I'VE SPENT 43 YEARS OF MY CAREER IN TRANSPORTATION, SO ALL
05:46:38 I'VE HEARD MY WHOLE CAREER IS CONCERNS ABOUT TRAFFIC AND
05:46:41 SAFETY.
05:46:42 WHEN I WAS HIRED TO GO BACK TO FLORIDA D.O.T. IN 2011, THE
05:46:46 SECRETARY ACTUALLY RECRUITED ME TO LEAD A SAFETY INITIATIVE
05:46:50 FOR PEDESTRIANS AND BICYCLISTS BECAUSE OF OUR TRACK RECORD
05:46:54 IN THE STATE OF FLORIDA HAVING SO MANY OF OUR CITIZENS AND
05:46:57 VISITORS BE KILLED ON OUR ROADWAYS.
05:47:00 AND WHILE I WAS THERE, I CONVINCED THE SECRETARY THAT WE
05:47:02 NEEDED TO DRAMATICALLY CHANGE THE WAY WE DESIGNED OUR
05:47:06 STREETS.
05:47:06 AND USING THE EXPERIENCE THAT I HAD IN THE PRIVATE SECTOR,
05:47:10 WE IMPLEMENTED A COMPLETE STREETS POLICY SO THAT NOW THE
05:47:13 STATE ACTUALLY SUPPORTS CITIES AND COMMUNITIES TO DESIGN
05:47:17 PROJECTS JUST LIKE THIS ON THE STATE ROAD SYSTEM, WHEREAS
05:47:20 BEFORE, IT WAS ALWAYS AN UPHILL BATTLE FOR CITIES TO
05:47:24 BASICALLY RECLAIM THEIR DOWNTOWNS AND REDEVELOP IN A WAY
05:47:27 THAT WAS WALKABLE.
05:47:28 SO HAVING WORKED A NUMBER OF TIMES WITH DOVER, KOHL, WE WERE

05:47:33 PLEASED THAT THEY APPROACHED US TO DO THIS KIND OF WORK
05:47:37 BECAUSE IT'S THE KIND OF WORK THAT FEHR & PEERS DOES ALMOST
05:47:42 EXCLUSIVELY.
05:47:43 I SPENT TWO YEARS OF DUE DILIGENCE EVEN THOUGH I KNOW MOST
05:47:46 OF THE CONSULTING FIRMS IN THE STATE OF FLORIDA.
05:47:48 THE REASON THEY BECAME MY FIRST CHOICE OF FIRMS IS BECAUSE
05:47:52 THEIR FOCUS IS ON DOING WHAT'S RIGHT FOR THE COMMUNITY.
05:47:56 WE DON'T DO FINAL DESIGN WORK FOR SITE CIVIL, SO THERE'S
05:47:59 NEVER ANY MOTIVATION TO DESIGN PROJECTS OR CREATE PROJECTS
05:48:02 THAT GENERATE HUGE DESIGN FEES, AND THAT WAS A PRIMARY
05:48:07 PURPOSE IN ME JOINING FEHR & PEERS.
05:48:09 SO PROJECTS LIKE THIS TO ME ARE REALLY IMPORTANT TO OUR
05:48:14 CONTINUED GROWTH IN THE STATE OF FLORIDA BECAUSE THE SINGLE
05:48:16 USE TYPES OF PROJECTS THAT WE'VE DONE SO MUCH FOR THE LAST
05:48:21 60 OR 70 YEARS HAVE CREATED A LOT OF THE SAFETY AND
05:48:25 CONGESTION PROBLEMS THAT WE HAVE ON OUR STATE ROAD SYSTEMS.
05:48:28 AND THESE TYPES OF PROJECTS HELP TO MITIGATE THE TRAVEL
05:48:32 DEMAND ON THE ROADWAY SYSTEM AND THEY CREATE AMENITIES FOR
05:48:35 THE COMMUNITY THAT SINGLE USE DEVELOPMENTS DON'T PROVIDE.
05:48:38 THE OTHER THING IS THAT THESE TYPES OF PROJECTS TEND TO HAVE
05:48:41 STAYING POWER AND ADD TO THE QUALITY OF THE COMMUNITY,
05:48:44 WHEREAS STRIP CENTERS ARE GENERALLY DESIGNED FOR 20 TO 25
05:48:49 YEARS OF LIFE AND THEN THEY GO INTO DETERIORATION, AS MANY
05:48:53 OF US HAVE SEEN ALONG U.S. 41 OVER THE PAST DECADES.
05:48:57 SO I JUST WANTED TO KIND OF LAY THE GROUNDWORK FOR

05:49:00 ELIZABETH.
05:49:01 SHE DID THE TRAFFIC STUDIES FOR THIS PROJECT, AND SHE'S

05:49:04 GOING TO GET INTO MORE DETAIL AND, OF COURSE, I'LL BE HERE
05:49:07 FOR QUESTIONS EITHER NOW OR AFTER SHE FINISHES HER
05:49:12 PRESENTATION.
05:49:13 >>Barry Jones: THANK YOU.
05:49:15 >>Billy Hattaway: THANK YOU.
05:49:20 >> I'M ELIZABETH SUAREZ WITH FEHR & PEERS.
05:49:23 AND WE DID THE TRANSPORTATION ASSESSMENT FOR THIS PROJECT.
05:49:27 WE ANALYZED BOTH EXISTING CONDITIONS AND EXISTING PLUS
05:49:32 PROJECTS.
05:49:32 IF THIS WAS MAGICALLY BUILT TOMORROW, WHAT WOULD OPERATIONS
05:49:35 LOOK LIKE?
05:49:36 BUT THEN ALSO FOR THE NEAR TERM.
05:49:38 SO THAT'S LIKE 5 TO 10 YEARS, SO IT ASSUMES ALL OF THE
05:49:42 APPROVED PROJECTS WOULD BE CONSTRUCTED, SO WE ADD ALL OF
05:49:45 THOSE TRIPS INTO THE NETWORK AND THEN WE ADD THIS PROJECT ON
05:49:48 TOP OF IT.
05:49:49 AND SO I'M MOSTLY GOING TO BE TALKING ABOUT THOSE RESULTS
05:49:52 BECAUSE THAT'S THE WORST-CASE SCENARIO.
05:49:55 SO THE PROJECT IS EXPECTED TO GENERATE 800 TRIPS DURING
05:50:00 THE P.M. PEAK HOUR.
05:50:01 THAT'S WHAT WE ANALYZED BECAUSE THAT'S THE MOST CONGESTED
05:50:04 TIME OF THE DAY.
05:50:06 AND LIKE WAS MENTIONED EARLIER, IT GENERATES A LOT LESS

05:50:09 TRIPS THAN THE PREVIOUSLY APPROVED PROJECT.
05:50:12 SO THAT COCONUT CROSSING PROJECT WAS EXPECTED TO GENERATE
05:50:17 ABOUT 1270 TRIPS.
05:50:20 AND THEN THE LEE HEALTH PROJECT THAT WAS ALSO MENTIONED
05:50:24 EARLIER WAS EXPECTED TO GENERATE ABOUT 1220 TRIPS.
05:50:28 SO WE'RE GENERATING ABOUT 420 TO 470 FEWER TRIPS COMPARED TO
05:50:35 THOSE PROJECTS.
05:50:36 AND PART OF THE REASON, LIKE IT'S BEEN MENTIONED, IT'S THIS
05:50:41 NICE MIXED USE DEVELOPMENT.
05:50:42 SO YOU HAVE PEOPLE WHO LIVE THERE WHO CAN POTENTIALLY EVEN
05:50:46 WALK TO WORK, BUT DEFINITELY WALK TO A RESTAURANT OR TO
05:50:50 ENTERTAINMENT.
05:50:51 SO THERE'S A LOT OF OPPORTUNITY FOR TRIPS TO BE KEPT
05:50:54 INTERNAL TO THE PROJECT SITE AS OPPOSED TO THE STRIP
05:50:58 DEVELOPMENT WHERE PRETTY MUCH EVERY SINGLE TRIP IS GOING TO
05:51:01 BE A CAR COMING INTO AND OUT OF THE PROJECT.
05:51:04 IT ALSO HAS ENHANCED BICYCLE AND PEDESTRIAN FACILITIES, BOTH
05:51:10 INTERNAL TO THE SITE AND IN THE FRONTAGE.
05:51:14 SO HOPEFULLY THAT WILL ENCOURAGE MORE PEOPLE TO WALK AND
05:51:17 BIKE TO THE PROJECT.
05:51:19 AND THEN LIKE IT WAS MENTIONED, THEY ARE PROPOSING A NEW BUS
05:51:23 STOP ON U.S. 41, SO THAT WILL ALSO SERVE THE PROJECT.
05:51:26 NOW, WHEN WE LOOK AT TRAFFIC, WE USUALLY USE LEVEL OF
05:51:31 SERVICE.

05:51:31 YOU ALL HAVE PROBABLY HEARD THAT TERM BEFORE, BUT JUST FOR

05:51:34 ANYONE IN THE AUDIENCE WHO DOESN'T -- WHO IS NOT FAMILIAR,
05:51:38 LEVEL OF SERVICE IS WHAT WE -- IT'S LIKE THE QUALITATIVE
05:51:41 MEASUREMENT FOR VEHICLE DELAY, AND SO IT RANGES FROM LEVEL
05:51:45 OF SERVICE A, WHICH IS WIDE OPEN, NO TRAFFIC, NO CONGESTION,
05:51:51 TO LEVEL OF SERVICE F, WHICH IS OVER CAPACITY.
05:51:55 AND THE LEVEL OF SERVICE STANDARD IN OUR PROJECT AREA IS
05:52:01 LEVEL OF SERVICE E.
05:52:03 AND THE PROJECT DOES NOT RESULT IN ANY NEW LEVEL OF SERVICE
05:52:08 DEFICIENCIES AT ANY OF THE SURROUNDING INTERSECTIONS.
05:52:11 SO THERE IS ONE INTERSECTION THAT WILL OPERATE AT LEVEL OF
05:52:16 SERVICE F, WHICH WE'LL TALK ABOUT IN A SECOND, BUT THAT
05:52:19 WOULD OPERATE AT F EVEN WITHOUT THE PROJECT.
05:52:22 AND THEN THERE'S ONE INTERSECTION THAT WOULD OPERATE AT
05:52:25 LEVEL OF SERVICE F WITHOUT THE PROJECT, BUT WILL ACTUALLY
05:52:28 OPERATE AT E WITH THE PROJECT BECAUSE OF THE NEW SIGNAL
05:52:32 THAT'S GOING TO BE INSTALLED.
05:52:33 SO WE'LL TALK A LITTLE BIT MORE ABOUT EACH OF THE STUDY
05:52:37 INTERSECTIONS HERE.
05:52:38 SO THESE SHOW ALL OF THE ACCESS POINTS TO THE PROJECT.
05:52:42 THERE IS ONE MORE.
05:52:45 THE PROJECT WILL BE ABLE TO CONNECT TO THE VILLAGE SHOPS
05:52:48 WAY, WHICH IS THE SIGNALIZED INTERSECTION JUST NORTH OF WHAT
05:52:51 YOU CAN SEE HERE.
05:52:52 SO WE'LL JUST GO DOWN THE LIST.
05:52:56 ACCESS POINT A, THAT'S THE CERISE DRIVE.

05:53:02 THAT WILL PRETTY MUCH BE THE SAME CONFIGURATION GOING INTO
05:53:05 THE MALL.
05:53:06 RIGHT IN, RIGHT OUT, AND LEFT IN.
05:53:08 THERE WILL BE A MEDIAN LEFT-TURN LANE JUST LIKE THE MALL
05:53:13 HAS, AND THIS IS THE INTERSECTION THAT IS EXPECTED TO
05:53:16 OPERATE AT LEVEL OF SERVICE F.
05:53:18 BUT, AGAIN, IT WOULD OPERATE AT LOS F EVEN WITHOUT THE
05:53:24 PROJECT.
05:53:26 BECAUSE NO STOP SIGNS OR TRAFFIC SIGNALS ON 41, THE DELAY IS
05:53:29 REALLY ON THE SIDE STREETS THERE.
05:53:32 IT'S NOT ON 41.
05:53:33 THE WORST MOVEMENT IS THE TURN COMING OUT OF THE MALL GOING
05:53:38 NORTH ON U.S. 41.
05:53:41 SO THAT RIGHT TURN OUT OF THE MALL.
05:53:42 BECAUSE LEVEL OF SERVICE AT A SIDE STREET STOP INTERSECTION
05:53:49 WHERE ONLY THE SIDE STREETS HAVE TO WAIT, THAT'S DETERMINED
05:53:54 BY THE WORST MOVEMENT.
05:53:57 SO IF YOU JUST LOOKED AT IT AS A WHOLE IT WOULD OPERATE
05:54:00 FINE.
05:54:00 BUT WHEN YOU LOOK AT THE WORSE MOVEMENT, THAT'S WHERE YOU

05:54:02 GET THE L.O.S. F.
05:54:05 THE NEXT ACCESS POINT.
05:54:06 ACCESS POINT B, THAT WILL BE RIGHT-IN, RIGHT-OUT ONLY.
05:54:10 THAT'S EXPECTED TO OPERATE ACCEPTABLY.
05:54:13 ACCESS POINT C, AGAIN RIGHT-IN, RIGHT-OUT ONLY.

05:54:16 NOT A LOT OF TRAFFIC THERE GOING TO OPERATE ACCEPTABLY.
05:54:20 THEN WE HAVE THE SIGNAL AT ACCESS POINT D.
05:54:23 SO THAT'S WHERE WITHOUT THE PROJECT, IT WOULD OPERATE AT
05:54:27 LEVEL OF SERVICE F, BUT WITH THE PROJECT IT IS EXPECTED TO
05:54:30 OPERATE AT E BECAUSE IT REDUCES THE DELAY FOR THE NORTHBOUND
05:54:34 AND SOUTHBOUND VEHICLES.
05:54:36 AND THEN I KNOW EVERYONE IS VERY CONCERNED ABOUT COCONUT AND
05:54:41 U.S. 41.
05:54:41 SO THAT IS EXPECTED TO OPERATE AT LEVEL OF SERVICE E BOTH
05:54:45 WITHOUT AND WITH THE PROJECT.
05:54:53 PART OF OUR RECOMMENDATIONS ARE TO UPDATE THE SIGNAL TIMING.
05:54:59 WE'LL TALK A LITTLE MORE ABOUT THAT IN THE NEXT SLIDE.
05:55:03 AND THAT WOULD BE REQUIRED F.D.O.T. APPROVAL, BUT WE HAVE --
05:55:11 WE'VE WORKED WITH F.D.O.T. IN THE PAST, AND THEY DO SEEM IN
05:55:16 SOME CASES TO BE OPEN TO SIGNAL TIMING CHANGES, AND THAT
05:55:19 WOULD PROVIDE MORE TIME FOR THE EASTBOUND VEHICLES.
05:55:25 SO IF YOU'RE GOING FROM COCONUT ROAD, TURNING LEFT ONTO U.S.
05:55:29 41, TRYING TO GET THEM A LITTLE BIT MORE TIME.
05:55:32 AND DOING SO WITHOUT INCREASING THE DELAY ON U.S. 41.
05:55:37 SO OUR ANALYSIS ALSO PROBABLY OVERESTIMATES THE AMOUNT OF
05:55:44 TRAFFIC THAT WILL BE ON COCONUT ROAD, BECAUSE IF YOU WERE TO
05:55:48 GO NORTH FROM THE PROJECT, NORTH ON U.S. 41, YOU'RE MOST
05:55:53 LIKELY GOING TO GO NORTH THROUGH THE PROJECT UP THE PINK
05:55:57 ARROW, UP TO THE VILLAGE SHOPS WAY AND GO OUT AT THE
05:56:00 SIGNALIZED INTERSECTION.

05:56:01 BUT WE DID ASSUME A DECENT AMOUNT OF TRIPS WOULD TAKE A
05:56:06 SOUTH AT ACCESS POINT D.
05:56:07 THEY WOULD MAKE A SOUTHBOUND LEFT AND THEN NORTH ON U.S. 41.
05:56:13 SO SOME OF THOSE TRIPS WILL PROBABLY BE DIVERTED TO THE
05:56:17 VILLAGE SHOPS WAY INTERSECTION.
05:56:19 AND THEN THERE'S ALSO A PROPOSED SIGNAL THAT'S ACTUALLY BEEN
05:56:23 APPLIED FOR AT PELICAN COLONY.
05:56:26 SO THAT'S JUST SOUTH OF THE COCONUT ROAD INTERSECTION.
05:56:30 WE HEARD FROM THE COMMUNITY THAT THERE'S A LOT OF PEOPLE
05:56:32 THAT ARE AFRAID TO MAKE A NORTHBOUND LEFT AT THE PELICAN
05:56:36 COLONY INTERSECTION, SO INSTEAD, THEY JUST GO NORTH TO
05:56:39 COCONUT ROAD AND MAKE THE LEFT THERE.
05:56:42 AND SO BECAUSE THAT IS UNDER THE APPROVAL PROCESS, IT'S
05:56:47 ANTICIPATED THAT IT WILL BE CONSTRUCTED BEFORE OUR PROJECT
05:56:50 IS CONSTRUCTED, AND THAT WILL LIKELY REDUCE THE AMOUNT OF
05:56:54 TRIPS AT COCONUT ROAD.

05:56:55 THEN WE ARE GOING TO TALK ABOUT --
05:56:59 >>Jim Wallace: CAN I ASK YOU ONE QUESTION BEFORE YOU GO ON?
05:57:02 BETWEEN U.S. 41 AND ACCESS POINT C, IS THERE A TURNING LANE,
05:57:11 A DECELERATION LANE BEFORE THE RIGHT TURN?
05:57:14 >> ELIZABETH: THERE'S NOT ANTICIPATED TO BE ONE THERE.
05:57:16 THERE WOULD BE ON U.S. 41 AT THE TWO ACCESS POINTS, ACCESS
05:57:21 POINT A AND ACCESS POINT B.
05:57:23 >>Jim Wallace: OBVIOUSLY THE ONLY REASON I'M CONCERNED IS
05:57:25 EXACTLY THAT REASON, IS THAT'S A LIGHTED INTERSECTION.

05:57:29 AND IF -- YOU WOULDN'T WANT CARS TURNING ONTO COCONUT ROAD
05:57:37 TO BE -- IF THERE'S ENOUGH -- BECAUSE THIS ROAD IS A VERY
05:57:41 CONVENIENT ROAD TO THE PARKING GARAGES FOR THESE RESIDENTIAL
05:57:46 BUILDINGS.
05:57:47 AND I THINK IT WOULD BE A PREFERRED ENTRANCE, REALLY IT'S
05:57:51 THE ONLY WAY TO GET INTO THEIR GARAGES OR NOT THE ONLY WAY,
05:57:53 BUT THE PREFERRED WAY TO GET INTO THE GARAGES.
05:57:56 SO MY CONCERN WOULD ONLY BE IS WHETHER OR NOT STACKING ON
05:58:02 COCONUT ROAD BECAUSE CARS ARE TRYING TO TURN RIGHT AND GO
05:58:07 INTO THE RESIDENTIAL AREA.
05:58:08 IS THERE A REASON WHY YOU COULDN'T PUT A TURNING LANE THERE
05:58:12 OR A DECEL?
05:58:14 SOMETHING THAT WOULD GUARANTEE THAT THERE'S NOT GOING TO BE
05:58:16 ANY BACKUP?
05:58:19 BECAUSE YOU DON'T WANT TO BACKUP ANYWHERE NEAR A TRAFFIC
05:58:22 LIGHT.
05:58:23 >> ELIZABETH: RIGHT.
05:58:23 I DON'T KNOW IF ONE WAS LOOKED INTO.
05:58:25 JUST IN OUR ANALYSIS --
05:58:27 >>Jim Wallace: THERE ISN'T ONE THERE NOW.
05:58:30 >> ELIZABETH: RIGHT.
05:58:31 WE DIDN'T SEE ANY QUEUING ISSUES AS PART OF OUR MODEL FOR
05:58:36 THIS.
05:58:41 IT DOES HELP SLOW TRAFFIC DOWN WHEN YOU DON'T HAVE A DECEL
05:58:46 LANE.

05:58:48 IT'S JUST LIKE COMPETING INTERESTS.
05:58:50 >>Jim Wallace: MY ONLY POINT IS THERE ARE TIMES OF THE DAY,
05:58:54 PARTICULARLY RESIDENTIAL BUILDINGS, LEASED RESIDENTIAL
05:58:59 BUILDINGS, WHERE THERE ARE TIMES OF THE DAY WHERE THE
05:59:01 TRAFFIC TO THOSE BUILDINGS IS HIGHER.
05:59:03 I THINK YOU WOULD AGREE WITH THAT.
05:59:05 5:00, EARLY MORNING, THAT KIND OF THING.
05:59:07 SO EVEN THOUGH IT ONLY MIGHT BE AT 5:00 OR 5:30 OR 4:30 OR
05:59:14 TO 6, THERE'S GOING TO BE MORE TRAFFIC TURNING, MAKING THAT
05:59:17 RIGHT TURN TO THOSE BUILDINGS.
05:59:20 AND YOU CERTAINLY WOULD ALSO MIGHT BE PEAK TRAFFIC FOR
05:59:24 NORTH-SOUTH AND EAST-WEST.

05:59:26 YOU CERTAINLY WOULDN'T WANT EXCESS STACKING BETWEEN 41 AND
05:59:31 THAT TURN.
05:59:34 >> ELIZABETH: YOU WOULDN'T WANT IT TO BACK INTO THE SIGNAL.
05:59:38 >>Jim Wallace: MAYBE SOMETHING TO CONSIDER.
05:59:39 WHAT YOU'RE TELLING ME IS IT CURRENTLY DOESN'T EXIST THERE,
05:59:43 CORRECT?
05:59:43 >> CORRECT.
05:59:43 I'M NOT ONE TO SAY WHETHER OR NOT IT'S GOING TO BE
05:59:45 CONSIDERED.
05:59:47 >>Barry Jones: DO YOU HAVE A SLIDE THAT PRESENTS YOUR RATIOS
05:59:49 AS FAR AS HOW YOU GOT YOUR SPLITS GOING IN AT WHICH
05:59:51 ENTRANCES?
05:59:53 >> ELIZABETH: WE DON'T HAVE IT IN THE SLIDE DECK, BUT IT'S

05:59:56 IN THE REPORT, WHICH I BELIEVE WAS SUBMITTED AS PART --
06:00:01 >>Barry Jones: IS STAFF COMFORTABLE WITH THE RATIOS, THE WAY
06:00:04 THEY ARE SPLIT?
06:00:04 THE QUICKEST EASIEST WAY INTO THE TWO PARKING GARAGES IS
06:00:10 COCONUT ROAD.
06:00:12 NEED TO UNDERSTAND THAT.
06:00:19 >> ELIZABETH: YEAH, THE ONLY COMMENT WE HAD RECEIVED ABOUT
06:00:21 THE SPLITS WAS ADDING MORE TRAFFIC INSTEAD OF GOING UP TO
06:00:26 VILLAGE SHOPS WAY, MOVING IT TO THE ACCESS POINT 4.
06:00:33 >>Barry Jones: THAT'S POINT D.
06:00:36 >> ELIZABETH: YES, SORRY.
06:00:40 >>Barry Jones: WE CAN SAVE OUR QUESTIONS FOR THE END OF THE
06:00:43 PRESENTATION.
06:00:44 PLEASE, KEEP GOING.
06:00:45 >> ELIZABETH SUAREZ: SO THIS IS THE LAST SLIDE.
06:00:48 THESE ARE DRAFT CONDITIONS OF APPROVAL.
06:00:51 SO JUST SOME OF WHAT WE'RE WORKING WITH THE VILLAGE ON TO
06:00:56 HELP IMPROVE THE TRAFFIC OPERATIONS IN THE AREA.
06:01:00 SO THAT FIRST POINT, LIKE I MENTIONED IS WORKING WITH
06:01:03 F.D.O.T. TO TRY TO UPDATE THE SIGNAL TIMING TO MAKE
06:01:06 OPERATIONS FOR EASTBOUND TRAFFIC ON COCONUT OR -- YEAH,
06:01:09 COCONUT ROAD A LITTLE BIT BETTER.
06:01:11 IT'S ALSO ANTICIPATED THAT A DUAL OR A SECOND NORTHBOUND
06:01:16 LEFT-TURN LANE IS GOING TO BE NEEDED.
06:01:20 AND SO SHOULD F.D.O.T. APPROVE THAT, WHICH IT'S EXPECTED TO

06:01:24 AND NOT MOVE FORWARD, THE DEVELOPMENT WOULD PAY THEIR
06:01:27 PROPORTIONATE FAIR SHARE OF THAT CONSTRUCTION COST.
06:01:31 THE THIRD POINT IS REALLY JUST SAYING WE'RE PROPOSING ACCESS
06:01:36 POINTS AT THESE TWO LOCATIONS, AND WE'RE GOING TO CONSTRUCT
06:01:41 DEDICATED TURN LANES INTO THE PROJECT AT THOSE ACCESS
06:01:45 POINTS.
06:01:45 SO, AGAIN, IT WILL NEED F.D.O.T. APPROVAL.
06:01:48 WE'VE ALREADY MET WITH F.D.O.T., AND THEY HAVEN'T SHOWN THAT

06:01:52 THEY ARE GOING TO HAVE ANY ISSUES WITH THAT, SO WE DON'T
06:01:55 EXPECT THAT TO BE A PROBLEM.
06:01:56 BUT THAT IS ON THE LIST.
06:01:59 >>Jim Wallace: SORRY TO DISTURB YOU AGAIN.
06:02:01 ON TWO, YOU SAY, ON THE SECOND POINT, SHOULD F.D.O.T.
06:02:05 APPROVE AN ADDITIONAL NORTHBOUND LEFT-TURN LANE, WHICH WOULD
06:02:09 BE VERY DESIRABLE, IS THAT SOMETHING THAT YOU PLAN TO
06:02:13 REQUEST THEM TO DO?
06:02:14 I MEAN, YOU'RE SAYING SHOULD THEY.
06:02:19 IS ANYBODY ASKING THEM TO DO IT?
06:02:22 IS THE VILLAGE?
06:02:24 ARE YOU?
06:02:27 >> ELIZABETH: IT'S PART OF THE PERMIT APPLICATION PROCESS.
06:02:29 >>Jim Wallace: IS THAT A YES?
06:02:33 >> ELIZABETH: THE VILLAGE WOULD REQUEST THE APPLICATION.
06:02:36 >>Jim Wallace: SOMEBODY IS REQUESTING F.D.O.T. TO ADD AN
06:02:39 ADDITIONAL NORTHBOUND LEFT TURNING LANE ON U.S. 41 AT

06:02:44 COCONUT ROAD, CORRECT?
06:02:46 >> ELIZABETH: I BELIEVE THAT'S CORRECT.
06:02:51 >> THERE WAS A COST IMPROVEMENT PROGRAM THAT THE VILLAGE HAS
06:02:55 LOOKED INTO DATING BACK TO 2020 THAT INCLUDED ANALYZING THE
06:03:00 NORTHBOUND LEFT-TURN LANE, AN ADDITIONAL LEFT-TURN LANE
06:03:02 THERE.
06:03:03 SO THE VILLAGE WOULD TAKE THE LEAD ON APPLYING FOR THAT AND
06:03:06 BUILDING IT, AND WE WOULD PAY OUR PROPORTIONATE SHARE AS IT
06:03:09 WOULD --
06:03:10 >>Jim Wallace: I THANK YOU FOR THAT.
06:03:11 THE QUESTION IS, WE ALL KNOW THAT F.D.O.T. IS GOING TO
06:03:13 DECIDE WHETHER THAT HAPPENS OR NOT.
06:03:15 HAS ANYBODY SPOKEN TO F.D.O.T.?
06:03:18 >>Mary Gibbs: WELL, I CAN ANSWER THAT.
06:03:21 THE PERSON AT F.D.O.T. THAT WE TYPICALLY DEAL WITH, MARK
06:03:24 CLARK, JUST RETIRED.
06:03:25 WE ASKED THEM FOR COMMENTS ON THIS ZONING CASE, AND THEY
06:03:30 GAVE US NONE, AND THEN WE CALLED AND FOUND OUT HE RETIRED.
06:03:33 HOWEVER, THEY DO TYPICALLY PARTICIPATE WHEN WE COME IN WITH
06:03:37 A DEVELOPMENT ORDER.
06:03:38 SO WE'RE WORKING ON CONDITIONS RIGHT NOW.
06:03:40 WE'VE GOT ZONING CONDITIONS IN HERE ABOUT THESE TURN LANES
06:03:43 AND ABOUT THE TRAFFIC SIGNAL TIMING.
06:03:47 FROM OUR STAFF POINT OF VIEW, WE'RE NOT SURE THAT TRAFFIC
06:03:50 SIGNAL RETIMING WILL DO -- WILL TAKE CARE OF EVERYTHING.

06:03:53 SO WE'RE CONCERNED ABOUT THE ADDITIONAL TURN LANE.
06:03:56 WE'RE GOING TO WRITE THE CONDITION.
06:03:57 WE'RE TWEAKING IT A LITTLE BIT TO SAY THAT WE WILL ANALYZE
06:04:03 THE NEED FOR THOSE TURN LANES AND THEN IF F.D.O.T. AND, OF

06:04:07 COURSE, WE'LL PUSH FOR THAT, IF F.D.O.T. WANTS, SAYS THE
06:04:11 TURN LANES ARE WARRANTED, THEN THEY WILL HAVE TO PAY A
06:04:14 PROPORTIONATE SHARE.
06:04:15 SO THAT'S THE LANGUAGE WE'VE BEEN WORKING ON.
06:04:17 >>Jim Wallace: THE ANSWER, THEREFORE, IS IT'S IN THE WORKS
06:04:20 WITH F.D.O.T.
06:04:22 >>Mary Gibbs: IT WILL BE IF I FIND A PERSON THAT I CAN CALL.
06:04:24 [LAUGHTER]
06:04:28 >>Jim Wallace: THANK YOU.
06:04:28 SORRY TO INTERRUPT YOU.
06:04:32 >>Barry Jones: WHERE IS WALDO?
06:04:35 >> ELIZABETH: I'M PRETTY MUCH WRAPPED UP.
06:04:37 THE LAST POINT WAS THE VILLAGE WOULD LIKE ONE OF THE TRAFFIC
06:04:41 SIGNAL POLES PAINTED.
06:04:45 THE PAINT IS A LITTLE BIT DETERIORATED.
06:04:48 WITH THAT, I'LL TURN THINGS BACK OVER TO ALEXIS.
06:04:55 >>Alexis Crespo: ALL RIGHT.
06:04:56 AND MARY HAD INDICATED WE PROBABLY SHOULD RESERVE REALLY
06:05:01 DIGGING IN THE CONDITIONS UNTIL AFTER PUBLIC COMMENT.
06:05:05 IS THAT APPROPRIATE?
06:05:07 >>Mary Gibbs: I WAS THINKING YOU MIGHT WANT TO TAKE PUBLIC

06:05:09 COMMENT AND THEN IF YOU WANT TO TALK ABOUT CONDITIONS.
06:05:12 BECAUSE I KNOW PEOPLE HAVE BEEN SITTING HERE A LONG TIME.
06:05:14 >>Barry Jones: YEAH, THAT WAS GOING TO BE THE NEXT ROUND
06:05:16 WHEN THE APPLICANT'S PRESENTATION WAS COMPLETE.
06:05:19 IT'S UP TO YOU WHETHER YOU WANT TO GO THROUGH THE CONDITIONS
06:05:23 NOW OR AFTER.
06:05:31 YOU WANT TO GO AHEAD AND WALK THROUGH THE CONDITIONS NOW,
06:05:34 MR. YOVANOVICH SUGGESTED PERHAPS IT MAY ANSWER SOME
06:05:38 QUESTIONS.
06:05:40 >>Mary Gibbs: LET ME COME UP AND QUICKLY HIGHLIGHT WHAT THE
06:05:42 CONDITIONS ARE.
06:05:43 I'LL TRY TO BE QUICK.
06:06:03 >>Barry Jones: WE'RE DOWN TO TWO PHASES NOW BASED ON A
06:06:07 LETTER.
06:06:07 >>Mary Gibbs: NO.
06:06:09 >>Barry Jones: THERE WAS A FIVE-PHASE SLIDE IN THERE, BUT
06:06:12 THE LETTER ONLY REFERENCED TWO PHASES THEY WANTED TO COMMIT
06:06:14 TO.
06:06:15 SO THAT WAS ONE OF MY QUESTIONS.
06:06:16 >>Mary Gibbs: NO, ACTUALLY, WE CHANGED THAT PHASING.
06:06:19 WE'VE BEEN WORKING ON THE PHASING CONDITION UP UNTIL LIKE A
06:06:22 COUPLE OF HOURS AGO.
06:06:23 BUT LET ME JUST MAYBE, WE RECOMMENDED APPROVAL.
06:06:30 WE HAVE 30 CONDITIONS.
06:06:31 A LOT OF THESE ARE FAIRLY STANDARD, SO I'M NOT GOING TO GO

06:06:34 THROUGH EACH ONE.
06:06:35 BUT WE HAVE CONDITIONS THAT LIMIT THE MAXIMUM SQUARE FOOTAGE
06:06:39 AND THE SETBACKS AND THE USES THAT ARE ALLOWED TO WHAT THEY
06:06:43 HAVE ASKED FOR.
06:06:46 WE'RE -- WE HAVE ONE LITTLE SETBACK CONDITION THAT WE'RE
06:06:49 GOING TO TWEAK TO LET THE BALCONIES EXTEND FIVE FEET INTO A
06:06:52 SETBACK.
06:06:53 VERY MINOR CHANGE ON CONDITION 4.
06:06:56 WE'VE GOT CONDITIONS FOR THE CONNECTIVITY, THE ROADWAY
06:07:00 CONNECTIONS, WHEN THEY HAVE TO BE DONE PRIOR TO THE FIRST
06:07:03 CCs.
06:07:05 WE'VE GOT A TRAFFIC SIGNAL, THAT THE TRAFFIC SIGNAL ON
06:07:09 COCONUT ROAD AND THIS OTHER ENTRANCE WILL BE FUNDED BY THE
06:07:14 DEVELOPER AND WILL BE DONE IN THE FIRST PHASE.
06:07:16 WE'VE GOT A CONDITION WORKING WITH LEE TRAN FOR THE BUS
06:07:20 SHELTER THAT THEY TALKED ABOUT ON U.S. 41.
06:07:23 WE'VE GOT CONDITION THAT THE APPLICANT HAS TO PAY IMPACT
06:07:26 FEES WHICH WILL INCLUDE ROAD IMPACT FEES FOR ALL THE
06:07:30 DEVELOPMENT OF THIS PROPERTY AS WELL AS SCHOOLS AND PARKS
06:07:35 AND FIRE AND E.M.S.
06:07:37 LET ME SKIP THE TRANSPORTATION FOR A MINUTE.
06:07:41 WE'VE GOT LANDSCAPE CONDITIONS, UTILITIES, CONNECTIONS WITH
06:07:47 BSU THAT THEY HAVE TO DO AT TIME OF DEVELOPMENT ORDER.
06:07:50 WE HAVE A CONDITION THAT TIES THEM INTO THE PATTERN BOOK,
06:07:53 WHICH IS THE PICTURES THAT WE SAW SO THAT WE KNOW WE'RE

06:07:56 GOING TO GET A PROJECT THAT LOOKS SUBSTANTIALLY SIMILAR TO
06:08:00 THIS.
06:08:02 THE BUFFER CONDITIONS THAT THEY TALKED ABOUT WITH THAT LARGE
06:08:05 INDIGENOUS PRESERVE AREA AND THE FENCE WITH THE F-TYPE
06:08:12 BUFFERS.
06:08:12 AND THE BUFFERS WOULD BE PLANTED IN THE INDIGENOUS AREA ON
06:08:16 THE EITHER MARSH LANDING OR COCONUT SHORES SIDE.
06:08:20 SO THEY WOULD BE NEXT TO THE RESIDENTIAL.
06:08:23 WE'VE GOT CONDITIONS ABOUT PROVIDING DETAILS AT TIME OF
06:08:29 DEVELOPMENT ORDER FOR THESE PUBLIC GATHERING AREAS IN THE
06:08:33 PUBLIC PARK SO THAT WE HAVE MORE INFORMATION WHEN THEY COME
06:08:35 IN WITH THE DEVELOPMENT ORDER AND HOW THEY ARE GOING TO
06:08:38 ACTIVATE THOSE AREAS.
06:08:40 WE'RE WORKING OUT THE STORMWATER MANAGEMENT CONDITION.
06:08:46 WE HAVE TO TWEAK THAT A LITTLE BIT.
06:08:49 BUILDING CONSTRUCTION, AGAIN, WE HAVE THE ELEVATOR
06:08:51 REQUIREMENT FOR THREE STORIES OR MORE.
06:08:53 THEY WOULD LIKE THE DEVIATION FOR THE TOWNHOME UNITS.
06:08:58 THEY WOULD HAVE TO HAVE A CONSTRUCTION TRAFFIC MANAGEMENT
06:09:00 PLAN WHEN THEY COME IN FOR THE DEVELOPMENT ORDER BECAUSE WE
06:09:03 KNOW THAT CONSTRUCTION ACTIVITY IS OF CONCERN TO THE
06:09:07 NEIGHBORS AND THEY WANT TO MAKE SURE, WE WANT TO MAKE SURE

06:09:09 THAT WE HAVE STAGING, WE HAVE A NAME TO CONTACT IN CASE OF
06:09:12 COMPLAINTS AND THAT THEY HAVE WATERING TRUCKS AND ALL THOSE
06:09:17 THINGS THAT ARE NECESSARY.

06:09:18 WE'VE GOT CONDITIONS ABOUT, KIND OF STANDARD CONDITIONS THAT
06:09:27 THE FIRE DEPARTMENT WANTS ABOUT RADIO ENHANCEMENTS.
06:09:29 THEN WE'VE GOT THE TRANSPORTATION CONDITIONS, WHICH WE'RE
06:09:35 STILL TRYING TO WORK THROUGH A LITTLE BIT OF THE LANGUAGE.
06:09:38 WE'VE GOT THE LANGUAGE THAT WE'VE GOT TO, THAT THEY NEED TO
06:09:41 WORK WITH F.D.O.T. ON THE SIGNAL TIMING MODIFICATION, BUT WE
06:09:45 ALSO WANTED TO HAVE CONDITIONS THAT WE HAVE THEM LOOKING AT
06:09:48 THE TURN LANES ON COCONUT ROAD, AN ADDITIONAL TURN LANE
06:09:53 GOING NORTH TO 41 AND THEN ON 41, IF THERE IS A NEED FOR AN
06:09:57 ADDITIONAL TURN LANE GOING WEST ONTO COCONUT ROAD.
06:10:00 THERE ARE TURN LANES ALREADY, BUT WE DON'T FEEL COMFORTABLE
06:10:03 THAT THE SIGNAL TIMING WILL SOLVE EVERYTHING, SO WE'VE GOT
06:10:07 TO LOOK AT THAT AT TIME OF DEVELOPMENT ORDERS.
06:10:09 AND THEN THEY TALKED ABOUT THE TURN LANES ON 41, BUT
06:10:16 F.D.O.T. DOES NOT -- IN THE CHANCE F.D.O.T. DOES NOT APPROVE
06:10:20 THOSE TURN LANES OR THE ACCESS POINTS, BECAUSE THEY WILL
06:10:22 DECIDE WE NEED THEM TO ANALYZE THE TRAFFIC TO SEE HOW THAT'S
06:10:26 GOING TO AFFECT THE PROJECT.
06:10:27 SO THEY'LL DO THAT AT TIME OF DEVELOPMENT ORDER.
06:10:30 AND THEN THE PHASING, WE'RE WORKING ON THE PHASING CONDITION
06:10:36 BECAUSE THE INITIAL ONE WAS VERY STRICT.
06:10:39 DIDN'T REALLY GIVE THEM ANY FLEXIBILITY.
06:10:41 SO THEY HAVE SUGGESTED SOME CHANGES, BUT THE PHASING IS
06:10:44 IMPORTANT BECAUSE WE WANT TO MAKE SURE WE GET THE PUBLIC
06:10:48 AMENITIES, THE PARK AREAS, AND THE INITIAL PHASE AND THAT WE

06:10:53 GET SOME COMMERCIAL BUILT SO IT DOESN'T BECOME JUST A BUNCH
06:10:57 OF APARTMENT UNITS.
06:10:59 AND THEN I KIND OF MAKE THIS JOKE ABOUT THIS, THAT THEY
06:11:02 BUILD THE APARTMENT UNITS PHASE ONE AND THEN PHASE TWO,
06:11:05 DEVELOPER LEAVES TOWN AND THEN YOU DON'T END UP WITH A
06:11:08 PROJECT THAT YOU WERE HOPING YOU WOULD GET.
06:11:09 WE'VE GOT SOME STRICT TIMING OF HOW THEY HAVE TO DO, THEY'LL
06:11:14 DO THE INFRASTRUCTURE IN THE FIRST PHASE, WHICH IS ALL THE
06:11:16 ROADWAYS, UTILITIES, THE TRAFFIC SIGNAL WILL BE IN THE FIRST
06:11:19 PHASE AND THEN IN THE SECOND PHASE, THEY WOULD DO THE 35,000
06:11:23 SQUARE FEET OF COMMERCIAL SPACE, BUT ALSO THE PARK, U.S. 41
06:11:29 PARK, THE CENTRAL GREEN AND THE PUBLIC COMPONENTS OF THE
06:11:32 RESTAURANT ROW AREA AND RAMBLA STREET.
06:11:35 AND THEN THE PHASE AFTER THAT WOULD INCLUDE AN ADDITIONAL
06:11:40 20,000 SQUARE FEET OF THE COMMERCIAL SPACE AND 20,000 SQUARE
06:11:43 FEET OF OFFICE AND THE CIVIC BUILDING THAT THEY TALKED
06:11:46 ABOUT.
06:11:49 WE ALSO ADDED THAT THE PARKING FOR EACH PHASE OBVIOUSLY HAS

06:11:51 TO BE PROVIDED AS YOU DO THE PHASES.
06:11:53 I THINK THIS CONDITION THAT WE'RE TALKING ABOUT MOST
06:11:58 RECENTLY AS OF TODAY IS I THINK WILL ACHIEVE WHAT WE'RE
06:12:03 WANTING TO GET.
06:12:04 >>Jim Wallace: BUT IF THERE ARE MULTIPLE PHASES AND ENOUGH
06:12:08 PHASES, THEN THE DEVELOPER CAN CHOOSE TO DO PHASE TWO AND
06:12:12 THREE AT THE SAME TIME OR FOUR AND FIVE AT THE SAME TIME.

06:12:14 IT GIVES THE DEVELOPER THE FLEXIBILITY THAT HE MAY NEED.
06:12:18 IF YOU BREAK IT DOWN TO TWO, IT'S KIND OF LIKE NOT ENOUGH.
06:12:21 IF YOU GIVE HIM ENOUGH AND YOU'RE HAPPY WITH IT, MY
06:12:25 EXPERIENCE THEN IS, IN THE PAST, AS A DEVELOPER, I'VE SAID,
06:12:28 OKAY, I'LL DO THREE AND FOUR TOGETHER.
06:12:30 YOU DON'T CARE.
06:12:31 >>Mary Gibbs: NO.
06:12:33 >>Jim Wallace: AS LONG AS THEY GET DONE.
06:12:35 >>Mary Gibbs: FIRST THEY SAID THEY MIGHT TRY TO DO IT IN ONE
06:12:39 PHASE BUT MIGHT POSSIBLY BE TWO PHASES.
06:12:42 THAT'S BETTER, THE MORE THEY CAN DO UP FRONT, THAT'S LESS
06:12:45 DISRUPTION TO THE NEIGHBORS.
06:12:47 WE WANT TO GIVE THE FLEXIBILITY SO THEY CAN GET THAT DONE.
06:12:49 >>Jim Wallace: IT IS IN ESTERO'S INTEREST THAT WE TRY TO
06:12:52 FACILITATE, MAKE IT AS EASY AS POSSIBLE FOR THE DEVELOPER TO
06:12:55 FINISH THE PROJECT WELL.
06:12:57 >>Mary Gibbs: YES.
06:12:57 >>Barry Jones: MARY, FOR THE RECORD, THOSE ARE ITEMS 5
06:13:00 THROUGH 30 IN THE PROPOSED ZONING ORDINANCE IS THE
06:13:02 CONDITIONS YOU WERE JUST KIND OF RUNNING THROUGH.
06:13:04 >>Mary Gibbs: YES.
06:13:05 THE ORDINANCES BEHIND THE STAFF REPORT.
06:13:09 >>Barry Jones: LOOKING FOR THEM IN WRITING, THAT'S WHERE
06:13:12 THEY ARE AT.
06:13:13 I JUST WANTED TO ADD A COUPLE TO THAT THAT THE PUBLIC MAY BE

06:13:16 INTERESTED IN.
06:13:16 THERE'S NO BLASTING OR PILE DRIVING ALLOWED.
06:13:19 SO THAT MITIGATES SOME OF THE CONSTRUCTION NOISE.
06:13:23 I BELIEVE THAT'S THE INTENT OF STAFF.
06:13:24 >>Mary Gibbs: YES.
06:13:26 >>Barry Jones: THEN IN ADDITION TO THAT, THERE ARE
06:13:28 CONDITIONS IN THERE ABOUT OUTDOOR ENTERTAINMENT, LIVE MUSIC,
06:13:32 THEY MAY BE INTERESTED IN THE PARTICULAR HOURS AND OUTDOOR
06:13:35 CONSUMPTION ON PREMISES SO YOU HAVE AN UNDERSTANDING AS TO
06:13:38 WHAT'S BEING PROPOSED FOR APPROVAL.
06:13:40 JUST OFFER A COUPLE ON THOSE, LIVE MUSIC AND CONSUMPTION FOR
06:13:46 THE PUBLIC KNOWLEDGE, IT WOULD BE APPRECIATED.
06:13:52 >>Mary Gibbs: YEAH, IF THEY HAVE OUTDOOR CONSUMPTION ON
06:13:57 PREMISES, THEY ARE LIMITED TO 10 A.M. TO 11 P.M. SUNDAY

06:14:00 THROUGH THURSDAY.
06:14:01 10 A.M. TO MIDNIGHT FRIDAY AND SATURDAY.
06:14:03 IF THEY WANT TO VARY FROM THAT, THEY WOULD NEED TO PROVIDE
06:14:07 AN AMENDMENT AND COME BACK HERE FOR PUBLIC HEARING.
06:14:11 >>Barry Jones: CONSISTENT WITH COCONUT POINT CURRENT
06:14:13 REGULATIONS?
06:14:14 >>Mary Gibbs: ESSENTIALLY SIMILAR TO WHAT WE DID WITH VIA
06:14:17 COCONUT WHERE THEY HAD THE MAIN STREET AREA, YEAH.
06:14:19 >>Barry Jones: THANK YOU.
06:14:20 THANK YOU FOR THAT.
06:14:28 THANK YOU FOR THAT QUICK RUN THROUGH OF ALL THE CONDITIONS.

06:14:32 THEY ALL SEEM TO MAKE SENSE.
06:14:33 WAS THE BUS SHELTER GOING TO BE ON 41 OR INTERNAL TO THE
06:14:37 SITE?
06:14:38 >>Mary Gibbs: LEE TRAN WAS SAYING ON 41 BUT THEY REALLY SAID
06:14:45 THEY WOULD WORK OUT MORE DETAIL AT TIME OF DEVELOPMENT
06:14:48 ORDER.
06:14:50 >>Barry Jones: SAVE QUESTIONS FOR LATER.
06:14:51 THANK YOU.
06:14:53 >>Jim Wallace: IF IT IS ON 41, MARY, YOU WOULD HAVE A
06:14:56 TURN-IN LANE SO THE BUS COULD STOP WITHOUT OBSTRUCTING
06:15:00 TRAFFIC ON 41?
06:15:02 >>Barry Jones: IT'S BASED ON WHAT TRIP DEMANDS REQUIRE.
06:15:07 IS THE APPLICANT PRESENTATION COMPLETE?
06:15:09 AND WE HAVE A STAFF PRESENTATION ON THE CONDITIONS.
06:15:12 DID THE APPLICANT AGREE WITH THE STAFF PRESENTATION OF
06:15:15 CONDITIONS?
06:15:15 DID THEY STATE THEM CLEARLY?
06:15:18 OKAY.
06:15:18 THANK YOU.
06:15:19 ARE WE READY TO OPEN IT UP TO PUBLIC COMMENT?
06:15:24 AT THIS TIME, WE WOULD LIKE TO OPEN THIS UP FOR PUBLIC
06:15:28 COMMENT.
06:15:28 TAMMY, IF YOU COULD START WITH THE SPEAKER CARDS.
06:15:31 AND REMEMBER THAT THE PUBLIC COMMENT PERIOD IS LIMITED TO
06:15:35 FIVE MINUTES.

06:15:36 YOU'LL SEE A CLOCK UP THERE.
06:15:38 IF SOMEONE WANTS TO CEDE TIME TO YOU OR SOMETHING, YOU CAN
06:15:42 CERTAINLY CONTINUE, BUT IN ORDER TO KEEP THESE MEETINGS
06:15:45 MOVING ALONG, THERE IS A TIME LIMIT.
06:15:47 SO WE ASK YOU TO BE RESPECTFUL OF THAT.
06:15:49 THANK YOU.
06:15:51 >>Tammy Duran: VICKY OLSON AND THEN GRANT JOHNSTON.
06:15:54 VICKY OLSON, YOU'RE UP.
06:16:10 IF I CALL YOUR NAME, YOU CAN GO TO THE PODIUM AND GRANT IS
06:16:15 AFTER HER.

06:16:16 >> MY NAME IS VICKY OLSON.
06:16:17 I DO LIVE IN THE COLONY AT PELICAN LANDING, WHICH IS ON THE
06:16:21 WESTERN PORTION OF COCONUT ROAD.
06:16:26 I'D JUST LIKE TO ADDRESS PNZ TO LOOK DILIGENTLY AT A COUPLE
06:16:34 OF THINGS.
06:16:35 ONE, OF COURSE, IS THE TRAFFIC PROBLEM AND THE PROBLEMS
06:16:41 CONNECTED WITH COCONUT ROAD.
06:16:44 THOSE OF US -- DID I DO SOMETHING?
06:16:49 THOSE OF US WHO ARE ACTUALLY ON THE GROUND ON THAT ROAD
06:16:53 UNDERSTAND THAT THE REALITY OF WHAT GOES ON THERE IS NOT
06:16:58 REFLECTED IN THE TRAFFIC STUDIES ALWAYS.
06:17:02 THE TRAFFIC STUDIES SAY, YES, NO PROBLEM, NO PROBLEM.
06:17:05 BUT THERE ARE, IN FACT, PROBLEMS, PARTICULARLY I THINK FOR
06:17:09 THE COMMUNITIES THAT ARE TO THE NORTH ON THE NORTH SIDE OF
06:17:13 COCONUT ROAD BECAUSE THEY ARE NOT GOING TO HAVE A SECOND

06:17:17 ACCESS TO 41 LIKE PELICAN LANDING IS WE HOPE EVENTUALLY IT'S
06:17:22 ALREADY TWO YEARS OVERDUE.
06:17:25 SO WE DON'T KNOW HOW LONG THAT WILL ACTUALLY SURFACE.
06:17:28 SO I WOULD ASK YOU TO LOOK DILIGENTLY AT THAT.
06:17:32 THE ESTERO VILLAGE DID A TRAFFIC STUDY, NOT THAT MANY YEARS
06:17:38 AGO REGARDING THE DEVELOPMENT AT THE WEST END OF COCONUT.
06:17:43 AND THE RESULTS OF THAT STUDY WERE PREDICTING ROAD FAILURE
06:17:49 OF COCONUT ROAD WEST IN NOT THAT MANY YEARS.
06:17:53 NOW, I'M NOT UNDERSTANDING HOW THAT RECONCILES WITH THE
06:17:56 STUDIES THAT YOU ARE BEING GIVEN AT THIS TIME.
06:18:00 SO I JUST URGE THIS BOARD TO LOOK BACK AT THAT STUDY AND ASK
06:18:05 YOURSELF WHAT HAS CHANGED BECAUSE THERE'S NOT LESS PROPOSED
06:18:10 DEVELOPMENT ON COCONUT.
06:18:11 THERE IS MORE.
06:18:13 AND LONDON BAY HAS 500 ACRES TO PLAY WITH DOWN THERE IN
06:18:19 ADDITION TO WHAT THEY HAVE UNDER DEVELOPMENT NOW.
06:18:24 PLEASE LOOK AT THAT.
06:18:26 ALSO, I'D LIKE TO SAY THAT TYPE OF HOUSING, WHICH MY
06:18:29 UNDERSTANDING FROM THE PUBLIC PRESENTATIONS, CORRECT ME IF
06:18:32 I'M WRONG, FROM THE DEVELOPER IS LIMITED ONLY TO NONOWNER
06:18:40 OCCUPIED RESIDENTIAL.
06:18:42 SO THE APARTMENTS AND THE TOWNHOMES.
06:18:44 I DON'T THINK THAT'S PARTICULARLY CONSISTENT WITH THE TYPE
06:18:50 OF HOUSING THAT IS IN EXISTENCE AND IS GOING IN AS NEW
06:18:54 DEVELOPMENT ON COCONUT ROAD WEST.

06:18:58 CERTAINLY NOTHING WRONG WITH RENTAL PROPERTIES IN A
06:19:03 COMMUNITY.
06:19:03 WE NEED THEM.
06:19:04 HOWEVER IN THIS LOCATION, WHAT GUARANTEES ARE THERE THAT THE
06:19:10 DEVELOPER HAS SAID THEY ARE GOING TO BE HIGH-END PROPERTIES.
06:19:14 THEY ARE NOT GOING TO BE SHORT-TERM TURNAROUND LEASES AND

06:19:17 THE DEVELOPER IS GOING TO CONTROL OF THIS ONCE THE UNITS ARE
06:19:23 BUILT.
06:19:24 WHAT GUARANTEES ARE GOING FORWARD?
06:19:27 THE LAST THING WE WOULD WANT TO SEE IN THIS AREA IS THE
06:19:30 DREADED WORDS AirBnB.
06:19:33 SO WHAT GUARANTEES ARE THERE GOING FORWARD THAT THE
06:19:40 CHARACTERISTIC OF THE RENTALS THAT'S BEING PRESENTED TO US
06:19:44 NOW IS GOING TO BE MAINTAINED IN THE LONG TERM?
06:19:48 SO THOSE ARE MY COMMENTS FOR YOU.
06:19:50 I JUST ASK YOU TO CONSIDER THOSE TWO ISSUES.
06:19:53 AND THANK YOU FOR YOUR TIME.
06:19:56 >>Barry Jones: THANK YOU.
06:19:56 VERY WELL THOUGHT OUT.
06:19:57 >>Tammy Duran: GRANT AND JERRY MASTERS IS AFTER THAT.
06:20:02 >>Mary Gibbs: IF I CAN MAKE A QUICK COMMENT JUST BEFORE WE
06:20:05 SPEAK, I FORGOT TO MENTION WE DO HAVE A PROPOSED CONDITION
06:20:08 THAT THERE BE A MINIMUM 12-MONTH LEASES.
06:20:15 >> MY NAME IS GRANT JOHNSTON.
06:20:17 23170 COCONUT SHORES DRIVE.

06:20:20 MY WIFE AND I HAVE OWNED THE PROPERTY FOR 22.5 YEARS SINCE
06:20:24 THE COMMUNITY WAS DEVELOPED.
06:20:25 I'M HAPPY TO FOLLOW THE LAST SPEAKER BECAUSE I HAVE MANY OF
06:20:28 THE SAME CONCERNS AND QUESTIONS ABOUT THE TRAFFIC STUDY.
06:20:31 I THINK FIRST THAT MANY OF US HEARD ABOUT THIS PARTICULAR
06:20:35 DEVELOPMENT WAS WHEN THE ANNOUNCEMENT THAT WOODFIELD HAD
06:20:39 PURCHASED THE PROPERTY WAS MADE.
06:20:40 AND AT THAT TIME THERE WAS A PRESS RELEASE BY WOODFIELD AND
06:20:44 REPRESENTATIVES FOR THE -- REPRESENTATIVES FROM WOODFIELD
06:20:47 AND THE BROKERS FOR THE PROJECT.
06:20:48 AND IT SAID THE EVENTUAL PLAN IS CREATE A RETAIL AND LIVING
06:20:52 CENTER SIMILAR TO THE ONE AT THE MERCADO IN NORTH NAPLES.
06:20:55 WE'RE CERTAINLY GETTING SOMETHING DIFFERENT AND I'M SURE
06:20:58 THERE ARE REASONS FOR THAT, BUT I THINK IT'S IMPORTANT TO DO
06:21:00 A COMPARISON OF THE PROPERTY AND MERCADO BECAUSE IT RELATES
06:21:05 DIRECTLY TO MY CONCERNS ON TRAFFIC.
06:21:06 IF YOU LOOK AT THE TWO PARCELS, BOTH PARCELS ARE THE SAME
06:21:09 APPROXIMATE SIZE, BOTH ARE ON HIGHWAY 41, BOTH ARE MIXED USE
06:21:13 DEVELOPMENTS.
06:21:13 BUT THE MERCADO HAS 144 OWNED RESIDENTIAL UNITS, NOT
06:21:21 RENTALS, AND NO HOTEL VERSUS THE NEARLY 600 UNITS AND THE
06:21:25 260-BED, SIX-STORY HOTEL THAT IS PLANNED FOR THE PROPERTY.
06:21:31 THE MERCADO IS BORDERED ON THE SOUTH BY VANDERBILT BEACH
06:21:38 ROAD WHICH IS A FOUR-LANE MAJOR EAST-WEST ROADWAY.
06:21:42 AND THE PROPERTY HERE, OF COURSE, IS BORDERED ON THE SOUTH

06:21:46 BY COCONUT ROAD WHICH IS A TWO-LANE ROAD AND DEAD ENDS TO
06:21:50 THE WEST.

06:21:51 THE MERCADO IS ON THE EAST SIDE OF HIGHWAY 41 AND THEREFORE
06:21:59 IT HAS ACCESS AND EGRESS ONTO VANDERBILT BEACH ROAD, A
06:22:04 FOUR-LANE ROAD.
06:22:05 AND THAT ALLEVIATES A GOOD AMOUNT OF TRAFFIC AND CONGESTION
06:22:11 ON HIGHWAY 41.
06:22:13 YOU LOOK AT THE COMPARISON OF THAT TO WHAT IS ON THE SOUTH
06:22:16 OF THIS PARCEL AND IT'S AGAIN A TWO-LANE ROAD THAT DEAD ENDS
06:22:20 TO THE WEST AND IT'S NOT ON THE EAST SIDE.
06:22:23 IT'S ON THE WEST SIDE.
06:22:24 AND I THINK IT POINTS OUT TO ME THAT THERE SEEMS TO BE A
06:22:29 FUNDAMENTAL LACK OF UNDERSTANDING THAT PEOPLE THAT LIVE WEST
06:22:33 OF 41 IN ALL OF ESTERO ARE VITALLY DEPENDENT UPON HIGHWAY 41
06:22:41 AS THEIR NORTH-SOUTH ROADWAY.
06:22:44 IT'S THE ONLY ROADWAY THEY HAVE FROM THEIR PROPERTY THAT IT
06:22:48 IS THE FIRST TOUCH OF A NORTH-SOUTH ROADWAY.
06:22:52 IF YOU LOOK AT OUR NEIGHBORS TO THE SOUTH FROM THE MERCADO
06:22:57 CLEAR UP TO BONITA BEACH ROAD, THEY HAVE AN ALTERNATIVE
06:23:00 NORTH-SOUTH ROADWAY IN VANDERBILT DRIVE.
06:23:03 SO THOSE PROPERTIES CAN IN AN EMERGENCY OR ON A REGULAR
06:23:07 BASIS GET OUT WITHOUT THE CONGESTION ALL BEING PUSHED ONTO
06:23:11 HIGHWAY 11.
06:23:12 THE SAME IS NOT TRUE OF THIS PROPERTY.
06:23:15 AND THIS DEVELOPMENT IS THE SAME WAY.

06:23:17 I AGREE WITH THE LAST SPEAKER.
06:23:19 I'M AMAZED AT THE TRAFFIC STUDIES THAT WE'VE HEARD HERE
06:23:24 TODAY BECAUSE IT SEEMS TO ME TO BE INCONSISTENT WITH WHAT I
06:23:27 LIVE WITH.
06:23:28 I THINK PART OF THE PROBLEM IS I DON'T THINK THERE'S BEEN A
06:23:31 TRAFFIC STUDY DONE AS FAR AS MY CONCERN FOR MY TIME IN
06:23:34 FLORIDA THAT INCLUDES LANDSCAPERS.
06:23:36 WE HAVE LANDSCAPE TRUCKS AND CARTS GOING EVERYWHERE ALL THE
06:23:39 TIME.
06:23:39 I'M NOT SURE THEY ARE EVER INCLUDED IN THE ROADWAYS.
06:23:42 BUT I BELIEVE THAT A COMPREHENSIVE STUDY IS DONE.
06:23:46 I THINK HIGHWAY 41 IS OF NO VALUE TO ANYONE AS A CLOGGED
06:23:49 ARTERY.
06:23:50 IT COULD BE A DEATH TRAP IN AN EMERGENCY.
06:23:53 THIS KIND OF PLANNING IS JUST PLAIN AND SIMPLY WRONG IN MY
06:23:57 MIND AND POTENTIALLY DEADLY.
06:23:59 I THINK IF WE THINK ABOUT A HURRICANE LIKE IAN THAT COMES
06:24:03 ASHORE 40 MILES SOUTH OF WHERE IAN DID, THINK ABOUT THE
06:24:06 IMPACT TO EVERYONE.
06:24:08 THE ENTIRE COMMUNITY OF ESTERO THAT LIVES WEST OF 41 AND A
06:24:12 GOOD PART OF BONITA SPRINGS THAT LIVES THERE AND IS ALSO
06:24:16 DEPENDENT ON 41.
06:24:18 THE CONGESTION AND PARTICULARLY NOW FOR WHAT IS BEING
06:24:20 PLANNED TO THROW AT THIS INTERSECTION AT COCONUT ROAD IS

06:24:24 GOING TO CREATE AN UNTENABLE SITUATION, AND I THINK

06:24:27 POTENTIALLY A DEADLY SITUATION.
06:24:29 I THINK IT'S THE WRONG PROJECT.
06:24:31 I THINK IT'S THE WRONG TIME FOR THIS PROJECT AND I CLEARLY
06:24:35 BELIEVE THAT THE VILLAGE HAD OUGHT TO SAY, NO, WE'RE NOT
06:24:38 GOING TO DO IT UNTIL WE GET A COMPREHENSIVE TRAFFIC STUDY
06:24:42 AND TRAFFIC ANALYSIS DONE AND PROBABLY SHARED WITH BONITA
06:24:46 SPRINGS BECAUSE THIS IS SOMETHING THAT WILL ULTIMATELY BE
06:24:50 DEADLY FOR THE COMMUNITY.
06:24:50 THANK YOU.
06:24:52 [APPLAUSE]
06:24:55 >>Tammy Duran: JERRY AND THEN FRANCISCO IS AFTER THAT.
06:25:02 >> I'M JERRY MASTERS, OWNER OF A VILLA AT 23231 COCONUT
06:25:09 SHORES DRIVE IN COCONUT SHORES.
06:25:11 100 FEET WEST OF THE PROPOSED DEVELOPMENT.
06:25:13 I PURCHASED THIS UNIT 18 YEARS AGO KNOWING THE DEVELOPMENT
06:25:18 AREA WAS ZONED MPD.
06:25:21 IN 2016, IT WAS DESIGNATED THE VILLAGE CENTER.
06:25:27 UH-OH, LOOK OUT.
06:25:28 THIS WAS DONE WITHOUT ADEQUATE CONSIDERATION OF IMPACTS ON
06:25:33 THE TWO ADJACENT RPDs NAMELY COCONUT SHORES AND MARSH
06:25:37 LANDING, NOR THE LIMITED CAPACITY OF COCONUT ROAD.
06:25:40 THIS PLANNED DEVELOPMENT DOESN'T FIT THE CRITERIA USED FOR
06:25:46 THE ESTERO VILLAGE CENTER NORTH OF WILLIAMS ROAD.
06:25:51 THE COMPREHENSIVE PLAN TOOK A BROADBRUSH BY APPLYING THE
06:25:55 SAME DESIGNATION TO DEVELOPMENTS WEST OF ROUTE 41 FROM NORTH

06:26:00 OF CORKSCREW ROAD, SOUTHERLY TO COCONUT ROAD.
06:26:05 WE'RE THE VICTIM OF THAT.
06:26:07 LUCKILY IT HASN'T BEEN REZONED.
06:26:10 NO DOUBLE DIPPING SHOULD BE ALLOWED FOR THIS SITE.
06:26:13 WOODFIELD HAS ADVERTISED ITS PLAN AS BEING COMPARABLE TO THE
06:26:19 MERCADO, AS POINTED OUT BY THE PREVIOUS PRESENTER.
06:26:21 WOODFIELD'S PLAN IS ALMOST SIX TIMES MERCADO'S DENSITY AS
06:26:29 MR. WALLACE ASKED WHAT THE COMPARISON MIGHT BE.
06:26:35 THIS IS NOT ACCEPTABLE, AS CORRECTLY POINTED OUT BY THE
06:26:39 PREVIOUS PRESENTER.
06:26:39 STAFF'S RELIANCE ON VILLAGE CENTER DESIGNATION IS NOT
06:26:44 CORRECT FOR THIS AREA.
06:26:47 DO NOT REZONE, RETAIN MPD REZONING.
06:26:51 SECONDLY, THE TRAFFIC STUDY PRESENTED BY WOODFIELD IS
06:26:56 WOEFULLY INADEQUATE.
06:26:58 THE IMPACTS ON THE ALREADY LIMITED CAPACITY OF COCONUT ROAD
06:27:01 ARE NOT PROPERLY ADDRESSED.
06:27:04 AN INDEPENDENT TRAFFIC STUDY MUST BE MADE BY ESTERO,
06:27:09 INDEPENDENT BEFORE PROGRESSING THIS APPLICATION.
06:27:12 STAFF'S PRESENT RECOMMENDATION SHOULD NOT BE RELIED ON.

06:27:17 THEY ARE JUST KICKING THE PROBLEM DOWN THE ROAD.
06:27:20 WITH THIS PLANNED DEVELOPMENT PLUS THE HUGE DEVELOPMENT IN
06:27:24 PROGRESS AND PLANNED ON THE WEST END OF COCONUT ROAD,
06:27:29 WITHOUT MITIGATION WILL CREATE A PARKING LOT ON THIS
06:27:39 EXISTING TWO-LANE ROAD WITHOUT MITIGATION CANNOT -- IT

06:27:44 CANNOT BE WIDENED.
06:27:45 COCONUT ROAD CAN'T BE WIDENED.
06:27:47 THAT'S BEEN DETERMINED BY SEVERAL PREVIOUS STUDIES.
06:27:51 DO WE WANT A SITUATION SIMILAR TO BONITA BEACH ROAD
06:27:55 CONGESTION ON CURRENTLY FOUR LANE CORRIDOR WEST OF ROUTE 41?
06:27:59 NO. ACCESS IMPACTS TO OUR COCONUT SHORES RPD AND OTHERS
06:28:04 ALONG THIS CORRIDOR HAVE NOT BEEN ADEQUATELY ADDRESSED BY
06:28:07 STAFF.
06:28:08 WHAT ABOUT SEWER AND WATER UTILITY IMPACTS TO BE PROVIDED BY
06:28:12 BONITA UTILITIES?
06:28:13 THIS HASN'T BEEN ANSWERED.
06:28:16 APPROVAL OF THIS APPLICATION RESULT IN A NEARLY 600-ROOM
06:28:22 RENTAL -- PLUS A 600-ROOM HOTEL.
06:28:25 THIS IS NOT ACCEPTABLE.
06:28:27 LEAVE PRESENT MPD ZONING IN PLACE.
06:28:31 DON'T BE BAMBOOZLED BY STAFF'S USE OF THE VILLAGE CENTER
06:28:35 DESIGNATION AS A ONE-SIZE-FITS-ALL BASIS FOR APPROVAL.
06:28:38 REJECT WOODFIELD'S APPLICATION.
06:28:42 SAVE ESTERO FROM UNMITIGATED GROWTH.
06:28:45 NO DOUBLE DIPPING.
06:28:46 THANK YOU.
06:28:48 >>Barry Jones: THANK YOU.
06:28:49 [APPLAUSE]
06:28:50 >>Tammy Duran: FRANCISCO AND THEN LARRY IS AFTER THAT.
06:28:56 >> GOOD EVENING.

06:28:59 I'M FRANCISCO FIGUEROA.
06:29:00 I LIVE IN THE COLONY AT PELICAN LANDING.
06:29:04 I'VE ONLY BEEN HERE A COUPLE OF YEARS.
06:29:06 I'M A LITTLE NEW TO THIS PROCESS, BUT I WANT TO BASICALLY
06:29:10 SUMMARIZE A STATEMENT AND REQUEST IS THAT YOU DELAY ANY
06:29:13 APPROVAL GOING FORWARD UNTIL WE HAVE AN INTEGRATED TOTAL
06:29:17 TRAFFIC STUDY COMPLETED BEFORE THIS GOES FORWARD.
06:29:22 WHAT HAPPENS IS WE HAVE A TOUGH SITUATION RIGHT NOW.
06:29:27 PEOPLE HAVE SPOKE VERY ELOQUENTLY ABOUT COCONUT ROAD.
06:29:30 WELL, WE HAVE THREE DIFFERENT JURISDICTIONS THAT ARE LOOKING
06:29:32 AT ALL OF THESE THINGS.
06:29:34 WE'RE HEARING WOODFIELD'S TONIGHT, WHICH IS PROBABLY A
06:29:36 COUPLE OF THOUSAND CARS THAT ARE GOING TO BE IMPINGING ON
06:29:39 THE AREA.
06:29:40 THAT'S FINE.
06:29:40 WE SUPPORT DEVELOPMENT.

06:29:43 BUT LAST NIGHT I WENT AND ATTENDED ANOTHER VIEW, BAY VIEW
06:29:48 PRESENTATION, AND THERE IS ANOTHER COUPLE OF THOUSAND CARS
06:29:51 THAT ARE GOING TO BE IMPACTING ON COCONUT ROAD, AND THAT'S
06:29:54 BONITA SPRINGS.
06:29:55 SO YOU'RE EVALUATING THIS ONE HERE.
06:29:58 AND THEN WE HAVE LEE COUNTY THAT'S ALSO INVOLVED IN A
06:30:01 PORTION OF THAT ROAD.
06:30:02 SO WE HAVE THREE DIFFERENT JURISDICTIONS AND TO MY
06:30:05 KNOWLEDGE, NONE OF THOSE THREE JURISDICTIONS HAVE NEVER COME

06:30:08 TOGETHER TO LOOK AT THE ENTIRETY OF COCONUT ROAD TRAFFIC
06:30:13 IMPACT.
06:30:14 SO WE'VE GOT ALSO TWO NEW HIGH-RISES GOING IN AT THE COLONY.
06:30:19 AND THOSE THINGS ARE GOING TO BE IMPINGING ON COCONUT ROAD.
06:30:23 SO I APPRECIATE ALL THE TIME AND EFFORT THAT WOODFIELD HAS
06:30:27 DONE AND YOUR STAFF AND EVERYBODY ELSE THAT HAS GONE THROUGH
06:30:30 THIS, BUT I COME TO YOU AS A SYSTEMS ENGINEER, AND I KNOW
06:30:33 THAT UNTIL YOU HAVE AN INTEGRATED VIEW OF THINGS, THEN YOU
06:30:37 REALLY CAN'T PROCEED BECAUSE ALL YOU'RE DOING IS TAKING
06:30:40 PIECES AND PARTS AND THEY MAY NEVER COME TOGETHER UNLESS YOU
06:30:44 HAVE AN INDEPENDENT TOTALLY INTEGRATED SYSTEMS PERSPECTIVE.
06:30:48 I'D LIKE TO ILLUSTRATE THAT WITH THE FOLLOWING WAY.
06:30:51 IT'S A CONCEPT CALLED A TRAGEDY OF THE COMMONS.
06:30:54 SO CONSIDER THIS CARPET HERE AS A POND AND EACH OF YOU OWN A
06:31:01 SLICE OF LAND THAT ABUTS ON THAT POND.
06:31:03 AND EACH OF YOU WILL MAKE YOUR OWN INDIVIDUAL DECISIONS THAT
06:31:06 OPTIMIZE FOR YOUR OWN BENEFIT AS BEFITS HUMAN NATURE.
06:31:12 BUT WHAT YOU DO WHEN YOU DO THAT INDIVIDUALLY, LIKE EACH
06:31:15 JURISDICTION OR EACH COMMUNITY, YOU GO THROUGH AND YOU
06:31:18 OPTIMIZE FOR YOUR OWN AND THEN IT DOESN'T NECESSARILY TAKE
06:31:22 INTO CONSIDERATION THE ENTIRETY OF THE POND.
06:31:25 AND WHAT HAPPENS IN THIS CASE OF TRAGEDY OF THE COMMONS IS
06:31:29 WHAT IT'S CALLED IS THE POND DIES.
06:31:32 AND NO ONE BENEFITS FROM THAT.
06:31:34 SO IF YOU LOOK AT THIS IN PIECES AND PARTS, YOU'RE NEVER

06:31:38 GOING TO HAVE A SATISFACTORY SOLUTION.
06:31:40 SO I URGE YOU TO DELAY APPROVING THIS UNTIL WE HAVE A TOTAL
06:31:45 SYSTEMS INTEGRATED, INDEPENDENT TRAFFIC STUDY ON COCONUT
06:31:49 ROAD BECAUSE IT CAN'T BE IMPROVED, CAN'T BE WIDENED AS FAR
06:31:53 AS I KNOW.
06:31:54 SO THAT NEEDS TO BE DONE BEFORE ANYTHING ELSE TAKES PLACE.
06:31:57 THANK YOU FOR YOUR CONSIDERATION.
06:32:00 >>Barry Jones: THANK YOU FOR YOUR TIME.
06:32:01 [APPLAUSE]
06:32:02 >>Tammy Duran: LARRY AND THEN CONNIE IS AFTER THAT.
06:32:09 >> HELLO.
06:32:09 MY NAME IS LARRY SHERMAN.

06:32:11 I LIVE IN THE COLONY AND I'VE BEEN A FULL-TIME RESIDENT
06:32:18 THERE FOR 13 YEARS.
06:32:19 I'M A LICENSED PROFESSIONAL ENGINEER AND I HAVE 35 YEARS OF
06:32:24 EXPERIENCE IN TRAFFIC ENGINEERING.
06:32:26 SO IN MY 13 YEARS HERE, I PROBABLY TRAVERSED THIS AREA
06:32:31 THOUSANDS OF TIMES.
06:32:32 I HAVE SOME CONCERNS ABOUT THE TRAFFIC CONTROL
06:32:36 RECOMMENDATIONS MADE IN THE ASSESSMENT.
06:32:39 I'LL GO OVER THOSE.
06:32:41 I DON'T HAVE SLIDES BUT I'LL GO BY WHAT WAS IN THE
06:32:44 TRANSPORTATION ASSESSMENT.
06:32:45 SO THAT WAS FIGURE ONE IN THE TRANSPORTATION ASSESSMENT.
06:32:49 THEY IDENTIFIED SEVEN INTERSECTIONS.

06:32:52 THE ONE I'LL START WITH IS ONE THAT A LOT OF PEOPLE ARE
06:32:55 CONCERNED ABOUT IS INTERSECTION 4 IN THAT FIGURE.
06:32:58 IT'S THE INTERSECTION OF COCONUT ROAD WITH WALDEN CENTER
06:33:00 DRIVE AND THE SITE DRIVEWAY.
06:33:03 I'M STARTING WITH THAT INTERSECTION AS I'M VERY CONCERNED
06:33:06 ABOUT THE RECOMMENDATION TO SIGNALIZE THAT INTERSECTION.
06:33:09 THE TRANSPORTATION ASSESSMENT RECOMMENDS THE INSTALLATION OF
06:33:13 A TRAFFIC SIGNAL AT THIS LOCATION BASED ON THE PEAK HOUR
06:33:17 WARRANT.
06:33:18 A TRAFFIC SIGNAL IS NOT WARRANTED AT THIS INTERSECTION.
06:33:21 USE OF THE PEAK HOUR WARRANT IS NOT APPROPRIATE FOR A MIXED
06:33:25 USE DEVELOPMENT SUCH AS THIS.
06:33:28 SECTIONS 4C.04 WARRANT 3, PEAK HOUR OF THE FEDERAL MANUAL OF
06:33:33 UNIFORM TRAFFIC CONTROL DEVICES SPECIFICALLY STATES, QUOTE,
06:33:37 THE SIGNAL WARRANT SHALL BE APPLIED ONLY IN UNUSUAL CASES
06:33:40 SUCH AS OFFICE COMPLEXES, MANUFACTURING PLANTS, INDUSTRIAL
06:33:45 COMPLEXES, OR HIGH OCCUPANCY VEHICLE FACILITIES THAT ATTRACT
06:33:50 OR DISCHARGE LARGE NUMBERS OF VEHICLES OVER A SHORT TIME,
06:33:54 END OF QUOTE.
06:33:55 FLORIDA D.O.T. GUIDANCE REGARDING WARRANT 3 PEAK HOUR
06:33:59 WARRANT STATES, QUOTE, PEAK HOUR WARRANT IS GENERALLY NOT
06:34:02 USED EXCEPT IN UNIQUE CIRCUMSTANCES, END OF A QUOTE.
06:34:05 THEY GO ON TO SAY THE MUTCD LIMITS THE, QUOTE, MUTCD LIMITS
06:34:12 THE APPLICATION OF THIS WARRANT TO ONLY SPECIFIC TRAFFIC
06:34:17 GENERATORS SUCH AS LARGE EMPLOYMENT CENTERS, END OF QUOTE.

06:34:19 THUS, THE USE OF THE PEAK HOUR WARRANT FOR THIS MIXED USE
06:34:22 DEVELOPMENT IS INAPPROPRIATE BASED ON BOTH FEDERAL AND
06:34:25 FLORIDA STANDARDS.
06:34:26 THE APPROPRIATE WARRANTS TO USE WHEN EVALUATING MIXED USE
06:34:31 DEVELOPMENT WOULD BE WARRANT ONE OR WARRANT TWO, WHICH ARE
06:34:35 THE TRAFFIC VOLUME WARRANTS, NOT THE PEAK HOUR WARRANT.
06:34:38 AND THEN SOME OTHER ISSUES RELATIVE TO THE SIGNALIZATION AT
06:34:43 THAT LOCATION THAT I'M CONCERNED ABOUT, ONE HAS TO DO WITH

06:34:48 OTHER FACTORS AND ONE OF THEM IS THE HIGH NUMBER OF RIGHT
06:34:51 TURNING MOVEMENTS.
06:34:53 RIGHT TURNING MOVEMENTS AT INTERSECTIONS HAVE MINIMAL
06:34:56 DELAYS.
06:34:57 RIGHT TURNING VEHICLES EXPERIENCE FEWER CONFLICTS THAN OTHER
06:35:01 MOVEMENTS.
06:35:01 FOR THIS REASON, RIGHT TURN MOVEMENTS ARE NOT CONSIDERED
06:35:04 SIGNIFICANT WHEN EVALUATING A LOCATION RELATIVE TO THE
06:35:08 TRAFFIC SIGNAL WARRANTS.
06:35:11 FIGURE 10 IN THE TRAFFIC EVALUATION THAT WAS DONE UNDER
06:35:16 SECTION PEAK HOUR VOLUMES AND LANE CONFIGURATIONS, I NOTED
06:35:20 THAT THE NORTHBOUND TO EASTBOUND RIGHT TURN FROM WALDEN
06:35:27 CENTER DRIVE ONTO COCONUT ROAD WAS 280 VEHICLES.
06:35:32 THIS RIGHT TURN ACCOUNTS FOR 50% OF THE TRAFFIC OF BOTH
06:35:36 NORTHBOUND AND SOUTHBOUND ENTERING THE INTERSECTION.
06:35:39 THUS HALF OF THE TRAFFIC ENTERING AN INTERSECTION FROM THE
06:35:43 SIDE ROADS IS RELATIVELY INCONSEQUENTIAL WITH REGARD TO THE

06:35:47 NEED FOR A TRAFFIC SIGNAL.
06:35:48 ANOTHER MATTER TO NOTE IN FIGURE 10 IS THE LANE
06:35:53 CONFIGURATION FOR EASTBOUND COCONUT ROAD TRAFFIC IS WRONG.
06:35:57 AND THIS IS VERY SIGNIFICANT BECAUSE IT HAS TO DO WITH HOW A
06:36:00 TRAFFIC SIGNAL WILL OPERATE AT THIS LOCATION.
06:36:02 IT SHOWS THREE LANES.
06:36:04 A LEFT-TURN LANE, A THRU LANE, AND A COMBINATION THRU AND
06:36:09 RIGHT-TURN LANE.
06:36:10 THERE WILL ONLY BE TWO LANES HERE.
06:36:12 I HAVEN'T SEEN ANYTHING THAT SAID THEY WERE GOING TO
06:36:15 RECONSTRUCT THIS INTERSECTION TO THE EAST OF THE SITE
06:36:18 DRIVEWAY AND WALDEN CENTER DRIVE.
06:36:23 WHAT YOU HAVE IS A HATCHED AREA THAT GOES FROM THREE FEET TO
06:36:27 11 FEET, WHILE -- FOR APPROXIMATELY 300 FEET APPROACHING
06:36:33 THIS INTERSECTION.
06:36:34 THAT CAN'T BE MADE TO FUNCTION AS A THRU LANE.
06:36:36 TO HAVE AN ADDITIONAL THRU LANE, THE EASTBOUND APPROACH
06:36:41 WOULD HAVE TO BE WIDENED.
06:36:43 I DON'T SEE THAT THAT'S THE LISTED AS ANY MITIGATION HERE.
06:36:46 THAT IS THE STATEMENT THAT THE INTERSECTION WILL OPERATE
06:36:49 ACCEPTABLY WITH TRAFFIC SIGNALS QUESTIONABLE, SINCE THE LANE
06:36:53 CONFIGURATION THAT WAS USED WAS INCORRECT.
06:36:55 ALSO, WITH ONLY ONE EASTBOUND THRU LANE ON COCONUT GOING
06:37:00 THROUGH THE INTERSECTION WITH THE SITE DRIVEWAY, IT'S
06:37:04 PROBLEMATIC.

06:37:05 THERE'S ONLY ONE LANE EASTBOUND GOING THROUGH.
06:37:14 WHAT CAN HAPPEN POTENTIALLY IS TRAFFIC CAN QUEUE BACK AND
06:37:18 ADVERSELY IMPACT THE INTERSECTION OF COCONUT ROAD WITH NORTH
06:37:23 COMMONS DRIVE.

06:37:23 QUEUED VEHICLES AT A CERTAIN TIME ARE VEHICLES SLOWING
06:37:27 APPROACHING THE QUEUE COULD BLOCK THE VISIBILITY OF
06:37:31 WESTBOUND COCONUT VEHICLES FOR VEHICLES TURNING LEFT ON
06:37:35 NORTH COMMONS DRIVE.
06:37:36 WITH REGARD TO THE LANE CONFIGURATION AT WALDEN DRIVE AND
06:37:38 THE SIGHT DRIVEWAYS, THE NORTH-SOUTH LAYOUT THAT'S PRETTY
06:37:44 POOR LAYOUT RIGHT NOW AND WOULD NOT FUNCTION WELL
06:37:46 PARTICULARLY IN SIGNALIZED.
06:37:47 WIDE MEDIANS, ESPECIALLY THE ONE ON THE SIGHT DRIVEWAY
06:37:51 RESULT IN OPPOSING LEFT-TURN LANES BEING OFFSET IN THE WRONG
06:37:55 DIRECTION.
06:37:55 >>Tammy Duran: EXCUSE ME.
06:37:57 YOUR FIVE MINUTES ARE UP.
06:38:01 >> CAN I ASK FOR MORE TIME?
06:38:03 >>Barry Jones: WHAT PAGE ARE WE ON?
06:38:05 >> I'M ON THE SECOND PAGE AND I HAVE A COUPLE MORE TO GO.
06:38:08 I JUST TALK ABOUT THIS INTERSECTION AND THEN TALK ABOUT
06:38:12 SIGNAL TIMINGS.
06:38:13 JUST FINISH ON THIS SECTION AND --
06:38:20 >>Barry Jones: CAN WE GIVE THE GENTLEMAN THREE MORE MINUTES?
06:38:23 >>Tammy Duran: YOU ALSO HAVE HIS LETTER IN E-COMMENTS AS

06:38:27 WELL.
06:38:27 >>Barry Jones: UNDERSTOOD.
06:38:28 STAFF HAS A COPY OF YOUR COMMENTS.
06:38:30 COULD I ASK YOU A QUESTION, AS A LICENSED PROFESSIONAL
06:38:32 ENGINEER, DID YOU EVER PREPARE A REPORT THAT FAVORED A
06:38:35 CLIENT'S POSITION AND PUT YOUR SEAL ON IT?
06:38:42 >> I WORKED IN A REGION IN NEW YORK STATE IN ROCHESTER,
06:38:45 COVERED SEVEN COUNTIES.
06:38:47 I WAS THE TRAFFIC ENGINEER.
06:38:48 >>Barry Jones: YOU WEREN'T WRITING REPORTS YOURSELF THEN.
06:38:51 YOU WERE REVIEWING.
06:38:53 >> WELL, I DID TONS OF STUDIES RELATIVE TO THE NEED FOR
06:38:56 TRAFFIC CONTROL DEVICES, SIGNALS.
06:38:59 AS FAR AS DEVELOPMENTS GETTING ACCESS TO THE STATE HIGHWAY,
06:39:03 WE REVIEWED WHAT CONSULTANTS DID.
06:39:05 DID WE APPROVE THEM, YEAH.
06:39:08 DID WE MAKE THEM DO THE WORK REQUIRED TO DO?
06:39:10 YES.
06:39:11 >>Barry Jones: IN YOUR EXPERIENCE, THERE IS A METHODOLOGY
06:39:13 THAT EVERY TIS IS REQUIRED TO FOLLOW IN ORDER TO BE
06:39:16 QUALIFIED FOR THE ENGINEER TO PUT A SEAL ON IT.
06:39:24 >> PROFESSIONAL ENGINEERS, I DON'T KNOW, WE DIDN'T OFTEN
06:39:29 HAVE PEOPLE PUT A SEAL.
06:39:34 USUALLY I WAS ON PLAN.
06:39:35 TRAFFIC IMPACT STUDY AND PE, YOU DIDN'T PUT A SEAL ON IT.

06:39:39 >>Barry Jones: THANK YOU.
06:39:40 >> CAN I GET A FEW MORE MINUTES?
06:39:42 >>Barry Jones: I THINK WE COULD LEAVE YOUR LETTER.
06:39:44 WE UNDERSTAND YOU HAVE SPECIFIC OBJECTIONS TO THE TIS AND
06:39:47 THEY'LL LOOK AT IT AND MAKE SURE THAT IT'S CONSISTENT WITH
06:39:49 THE MUTCD.
06:39:52 >> THE ONE THING JUST IS I CONTACTED LEE COUNTY.
06:39:56 I GOT THE TIMINGS OF THE SIGNALS ON 41.
06:39:59 I THINK VERY IMPORTANT TO NOTE THAT SIGNALS ARE
06:40:03 INTERCONNECTED FOR QUITE A LENGTH, ALL THE WAY FROM ESTERO
06:40:07 PARKWAY DOWN TO BONITA BEACH ROAD.
06:40:10 SAYING WE'RE JUST GOING TO CHANGE THE SIGNALS IS NOT
06:40:12 REALISTIC.
06:40:13 THERE ARE FOUR DIFFERENT TIMING PATTERNS THROUGHOUT THE DAY
06:40:15 TO KEEP THE 55,000 CARS ON 41 TRAVELING SAFE.
06:40:21 >>Barry Jones: UNDERSTOOD.
06:40:22 WE ASKED SPECIFIC QUESTIONS ON THAT, TOO.
06:40:24 THANK YOU.
06:40:27 WITH ALL DUE RESPECT, WE NEED TO MOVE ALONG.
06:40:30 THANK YOU.
06:40:33 >>Tammy Duran: CONNIE.
06:40:34 AND THEN, JILL, YOU'RE NEXT AFTER CONNIE.
06:40:41 >> HELLO.
06:40:42 I'M CONNIE MANSFIELD, PRESIDENT OF MARSH LANDING COMMUNITY
06:40:47 ASSOCIATION.

06:40:47 I'VE BEEN THE PRESIDENT FOR 20 YEARS, SO I'VE LIVED THROUGH,
06:40:51 BARRY KNOWS ME.
06:40:52 I WORKED THROUGH THE YEARS.
06:40:53 JIM, I WORKED A COUPLE WITH HIM.
06:40:55 I WAS THERE THROUGH THE DEVELOPMENT OF COCONUT TRACE OR
06:40:59 WHATEVER THAT IS IN THE FRONT.
06:41:00 I'M GOING TO MAKE ONE COMMENT ON TRAFFIC.
06:41:06 FOR OUR PERSPECTIVE, OURS BEING MARSH LANDING, ANYTHING THAT
06:41:09 STACKS UP ONE MORE CAR IS A NO FOR US, BECAUSE WE CAN'T GET
06:41:13 OUT IN THE MORNING TO THE POINT THAT OUR ELEMENTARY SCHOOL
06:41:17 BUS NOW COMES AT 9:30 BECAUSE THEY CAN'T GET THEM IN AND
06:41:20 OUT.
06:41:20 WE HAVE TEN SCHOOL BUSES THAT COME IN.
06:41:23 THEY CAN'T GET THEM OUT IN THE MORNING AND I KNOW BARRY,
06:41:26 THEY'VE GOT TO BE BACKED UP PRETTY CLOSE TO FOUNTAIN LAKES
06:41:30 BECAUSE WE'RE SOLID.
06:41:31 MY COMMENTS REALLY, I DO WANT TO COMMENT THAT I HAVE WORKED
06:41:36 WITH ROSS ON SOME THINGS, AND THEY MADE SOME ADJUSTMENTS,
06:41:41 ONE BEING THE BUFFER, WHICH WE APPRECIATE, AND WE CERTAINLY
06:41:47 WOULD WANT ACTUALLY THE FENCE WAS OUR PREFERRED VERSUS A
06:41:50 WALL.
06:41:51 MY THREE THINGS I WANT TO TALK ABOUT IS I TALKED ABOUT THE

06:41:58 BUFFER.
06:42:00 I THINK IT LOOKS ADEQUATE AND MORE DENSITY IT GETS THE
06:42:05 BETTER WITH THE FENCE IN THERE.

06:42:06 THE BUS SHELTER.
06:42:09 THERE IS A BUS SHELTER RIGHT IN FRONT OF -- AS SOON AS YOU
06:42:12 COME OUT OF MARSH LANDING.
06:42:13 AND SO IT MUST BE A THOUSAND FEET AND THEY ARE GOING TO PUT
06:42:16 ANOTHER BUS SHELTER.
06:42:19 I'VE NEVER SEEN THE FIRST PERSON YET THERE.
06:42:21 SECONDLY, THE LIVE MUSIC, I THINK COCONUT POINT, YEAH, THE
06:42:36 MALL, I THINK THEIRS IS 11:00, BECAUSE WE CAN HEAR THE MUSIC
06:42:41 AT NIGHT.
06:42:42 AND I THINK ITS SHUTOFF IS 11:00, BUT I WOULD NEED TO CHECK
06:42:48 THAT.
06:42:48 IF IT GOES UNTIL MIDNIGHT, WE'RE CLOSER TO THIS THAN WE ARE
06:42:51 TO WHERE IT'S COMING FROM AT THE MALL.
06:42:54 NOW, THE BIGGIE.
06:42:56 SAVE THE BEST TO LAST.
06:42:57 I'M CONCERNED ABOUT THE STORMWATER.
06:43:00 I KNOW IT'S PERMITTED TO COME INTO THE TWO DRAINAGE DITCHES
06:43:05 THAT FLOW A LITTLE BIT IN COCONUT SHORES AROUND THE BACK OF
06:43:10 MARSH LANDING DOWN INTO FOUNTAIN LAKES.
06:43:13 AND I UNDERSTAND WHAT YOU'RE SAYING.
06:43:15 YOU'RE GOING TO MANAGE IT INTO THAT POND, FOUNTAIN LAKES AND
06:43:19 MARSH LANDING MEET, BUT THAT THING BACKS UP IN THE
06:43:22 SUMMERTIME.
06:43:22 THAT'S WHY WE HAD TO DIG OUR DITCHES OUT A LITTLE BIT MORE
06:43:26 BECAUSE WE WERE GETTING FLOODING.

06:43:27 SO IN THE ACCOUNTING FOR WATER, NOT ONLY IS IT THE DISPLACED
06:43:35 WATER COMING OFF OF THE DEVELOPMENT, BUT YOU GOT TO
06:43:39 UNDERSTAND THAT THE WATER BACKS UP OUT OF HALFWAY CREEK AND
06:43:42 BACK INTO THERE.
06:43:43 WE'RE ALMOST AT FULL CAPACITY MOST OF THE SUMMER THROUGH THE
06:43:47 RAINS.
06:43:47 WHY AM I SO OBSESSED WITH THIS?
06:43:50 WHEN THEY PUT THE FRONT IN, WHEN THE ASSISTED LIVING WENT
06:43:57 IN, SOMETHING HAPPENED WITH THE DRAINAGE.
06:44:00 THERE'S ONE LITTLE RETENTION POND.
06:44:04 DAVE HAS BEEN OUT WORKING WITH ME.
06:44:06 WE FLOOD EVERY RAIN DOWN OUR DRIVEWAYS.
06:44:10 AND I WANT TO MAKE SURE BECAUSE IF IT'S BACKING UP FROM
06:44:14 HALFWAY CREEK AND COMING OFF OF EMMITT, WE'RE THE LOW POINT
06:44:19 AND HAVE HOUSES UNDERWATER.
06:44:21 SO THAT IS CRITICAL.
06:44:22 I HAVE SHARED THAT WITH ROSS.
06:44:24 WE HAVE AN ENGINEER ON RETAINER.

06:44:26 WE HAVE SINCE THAT FRONT WAS DEVELOPED.
06:44:28 AND I HAVE PUT THEM IN CONTACT.
06:44:31 I WANT YOU GUYS TO MAKE SURE THAT YOU'RE VERY COMFORTABLE
06:44:35 THAT THE STORMWATER CAN BE CONTAINED AND TAKEN CARE OF.
06:44:39 THAT'S IT.
06:44:41 >>Barry Jones: THANK YOU.
06:44:43 [APPLAUSE]

06:44:44 >>Tammy Duran: JILL AND THEN JOHN.
06:44:54 >> GOOD EVENING.
06:44:55 I'M GOING TO CHANGE THE SUBJECT SLIGHTLY.
06:44:59 >>Barry Jones: COULD YOU STATE YOUR NAME AND WHERE YOU LIVE,
06:45:01 PLEASE?
06:45:02 >> YES.
06:45:02 I AM JILL KING LUCAS.
06:45:04 I LIVE IN MEADOWBROOK, WHICH IS HALFWAY DOWN COCONUT ROAD.
06:45:08 I'M HERE TODAY TO REPRESENT THE 650 PEOPLE THAT SIGNED THE
06:45:16 PETITION PROTESTING THE DENSITY OF THE PROPOSED WOODFIELD
06:45:22 DEVELOPMENT.
06:45:24 WE ARE VERY CONCERNED THAT THE COMMUNITY DEVELOPMENT BOARD
06:45:29 WOULD EVEN CONSIDER ALLOWING WOODFIELD TO MOVE TO A TIER 3
06:45:34 PLAN.
06:45:35 WHICH WOULD ONLY INCREASE THE PROBLEMS OF DENSITY AND
06:45:39 HEIGHT.
06:45:40 IT WOULD ALSO SET A PRECEDENT FOR OTHER DEVELOPERS IN
06:45:44 ESTERO.
06:45:47 WOODFIELD WOULD LIKE TO CONSTRUCT A 595 APARTMENTS, A HOTEL
06:45:56 WITH 260 ROOMS.
06:46:00 IT WAS ONCE TWO, BUT NOW IT IS FOUR PARKING STRUCTURES.
06:46:07 OFFICE SPACES, SHOPS, RESTAURANTS, ALL ON THAT CORNER.
06:46:12 THIS LOOSELY TRANSLATES INTO 1,200 FULL-TIME RESIDENTS.
06:46:23 2,400 CARS, AND WE ARE JUST REFERRING TO THE APARTMENTS.
06:46:31 THE HOTEL WOULD DRAW APPROXIMATELY 680 PEOPLE, INCLUDING

06:46:38 GUESTS AND STAFF IN TOTAL YOU WOULD HAVE 2,000 PEOPLE IF YOU
06:46:44 ALLOWED EACH OF THESE PEOPLE ONE CAR, YOU WOULD HAVE 2,200
06:46:50 VEHICLES LEAVING AND ENTERING THIS SITE DAILY.
06:46:55 IT'S OKAY TO SAY THAT YOU'VE GOT 596 UPSCALE APARTMENTS, BUT
06:47:06 TRANSLATE THAT INTO PEOPLE AND CARS.
06:47:09 AFTER MUCH CONSIDERATION, WE HAVE CONCLUDED THAT THE DENSITY
06:47:16 OF THIS DEVELOPMENT IS DETRIMENTAL TO THE SURROUNDING
06:47:21 COMMUNITIES.
06:47:22 IT IS ALSO UNNECESSARY AS IT IS MERELY A DUPLICATION OF
06:47:28 COCONUT POINT, WHICH IS A MILE AWAY ACROSS 41.
06:47:33 OUR SUGGESTIONS ARE FOR THIS COMMUNITY, DO NOT BUILD A
06:47:39 HOTEL.
06:47:40 REDUCE THE APARTMENTS.
06:47:42 KEEP THE OFFICES, STORES, AND RESTAURANTS AND DEVELOP MORE

06:47:47 GREENSPACE.
06:47:51 LEFT AS IT IS, EXISTING HOME VALUES WILL DROP.
06:47:58 TRAFFIC, NOISE, AND CONGESTION DOES NOT INCREASE THE VALUE
06:48:03 OF YOUR PROPERTIES.
06:48:05 MANY, MANY PROBLEMS WILL ARISE FROM THE DENSITY OF THIS
06:48:09 PROJECT.
06:48:10 WE WILL POINT THEM OUT AS EACH SPEAKER PRESENTS THEIR CASE.
06:48:15 DO NOT JEOPARDIZE OUR SAFETY AND THE VALUE OF OUR HOMES TO
06:48:20 SATISFY A GREEDY DEVELOPER.
06:48:23 WHAT WILL THE PLANNING AND ZONING BOARD DO TO HELP US COME
06:48:27 TO A SATISFACTORY SOLUTION FOR REDUCING THE DENSITY OF THE

06:48:32 WOODFIELD PROJECT?
06:48:33 THANK YOU.
06:48:35 >>Barry Jones: THANK YOU.
06:48:37 >>Tammy Duran: JOHN AND THEN KAREN IS AFTER THAT.
06:48:41 >>Mary Gibbs: IF I CAN MAKE ONE COMMENT, I DON'T HAVE ANY
06:48:44 PETITION.
06:48:46 SO IF YOU SENT ONE IN, I DON'T HAVE IT.
06:48:51 >>Barry Jones: WAS IT NOT SUBMITTED ONLINE?
06:48:53 >>Tammy Duran: NO, DID NOT GET IT.
06:48:56 >>Mary Gibbs: NO, I THINK I HAVE THE LETTER THAT REFERENCES
06:48:58 600 PEOPLE.
06:48:59 BUT I DON'T HAVE A PETITION.
06:49:03 >> I'LL GET IT TO YOU.
06:49:05 >>Barry Jones: THANK YOU.
06:49:07 >> GOOD AFTERNOON.
06:49:08 DON SECORA.
06:49:10 I, TOO, LIVE IN MEADOWBROOK AND HALF MILE FROM THE PROPOSED
06:49:14 DEVELOPMENT ON THE NORTH SIDE AND LIKE COCONUT SHORES, THE
06:49:19 USE OF COCONUT ROAD IS VERY, VERY DIFFICULT AND WE HAVE SOME
06:49:22 SIGNIFICANT CONCERNS.
06:49:23 596 APARTMENTS AND TOWN HOUSES.
06:49:29 260 HOTEL ROOMS.
06:49:32 MULTIPLE SHOPS, MULTIPLE OFFICES, MULTIPLE RESTAURANTS.
06:49:38 THESE THINGS WILL GENERATE THOUSANDS OF RESIDENTS, SHOPPERS
06:49:41 AND GUESTS ON A DAILY BASIS.

06:49:44 MOST OF THESE PEOPLE WILL ENTER AND EXIT THE PROPOSED
06:49:47 DEVELOPMENT BY CAR.
06:49:47 THE TRAFFIC FLOW WILL BE CONSTANT FROM MORNING UNTIL NIGHT
06:49:54 AND THAT'S DIFFERENT FROM WHAT WAS SAID EARLIER BY THE
06:49:57 PROPOSED DEVELOPER.
06:49:57 MANY, IF NOT MOST, WILL ENTER AND EXIT THE PROPOSED
06:50:03 DEVELOPMENT VIA COCONUT ROAD.
06:50:06 WITH THOUSANDS OF ADDITIONAL ROADS ON COCONUT ROAD, THE
06:50:09 EXISTING ESTERO RESIDENTS LIVING WEST OF THE DEVELOPMENT
06:50:13 CURRENTLY TEN DIFFERENT COMMUNITIES AND SOON TO BE 12, WILL

06:50:18 SURELY EXPERIENCE SIGNIFICANT TRAVEL DELAYS LEADING TO
06:50:22 FRUSTRATION AND CAUSING SAFETY ISSUES, ESPECIALLY DURING
06:50:26 PERIODS OF STORMS AND OTHER EMERGENCIES.
06:50:28 THESE ESTERO RESIDENTS ARE COMPLETELY DEPENDENT ON COCONUT
06:50:34 ROAD AS THEIR ONLY MEANS OF GETTING TO AND FROM THEIR HOMES.
06:50:37 WHAT PLANS DOES THE VILLAGE HAVE FOR ENTERING AND EXITING
06:50:42 THE PROPOSED DEVELOPMENT WITHOUT JEOPARDIZING THE FLOW OF
06:50:47 TRAFFIC FOR OUR EXISTING ESTERO RESIDENTS?
06:50:51 COCONUT ROAD WEST OF U.S. 41 IS CURRENTLY A TWO-LANE ROAD.
06:50:57 TRAFFIC IS ALREADY AN ISSUE DURING SEASON AND DURING CERTAIN
06:51:01 TIMES OF THE DAY.
06:51:03 ATTEMPTS TO EXIT OUR COMMUNITIES ONTO COCONUT ROAD CAN BE
06:51:07 DIFFICULT IF NOT HAZARDOUS.
06:51:09 WITH NEW DEVELOPMENTS BOTH EAST AND WEST OF THE EXISTING
06:51:14 COMMUNITIES, THIS WILL ONLY WORSEN.

06:51:16 IS THERE A CIP PLAN TO WIDEN OR OTHERWISE IMPROVE COCONUT
06:51:22 ROAD?
06:51:23 HOW ARE THE VILLAGE OF ESTERO, THE CITY OF BONITA SPRINGS
06:51:27 AND LEE COUNTY GOING TO ENSURE THE RESIDENTS THAT MUST USE
06:51:31 COCONUT ROAD DAILY AS THEIR ONLY ROUTE TO AND FROM U.S. 41
06:51:36 WILL NOT BE SERIOUSLY COMPROMISED BY THIS DEVELOPMENT.
06:51:41 WATER RUNOFF AND FLOODING AS ONE OF THE PREVIOUS SPEAKERS
06:51:48 MENTIONED, COCONUT ROAD WEST OF U.S. 41 ALREADY FLOODS
06:51:51 DURING HEAVY RAINS.
06:51:52 BOTH SIDES OF THE ROAD COLLECT AND HOLD WATER RUNOFF.
06:51:56 THE PROPOSED DEVELOPMENT HAS A MINIMUM OF GREENSPACE
06:52:00 REPLACED BY SIGNIFICANT HARD SCAPE.
06:52:02 THERE IS A CONCERN THIS WILL GENERATE ADDITIONAL RUNOFF
06:52:06 CAUSING ADDITIONAL FLOODING TO COCONUT ROAD AND OTHER
06:52:09 SURROUNDING AREAS.
06:52:11 WHAT PLANS DOES THE VILLAGE OF ESTERO HAVE TO ENSURE THIS
06:52:16 PROPOSED DEVELOPMENT DOES NOT NEGATIVELY IMPACT THE HANDLING
06:52:20 OF WATER RUNOFF AND POSSIBLE FLOODING DURING THE RAINY
06:52:24 SEASON AND STORMS?
06:52:27 AGAIN, CONSIDERING THE SIGNIFICANT LOSS OF GREENSPACE AND
06:52:30 INCREASE OF HARD SCAPE.
06:52:31 FINALLY, I ASK THAT WITH TWO MAJOR DEVELOPMENTS, ONE TO THE
06:52:36 EAST AND ONE TO THE WEST OF THOSE OF US LIVING ALONG COCONUT
06:52:40 ROAD, YOU CONSIDER THE IMPACT OF THESE TWO TAKEN TOGETHER
06:52:49 WILL HAVE ON THOSE OF US LIVING BETWEEN THESE TWO

06:52:52 DEVELOPMENTS.
06:52:52 WE FEEL BOTH FIGURATIVELY AND LITERALLY CAUGHT IN THE
06:52:59 MIDDLE.
06:52:59 THANK YOU.
06:53:01 >>Barry Jones: THANK YOU.
06:53:02 >>Tammy Duran: KAREN AND TRACY IS AFTER THAT.

06:53:08 >> GOOD EVENING.
06:53:09 MY NAME IS KAREN SMITH.
06:53:11 9175 SPRING RUN BOULEVARD IN THE BROOKS COMMUNITIES.
06:53:16 I STRONGLY AGREE WITH THE PAST SPEAKERS.
06:53:20 AND WHILE I LIVE NOT TO THE WEST ON COCONUT ROAD, BUT
06:53:27 TOWARDS THE EAST, I HAVE CONCERNS.
06:53:30 AFTER READING THE ATTACHMENTS THAT WERE LISTED WITH THE
06:53:33 AGENDA, I HAVE SOME OBSERVATIONS AND QUESTIONS.
06:53:37 THE PROJECT DESCRIPTION IS ENVISIONED TO BE A DENSE, HIGHLY
06:53:43 WALKABLE URBAN MIXED USE SITE WITH OFFICE, HOTEL, DINING,
06:53:47 AND RESIDENTIAL USES.
06:53:50 AFTER LOOKING AT THE PICTURES OF THE PROJECT, IT SEEMS
06:53:54 MOSTLY RESIDENTIAL, INCLUDING A VERY LARGE HOTEL.
06:54:00 THE COMMERCIAL AND DINING AREA IS 82,000 SQUARE FEET.
06:54:06 THE PROPOSED HOTEL WILL TAKE UP 200,000 SQUARE FEET.
06:54:10 WE HAVE HOTELS AT COCONUT POINT AND THE HYATT, WHICH SEEM TO
06:54:16 BE PLENTY IN THIS AREA OF ESTERO.
06:54:20 IF WE NEED ANOTHER HOTEL, HOW ABOUT A SMALLER BOUTIQUE HOTEL
06:54:26 WHICH WOULD ADD SOME CHARACTER.

06:54:29 THE APARTMENTS AND TOWNHOMES ARE TOO DENSELY CONCENTRATED
06:54:33 AND THE HEIGHT IS NOT IN KEEPING WITH CURRENT HEIGHT
06:54:37 GUIDELINES IN ESTERO.
06:54:38 IS THIS TO BE OUR TOWN CENTER?
06:54:42 CAN YOU GUARANTEE AT LEAST A CONVENIENCE STORE FOR
06:54:47 RESIDENTS, A POST OFFICE OR OTHER AMENITIES?
06:54:52 THAT TO ME IS A TOWN CENTER.
06:54:53 THIS IS A GLORIFIED RESIDENTIAL PROJECT WITH A SMALL AMOUNT
06:54:59 OF GREENSPACE, A PAVILION AND CONCERT AREA, WE ALREADY HAVE
06:55:05 A VERY NICE OUTDOOR PAVILION FOR CONCERTS AT ESTERO
06:55:09 COMMUNITY PARK.
06:55:10 WHICH BRINGS ME TO MY CONCERNS.
06:55:15 NOISE LEVEL.
06:55:17 MUSIC CURFEWS 10 A.M. TO 11 P.M. SUNDAY THROUGH THURSDAY AND
06:55:21 10 A.M. TO MIDNIGHT ON FRIDAY AND SATURDAY IS UNACCEPTABLE
06:55:27 FOR THE RESIDENTS IN COCONUT SHORES.
06:55:30 I PROBABLY WON'T HEAR IT AND WHERE I LIVE, BUT I THINK ABOUT
06:55:34 THEM.
06:55:35 OKAY.
06:55:36 AND THE PEOPLE AT COCONUT SHORES HAVE REQUESTED A TEN FOOT
06:55:42 WALL TO MITIGATE NOISE LEVELS AND PROVIDE SAFETY FOR THEIR
06:55:47 RESIDENTS.
06:55:47 TWO, ENVIRONMENTAL POLLUTION IMPACT.
06:55:51 I RECENTLY LEARNED THE TERM ELICIT DISCHARGE FROM A VILLAGE
06:55:57 OF ESTERO PUBLICATION.

06:55:59 THE LAND IN QUESTION IS CERTAINLY AN ELICIT DISCHARGE
06:56:04 REGARDING THE ONGOING STORAGE OF HURRICANE DEBRIS.

06:56:09 HAS THE PROPERTY BEEN TESTED?
06:56:11 WILL YOU PUBLISH THE RESULTS OF SOIL AND ELICIT DISCHARGE
06:56:19 TEST?
06:56:19 APPARENTLY, THE WEST END OF COCONUT ROAD ALREADY FLOODS WITH
06:56:24 HEAVY RAINS.
06:56:25 CAN YOU GUARANTEE THIS PROJECT WILL NOT LEAD TO INCREASED
06:56:28 FLOODING?
06:56:28 SAFETY.
06:56:30 A WALKABLE PROJECT.
06:56:32 I COULD WALK TO WEST FIELD, HOWEVER CROSSING 41 NOW IS A
06:56:39 REAL RISK.
06:56:39 WOULD THE DEVELOPER BUILD A WALKWAY OVER 41 FOR PEDESTRIANS
06:56:44 AND BICYCLES?
06:56:46 IF YOU WANT MORE WALKERS, BUILD A WALKWAY OVER 41.
06:56:52 DURING CONSTRUCTION AND EVEN AFTER COMPLETION, COCONUT ROAD
06:56:57 WILL INCUR MORE TRAFFIC.
06:57:00 OUR IN-SEASON TRAFFIC IS ALREADY INCREASING.
06:57:05 THE COMMUNITIES OF SHADOW WOOD AND SPRING RUN DO NOT HAVE
06:57:09 TRAFFIC LIGHTS.
06:57:10 PLEASE DO NOT PROPOSE A TRAFFIC CIRCLE.
06:57:13 THE AREA IS TOO SMALL.
06:57:15 DO YOU SEE TRAFFIC LIGHTS FOR THESE COMMUNITIES OR WILL WE
06:57:20 NEED NUMEROUS ACCIDENTS TO PROVE WE NEED THEM?

06:57:23 COCONUT ROAD AND 41 INTERSECTION ARE LISTED UNDER QUEUES
06:57:29 PAGE 86, ALREADY AT PEAK HOUR VOLUME EXCEEDS CAPACITY.
06:57:34 QUEUE IS THEORETICALLY INFINITE.
06:57:37 THIS IS TRUE.
06:57:39 I SEE YOU HAVE PLANS TO ADD TURN LANES FROM 41 AND FROM
06:57:44 COCONUT ROAD.
06:57:49 WILL THIS BE DONE BEFORE THE PROJECT IS STARTED?
06:57:51 CONSTRUCTION TRUCKS WILL LIKELY DAMAGE ROADS.
06:57:53 IS THE DEVELOPER -- I THINK I HEARD THAT HE WAS REQUIRED TO
06:57:58 PAY FOR INFRASTRUCTURE DAMAGES.
06:58:03 I BELIEVE PARKING GARAGES CAN BE UNSAFE AND CERTAINLY FOUR
06:58:08 STORY PARKING GARAGES IN THIS PROJECT ARE NOT ATTRACTIVE.
06:58:12 AND THEN LIGHTING, I DIDN'T SEE ANY PLANS FOR OR WORDING FOR
06:58:20 LIGHTING ON THIS PROJECT.
06:58:21 I HOPE THE ZONING AND PLANNING BOARD AND COUNCIL CONSIDER
06:58:24 THE QUALITY OF LIFE FOR THE PEOPLE IN THIS LOVELY COMMUNITY.
06:58:29 WE NEED A TRUE HOSPITAL RATHER THAN MORE RESIDENTIAL UNITS,
06:58:33 BUT THAT'S FOR ANOTHER TIME.
06:58:34 THANK YOU.
06:58:35 >>Barry Jones: THANK YOU.
06:58:37 >>Tammy Duran: TRACY AND THEN MARY IS AFTER THAT.
06:58:45 >> IT'S NOW GOOD EVENING.
06:58:47 I'M TRACY TAMER.
06:58:50 I LIVE IN THE SHADOW WOOD COMMUNITY.

06:58:52 I'M GOING TO MAKE MY REMARKS SHORT RATHER THAN REPEAT WHAT

06:58:56 EVERYONE ELSE HAS SAID.
06:58:58 I WILL TELL YOU THAT I DO AGREE WITH EVERYTHING THAT'S
06:59:00 ALREADY BEEN PRESENTED TODAY.
06:59:01 I'VE LIVED HERE FOR 18 YEARS.
06:59:05 TEN YEARS AGO I RETIRED AS DIRECTOR OF SALES AND MARKETING
06:59:08 FOR THE HYATT VACATION CLUB.
06:59:10 SO I DROVE FROM WHERE I LIVE IN SHADOW WOOD TO THE HYATT
06:59:14 VACATION CLUB DOWN BY RAPTOR BAY EVERY DAY.
06:59:18 SIX DAYS A WEEK, SOMETIMES SEVEN, WHICH IS WHY I RETIRED.
06:59:21 IT WAS QUITE THE JOB.
06:59:22 I CAN TELL YOU THAT AS OF TEN YEARS AGO, COCONUT ROAD WAS A
06:59:27 MESS.
06:59:28 THEN YOU ADD TO WHAT HAS HAPPENED SINCE THEN IN THE PAST TEN
06:59:33 YEARS, AND YOU ADD TO WHAT IS GOING TO HAPPEN WITH ALL OF
06:59:37 THE ALREADY APPROVED DEVELOPMENT THAT IS GOING TO OCCUR.
06:59:42 THE BEAUTIFUL RITZ.
06:59:44 THE HYATT VACATION CLUB IS ONLY BUILT OUT 50%.
06:59:48 WHAT'S GOING ON AT THE COLONY.
06:59:50 CAN YOU IMAGINE THE PRESSURE THAT'S GOING TO HAPPEN TO
06:59:53 COCONUT ROAD, WHICH IS ALREADY IN TROUBLE.
06:59:58 THEN YOU HAVE THE INTERESTING SUBJECT THAT CAME UP OF ADDING
07:00:01 ANOTHER LEFT-HAND TURN LANE INTO COCONUT ROAD.
07:00:05 HOW CAN YOU HAVE TWO LEFT-HAND TURN LANES ENDING ON ONE
07:00:10 ROAD?
07:00:10 COMMON SENSE DICTATES THAT'S NOT GOING TO HAPPEN.

07:00:14 SO I'M GOING TO ASK YOU, BEG YOU, PLEAD WITH YOU, TAKE A
07:00:19 DEEP BREATH.
07:00:21 WE REALLY HAVE TO LOOK AT WHAT'S HAPPENING AT THAT
07:00:24 INTERSECTION.
07:00:26 I DRIVE IT EVERY DAY, MULTIPLE ADVERTISEMENTS DURING THE
07:00:30 DAY.
07:00:30 WE ALL DO.
07:00:31 IT IS BARELY WORKING AND NOW THIS IS OFF-SEASON.
07:00:36 CAN YOU IMAGINE WHAT IT'S LIKE DURING SEASON?
07:00:38 I'M GOING TO ECHO WHAT ALL OF MY NEIGHBORS HAVE SAID.
07:00:44 PLEASE HAVE AN INDEPENDENT STUDY DONE TAKING INTO ACCOUNT
07:00:50 WHAT YOU HAVE ALREADY APPROVED, HOW THAT IS GOING TO IMPACT,
07:00:56 HAPPENING ON THAT INTERSECTION.
07:00:58 WHAT WAS PRESENTED TODAY, THEY SHOWED A, B AND C OR ONE,
07:01:03 TWO, AND THREE, WHICHEVER THEY DID, COMING SOUTH ON 41,
07:01:06 MAKING RIGHT-HAND TURNS.
07:01:08 WHAT ABOUT THOSE PEOPLE COMING NORTH?
07:01:12 IF THEY DON'T TURN ON COCONUT, HOW ARE THEY GOING TO GET
07:01:16 INTO THAT COMMUNITY?
07:01:17 THERE IS NO LEFT-HAND TURN IN.

07:01:21 DOES THAT MEAN THEY'LL GO UP, TURN AT A U-TURN OR TURN AT A
07:01:25 TRAFFIC LIGHT AND COME BACK DOWN?
07:01:28 IT'S A PRESCRIPTION FOR DANGER.
07:01:30 NOT ALL OF US ARE GREAT DRIVERS ANYMORE.
07:01:32 SO LET'S CONSIDER WHAT WE HAVE AND KINDLY, KINDLY SPEND THE

07:01:39 MONEY FOR AN INDEPENDENT STUDY.
07:01:41 YOU JUST CAN'T AFFORD A MISTAKE.
07:01:43 THANK YOU VERY MUCH.
07:01:45 >>Barry Jones: THANK YOU.
07:01:46 [APPLAUSE]
07:01:46 >>Tammy Duran: MARY AND THEN ANDREW IS AFTER THAT.
07:01:49 MARY.
07:01:59 >> HI.
07:02:00 I'M MARY O'CONNOR.
07:02:02 I LIVE AT 10352 AUTUMN BREEZE DRIVE IN SHADOW WOOD, PART OF
07:02:09 THE BROOKS.
07:02:11 AS OTHERS -- I'M GOING TO BE VERY BRIEF.
07:02:14 I AGREE WITH EVERYTHING THAT HAS BEEN SAID.
07:02:18 I DO WORRY A LOT ABOUT THE TRAFFIC.
07:02:21 JUST AS AN EXAMPLE, IT TOOK FOUR RED LIGHTS JUST OVER SEASON
07:02:27 AND USUALLY DURING SEASON TO MAKE THE LEFT-HAND TURN FROM
07:02:30 COCONUT ONTO 41 SOUTH.
07:02:33 AND I JUST CAN'T IMAGINE WHAT IT WOULD BE, WHAT THE GRID
07:02:37 WOULD HAVE TO DEAL WITH, WITH 260 -- WELL, ALL THE NUMBERS
07:02:43 YOU'VE HEARD BEFORE.
07:02:44 I DO WORRY ABOUT THE GRID.
07:02:46 I ALSO WORRY ABOUT THE FACT THAT WE MIGHT BE FORGETTING THE
07:02:51 NATURE AND THE VISION AND CHARACTER OF ESTERO AND WHAT
07:02:55 ESTERO WAS MEANT TO BE.
07:02:57 AND I DON'T RECALL MOVING HERE TO SEE FOUR AND SIX STORY

07:03:03 BUILDINGS IN THE MIDDLE OF WHAT, IT JUST DOESN'T SEEM
07:03:08 APPROPRIATE TO ME.
07:03:08 SO THANK YOU VERY MUCH FOR TAKING THE TIME.
07:03:11 >>Barry Jones: THANK YOU.
07:03:13 [APPLAUSE]
07:03:17 >>Tammy Duran: IT'S MARK AFTER ANDREW.
07:03:19 >> MY NAME IS ANDREW BREGMAN.
07:03:21 9636 CYPRESS HAMMOCK CIRCLE IN THE BROOKS IN SHADOW WOOD.
07:03:26 THANK YOU VERY MUCH FOR LETTING ME TALK SINCE I'M CLOSE TO
07:03:29 THE END.
07:03:30 IT'S APPROPRIATE THAT I'M A RETIRED GASTROENTEROLOGIST, BUT
07:03:36 I HAVE AN UNUSUAL PERSPECTIVE ON BOTH LIFE AND PROBLEMS AS
07:03:39 IT RELATES TO PEOPLE.
07:03:40 AND BUSINESSES.
07:03:41 I AM GOING TO TAKE MOST OF MY TIME AND NOT KEEP MINE SHORT
07:03:49 BECAUSE I'VE BEEN SITTING ON A HARD SEAT FOR THE PAST ALMOST

07:03:52 THREE HOURS AND YOU, LADIES AND GENTLEMEN, HAVE BEEN IN THE
07:03:54 SOFT SEATS.
07:03:55 I REALLY WOULD WISH THAT YOU OBJECTIVELY LOOK AT THE ISSUE
07:04:04 OF THE NUMBER AND THE DENSITY OF THE PEOPLE AND OF THE
07:04:11 BUILDINGS THAT ARE GOING TO BE CONSIDERED FOR THIS CORNER.
07:04:14 THE PLANS FOR 1800 PARKING SPACES IS NOT BECAUSE ONE DOES
07:04:21 NOT THINK THEY ARE NOT GOING TO BE 1800 CARS.
07:04:24 THERE WILL BE MORE THAN THAT IF, IN FACT, IT IS UTILIZED.
07:04:30 THE DENSITY OF THAT IS GOING TO CREATE A PHENOMENAL PROBLEM

07:04:33 WITH YOUR TRAFFIC PATTERN.
07:04:35 NOW, EVEN THOUGH I SAID I AM A GASTROENTEROLOGIST, I CAN
07:04:40 MAKE A DIAGNOSIS OF BRAIN DEATH FOR ANYONE WHO DOES NOT
07:04:44 THINK THAT THE ROUTE 41 DURING SEASON IS NOT COMPLETELY
07:04:49 CLOGGED GOING FROM BONITA BEACH ROAD TO COCONUT ROAD.
07:04:55 AND THE TIMES THAT I TRAVEL, WHICH ARE VERY, VERY FEW, I SEE
07:05:00 CARS LINED UP THE ENTIRE MILE AND A HALF TO TWO MILES
07:05:05 BETWEEN THOSE TWO ROADS WAITING FOR THE INCREMENTAL LIGHT TO
07:05:09 TURN.
07:05:09 THE ONLY THING THAT CAN HAPPEN JUST FROM THIS DEVELOPMENT IS
07:05:13 THAT THAT WILL BE WORSE.
07:05:16 AND AS BROUGHT OUT BY OTHERS, THERE ARE OTHER DEVELOPMENTS
07:05:20 THAT HAVE BEEN PLANNED OR APPROVED.
07:05:22 I'M NOT FAMILIAR WITH THEM.
07:05:24 BUT I THINK A COMPREHENSIVE EVALUATION OF WHAT MIGHT BE
07:05:31 APPROPRIATE FOR THAT AREA SHOULD BE DONE BEFORE ANY APPROVAL
07:05:34 COMES.
07:05:35 I WAS SURPRISED AND A LITTLE SHOCKED TO HEAR THE COMPARISON
07:05:44 OF THIS POTENTIAL DEVELOPMENT TO THE MERCADO AT VANDERBILT
07:05:48 ROAD WITH THE DIMINISHED NUMBER OF UNITS AT MERCADO COMPARED
07:05:53 TO WHAT IS SIX TIMES ANTICIPATED IF THIS PROJECT GOES
07:06:00 FURTHER.
07:06:00 I ALSO WAS A LITTLE SURPRISED TO HEAR THE COMMENT ABOUT
07:06:05 RENTAL TOWNHOMES WITH AS WAS POINTED OUT YEAR LEASES.
07:06:11 I'VE BEEN A RESIDENT HERE FOR 13 YEARS, BUT I ALWAYS ASSUMED

07:06:16 THAT PEOPLE ARE HERE SEASONALLY, NOT FOR A YEAR, OR THEY ARE
07:06:21 HERE YEAR-ROUND.
07:06:24 AND I WORRY ABOUT A CONCEPT CALLED PRIDE OF OWNERSHIP.
07:06:28 IF NOTHING IS OWNED, I.E., PEOPLE ARE THERE, AND THEY ARE
07:06:33 NOT THE OWNERS, I WOULD WORRY THAT THAT WOULD INCREASE THE
07:06:39 POTENTIAL FOR DETERIORATION AND FOR CHANGES IN THE PROPERTY
07:06:45 THAT I DON'T THINK ANYBODY WANTS TO SEE IN THIS COMMUNITY.
07:06:49 ESTERO IS A VERY SIMPLE AND VERY BEAUTIFUL COMMUNITY.
07:06:56 AND WITH THIS PROJECT, THERE IS THE CONSIDERATION FOR
07:07:00 CHANGING THAT DYNAMIC IN A VERY SIGNIFICANT WAY IN A
07:07:05 LOCATION THAT IS THE EPICENTER FOR CONFLICT.
07:07:09 THE KEY THING GOES TO THE TRAFFIC.

07:07:12 AND AS OTHERS HAVE SAID, AND I WOULD WHOLLY SUPPORT A VERY
07:07:17 CRITICAL INDEPENDENT TRAFFIC STUDY BECAUSE TRAFFIC IS ONLY
07:07:21 GETTING WORSE AT THIS INTERSECTION AND ALL ALONG 41 AS
07:07:26 PEOPLE MOVE IN LEFT AND RIGHT OF U.S. 41 CLOSER TO THE BAY,
07:07:32 CLOSER TO I-75.
07:07:38 LASTLY, I AM CONCERNED BECAUSE I KNOW THE WHEELS OF PROGRESS
07:07:44 IN GOVERNMENTAL BODIES MOVES SLOWLY.
07:07:47 AND THEY ESPECIALLY MOVE SLOWLY WHEN THERE'S AN INVOLVED
07:07:52 CITIZENRY WHO COME TO OVERSIGHT TO QUESTION, TO OFFER
07:07:58 OPINIONS, AND TO ASK THAT THE MEMBERS HERE BE HELD
07:08:02 ACCOUNTABLE.
07:08:04 I APPRECIATE THE GENTLEMAN, MR. WALLACE'S COMMENTS ABOUT
07:08:10 DOUBLE DIPPING.

07:08:11 HAVING AN ORDINANCE SAY ONE THING, BUT NOT EXCLUDING ANOTHER
07:08:17 -- OH, MY GOSH, I'M OUT OF TIME.
07:08:19 AND I'M CONCERNED THIS IS TRIPLE DIPPING, NOT DOUBLE
07:08:23 DIPPING.
07:08:23 AND I WOULD LIKE YOU TO BE VERY CRITICAL IN HOW YOU THINK
07:08:26 THIS THING SHOULD MOVE FORWARD.
07:08:27 THANK YOU VERY MUCH.
07:08:30 >>Barry Jones: THANK YOU.
07:08:31 >>Tammy Duran: MARK AND THEN KAREN IS AFTER THAT.
07:08:42 >> HI, MARK SCHLINE.
07:08:44 I LIVE IN THE BROOKS IN LIGHTHOUSE BAY SPECIFICALLY.
07:08:47 WHEN I WOKE UP THIS MORNING I HAD NO IDEA I WOULD BE
07:08:52 TESTIFYING TO THE BOARD.
07:08:53 SO I THANK YOU VERY MUCH FOR THE OPPORTUNITY.
07:08:55 BEING LAST, ALMOST LAST, I'VE HAD A CHANCE TO HEAR EVERYBODY
07:09:02 AND THEIR THOUGHTS ON IT, ON THIS PROJECT CALLED WOODFIELD
07:09:07 PROJECT.
07:09:08 I ALSO HEARD SOMETHING VERY INTERESTING WHICH WAS, AND THIS
07:09:13 IS A QUOTE, THE FABRIC OF THE VILLAGE OF ESTERO.
07:09:18 WHAT EXACTLY DOES THAT MEAN?
07:09:20 THE FABRIC OF THE VILLAGE OF ESTERO.
07:09:23 WELL, I'VE LIVED HERE FULL-TIME FOR FIVE AND A HALF YEARS
07:09:29 AND I'M NOT SURE WHAT THAT MEANS.
07:09:31 I ADMIT THAT WHEN I MOVED HERE, I DIDN'T KNOW ANYTHING ABOUT
07:09:36 ESTERO.

07:09:37 I THOUGHT TAMIAMI DRIVE OR TAMIAMI ROAD OR TRAIL WAS A
07:09:42 TRAIL.
07:09:43 AND I SAW COWS IN THE FIELD.
07:09:46 I THOUGHT, WOW, WHAT A QUAINT LITTLE TOWN THIS IS.
07:09:49 THERE ARE COWS IN THE FIELD AND FIELDS ALL AROUND.
07:09:52 NOW THE COWS ARE GONE AND SO ARE THE FIELDS.
07:09:54 I THINK WHAT WORRIES ME IS THE END GAME.
07:10:02 WHAT IS THE END GAME HERE FOR ESTERO?

07:10:05 MEANING ARE WE GOING TO CONTINUE TO BUILD OUT?
07:10:09 ARE WE GOING TO CONTINUE TO TAX EVERYTHING, THE WATER, THE
07:10:15 SEWAGE SYSTEM, EVERYTHING THAT GOES INTO MAKING
07:10:18 ESTERO ESTERO.
07:10:21 WHEN I MOVED HERE FIVE AND A HALF YEARS AGO, I COULD
07:10:24 LITERALLY SIT ON MY LANAI AND SEE BIRDS ALL DAY LONG.
07:10:31 NOT ANYMORE.
07:10:31 I CAN SIT ON MY LANAI.
07:10:34 I MIGHT SEE TWO BIRDS.
07:10:36 WHERE DID THEY ALL GO?
07:10:37 WHAT'S GOING ON?
07:10:38 WHAT IS THE FABRIC OF THE VILLAGE OF ESTERO MEAN?
07:10:42 SO ONE OF THE THINGS THAT I'VE NOTICED EVEN DRIVING DOWN
07:10:46 HERE ON THE CORNER OF THREE OAKS AND WILLIAMS WAS THIS NOT
07:10:51 OF LAND, I DON'T KNOW HOW MANY ACRES, SEVERAL, IT USED TO BE
07:10:55 REALLY BEAUTIFUL.
07:10:56 IT WAS BIG TREES, LUSH, AND IN THREE WEEKS IT WAS TURNED

07:11:00 INTO MULCH.
07:11:01 THERE ARE GOING TO BE BUILDINGS GOING THERE ACROSS THE
07:11:06 STREET FROM HERE.
07:11:07 THERE ARE GOING TO BE BUILDINGS THERE AS WELL.
07:11:09 SO WHAT I SEE OR WHAT I THINK ABOUT ESTERO IS WHAT IS THE
07:11:17 QUALITY OF LIFE WE WANT FOR THE PEOPLE WHO LIVE HERE?
07:11:22 AND IT'S CLEAR THAT THE WOODFIELD PROJECT IS NOT THE BEST WE
07:11:27 CAN DO.
07:11:28 I MEAN, IF YOU TELL ME THAT THAT PROJECT, THIS PROJECT IS
07:11:33 THE BEST THAT WE CAN DO, I DON'T KNOW.
07:11:38 IT'S PRETTY DISAPPOINTING IF IT'S THE BEST.
07:11:41 PERSONALLY, I THINK WE CAN DO BETTER.
07:11:44 I THINK YOU CAN ALL DO BETTER.
07:11:45 I THINK THEY CAN DO BETTER, AND I THINK THAT THE PEOPLE WHO
07:11:48 LIVE HERE IN ESTERO DESERVE BETTER.
07:11:50 THANK YOU.
07:11:53 >>Barry Jones: THANK YOU.
07:11:55 >>Tammy Duran: NANCY.
07:11:56 THE LAST THREE SPEAKERS DID NOT SWEAR IN.
07:11:59 KAREN, DAVID AND BRUCE.
07:12:04 >>Nancy Stroud: THANK YOU, TAMMY.
07:12:05 THOSE THREE SPEAKERS NEED TO TAKE AN OATH, IF YOU'LL STAND
07:12:10 AND RAISE YOUR RIGHT HANDS.
07:12:11 >>Tammy Duran: SORRY, THERE ARE FOUR NOW.
07:12:15 >>Nancy Stroud: DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY

07:12:17 THAT YOU WILL GIVE TONIGHT IS THE TRUTH, THE WHOLE TRUTH AND
07:12:20 NOTHING BUT THE TRUTH?
07:12:21 THANK YOU.
07:12:24 >>Tammy Duran: KAREN AND THEN DAVID.

07:12:32 >> HI.
07:12:33 KAREN BUCKNER.
07:12:34 I LIVE IN MEADOWBROOK AT 23427 SLASH PINE COURT.
07:12:39 I ECHO MANY OF THE SENTIMENTS THAT I HEARD TODAY.
07:12:41 I FOUND OUT ABOUT THIS MEETING YESTERDAY ABOUT 7:00.
07:12:45 SO I LEARNED A GREAT DEAL OF INFORMATION.
07:12:48 I HAVE MANY OF THE SAME CONCERN.
07:12:50 I TRAVELED TO NAPLES FOR WORK EVERY DAY.
07:12:53 IT HAS TAKEN ME AN HOUR AND A HALF TO GET TO MY HOME IN
07:12:56 MEADOWBROOK BECAUSE OF TRAFFIC.
07:13:00 I HAVE A VERY HARD TIME BELIEVING SOME OF THE THINGS THAT I
07:13:03 HEARD WITH REGARD TO THE TRAFFIC STUDIES.
07:13:06 I DO THINK THAT COCONUT ROAD WOULD BE HIGHLY USED.
07:13:09 IT'S PART OF THE REASON WHY THEY BLOCKED OFF PART OF THAT
07:13:12 SECTION WHERE WE DON'T HAVE THAT CUT-THRU ANYMORE AVAILABLE.
07:13:16 SO I HAVE A GREAT DEAL OF CONCERN ABOUT THE TRAFFIC PIECE.
07:13:19 I THINK THAT THE OTHER DEVELOPMENTS AND THE IMPACT THAT
07:13:22 THAT'S GOING TO HAVE ALSO SHOULD BE GLOBALLY CONSIDERED
07:13:25 BEFORE AGREEING TO ANY OTHER PROJECT OR AUTHORIZING THAT TO
07:13:29 BE BUILT.
07:13:31 I DO THINK THAT ALL OF THE CONCERNS WE HEARD AROUND THE

07:13:35 FLOODING ISSUES, THAT POTENTIAL, THE WILDLIFE, CERTAINLY
07:13:40 TRAFFIC IS A HUGE CONCERN, AND I THINK JUST LOOKING AT A
07:13:43 MORE BROADER SCOPE OF THE PROJECT TO DETERMINE WHETHER OR
07:13:46 NOT THAT REALLY MAKES SENSE BECAUSE I TRULY DON'T FEEL THAT
07:13:49 THAT IS A GOOD UTILIZATION OF THAT SPACE.
07:13:53 THANK YOU.
07:13:54 >>Barry Jones: THANK YOU.
07:13:57 >>Tammy Duran: BRUCE IS AFTER THAT.
07:13:58 DAVID, YOU'RE UP.
07:14:06 >> THANK YOU ALL FOR DOING WHAT YOU DO.
07:14:12 THE HARD CHOICES YOU MAKE AND FOR DOVER, I REALLY APPRECIATE
07:14:16 YOU TRYING TO DO THINGS WITH THE COMMUNITY.
07:14:19 I JUST HAVE TO SAY THIS ONE THING CLEARLY, I HAVE MADE
07:14:24 FORTUNES WITH REAL ESTATE.
07:14:25 I HAVE LOST FORTUNES WITH REAL ESTATE.
07:14:27 THE ROI IS NOT WHAT MATTERS IN ESTERO.
07:14:32 RIGHT THERE THE VILLAGE OF ESTERO WAS INCORPORATED IN 2014.
07:14:37 MY WIFE AND I VERY FORTUNATE TO FIND OUR LITTLE PIECE OF
07:14:41 PARADISE RIGHT HERE IN ESTERO SPRINGS DEVELOPMENT.
07:14:46 IT'S AN UP-AND-COMING PLACE.
07:14:48 HASN'T BEEN DONE YET.
07:14:49 WE'RE WORKING ON IT.
07:14:50 THANK YOU VERY MUCH.
07:14:54 OH, THE ELEVATORS.
07:14:55 IN JAPAN, THEY BUILT THESE TALL BUILDINGS FOR ELDERLY PEOPLE

07:15:00 WITH NO ELEVATORS.
07:15:01 THEY CAN'T MAKE IT UP THERE.
07:15:04 THEY ARE GOING TO CHARGE THEM TO PUT AN ELEVATOR IN IT.
07:15:08 DO THE RIGHT THING.
07:15:09 THANK YOU.
07:15:11 >>Barry Jones: THANK YOU.
07:15:14 >>Tammy Duran: BRUCE.
07:15:15 DO YOU HAVE YOUR CARD?
07:15:24 >> GOOD EVENING.
07:15:26 I'M BRUCE GREENSPAN.
07:15:28 I LIVE IN SHADOW WOOD.
07:15:29 FIRST OF ALL, I WANT TO THANK YOU FOR ALL YOUR EFFORTS FOR
07:15:31 MAKING AND CONTINUING TO MAKE THIS COMMUNITY ONE OF THE BEST
07:15:35 IN AMERICA, AND YOU DO A FABULOUS JOB.
07:15:38 I'M NOT GOING TO TAKE TOO LONG, BUT THE TIMING OF THIS
07:15:43 HEARING IS SOMEWHAT TROUBLING ALSO.
07:15:45 IF THIS WAS HELD IN MARCH, THIS BUILDING WOULD BE PACKED.
07:15:51 IF YOU WANT TO GET SOMETHING THROUGH, IF YOU DON'T WANT A
07:15:53 LOT OF OPPOSITION, DO IT IN THE SUMMERTIME.
07:15:56 IF YOU DID IT IN SEASON, THERE WOULD BE THOUSANDS OF PEOPLE
07:15:59 HERE.
07:15:59 ONE THING THAT WAS MENTIONED, BUT I REALLY WANT TO MENTION
07:16:03 IT IN A DIFFERENT CONTEXT IS THE TRAFFIC FROM BONITA SPRINGS
07:16:08 UP TO COCONUT, IN SEASON, SEVERAL TIMES A WEEK YOU'LL SEE IT
07:16:13 JUST STOP AND GO THROUGH THE WHOLE WAY, SOMETIMES JUST

07:16:18 STOPPED.
07:16:19 NOW, WE HAVE DEVELOPED A LOT OF EMERGENCY HOSPITALS, AND
07:16:26 WHATEVER, IT'S GOING TO BE A REAL ISSUE TO GET AN AMBULANCE
07:16:29 THROUGH WHEN ONE OF THESE THINGS JUST COME TO A TOTAL HALT
07:16:33 AND GET PEOPLE TO THESE NECESSARY EMERGENCY ROOMS.
07:16:36 AND THE TRAFFIC IS JUST GOING TO BE UNBEARABLE FOR EVERYBODY
07:16:43 WHO LIVES HERE AND I DON'T SEE A SOLUTION TO THIS BECAUSE
07:16:48 YOU CAN'T WIDEN THE ROADS AT COCONUT.
07:16:50 THANK YOU.
07:16:53 >>Tammy Duran: THE LAST CARD IS MARLENE.
07:17:01 >> I'M MARLENE RODACK.
07:17:04 I LIVE IN MEADOWBROOK.
07:17:05 A FEW THINGS I WANTED TO MENTION, I WOULD LIKE TO SEE
07:17:12 INCREASED LANDSCAPE BUFFER ALONG COCONUT ROAD, AND I WOULD
07:17:15 LIKE TO SEE -- I DON'T KNOW IF THIS WAS ONE OF MARY'S
07:17:19 CONDITIONS, BUT I WOULD LIKE TO SEE THE PERIMETER BUFFER
07:17:23 INSTALLED IMMEDIATELY BEFORE THE CONSTRUCTION STARTS.
07:17:27 I KNOW THERE'S BEEN SOME DISCUSSION ABOUT THAT IN THE PAST
07:17:32 AND SOMETIMES THAT HAS BEEN WAIVED, BUT I BELIEVE THAT ALL
07:17:36 PERIMETER BUFFER PLANTING SHOULD BE INSTALLED RIGHT AWAY AND
07:17:41 GET THOSE GROWING AND SHIELDING THE DEVELOPMENT.
07:17:45 I SHARE THE CONCERN ABOUT THE ENTERTAINMENT AND NOISE.

07:17:52 THAT HAS BEEN AN ISSUE WITH COCONUT POINT.
07:17:54 I GO TO BED LONG BEFORE 11 P.M. AND MIDNIGHT I GOTTA SAY.
07:17:59 THE THIRD POINT IS THAT CROSSING AT 41, I THINK THAT THIS IS

07:18:05 AN EXCITING DEVELOPMENT AND I THINK WE'RE GOING TO SEE A LOT
07:18:09 OF PEDESTRIANS AND BICYCLES CROSSING FROM COCONUT POINT TO
07:18:15 WOODFIELD AND THAT WE HAVEN'T REALLY LOOKED AT THE
07:18:19 PEDESTRIAN TRAFFIC.
07:18:20 IT TAKES A LONG TIME FOR PEDESTRIANS TO GET ACROSS THE
07:18:25 STREET AND I THINK THAT THAT -- THAT IT'S JUST GOING TO ADD
07:18:29 TO THE TRAFFIC AND THE TRAFFIC ISSUES THAT ARE THERE.
07:18:34 THE REDUCED PARKING, IF THERE IS ADDITIONAL PARKING NEEDED,
07:18:39 THEY ARE GOING TO PARK AT COCONUT POINT, INCREASED TRAFFIC,
07:18:43 INCREASED PEDESTRIAN TRAFFIC CROSSING THAT ROAD.
07:18:46 THE BUS STOP, IF THEY AREN'T GOING TO WOODFIELD, THEY ARE
07:18:50 GOING TO COCONUT POINT.
07:18:52 AGAIN, INCREASED PEDESTRIAN TRAFFIC.
07:18:57 I WOULD LIKE TO SEE A CONDITION OF A PEDESTRIAN BRIDGE
07:19:01 BEFORE THIS DEVELOPMENT WOULD HAPPEN BECAUSE OF THAT
07:19:04 INCREASED PEDESTRIAN TRAFFIC THAT I HAVEN'T REALLY HEARD
07:19:11 DISCUSSED.
07:19:12 AND I SHARE MR. WALLACE'S CONCERN ABOUT THAT RIGHT TURN IN
07:19:20 ON COCONUT, THAT FIRST RIGHT TURN IN WITHOUT HAVING A TURN
07:19:25 LANE THERE, I KNOW I'M GUILTY OF SPEEDING UP TO MAKE THAT
07:19:30 LIGHT TO -- BECAUSE THAT'S A LONG LIGHT, AND THAT'S WHATEVER
07:19:37 RECIPE FOR DISASTER, SPEEDING UP AT THE TRAFFIC LIGHT AND
07:19:41 STOPPED TRAFFIC THERE.
07:19:45 FINALLY, I DO NOT -- THIS IS SORT OF COUNTERINTUITIVE, BUT I
07:19:50 DO NOT WANT TO SEE THE SPEED LIMIT REDUCED ON 41.

07:19:54 WE HAD THAT ISSUE WHEN WALMART WENT IN, AND IT WAS JUST VERY
07:20:00 DIFFICULT TO HAVE A REDUCED SPEED LIMIT JUST THROUGH THAT
07:20:05 SECTION.
07:20:06 AND IT JUST FELT SPEED TRAPPY, NOT THAT I SPEED.
07:20:11 I THINK THAT'S IT.
07:20:12 THANK YOU VERY MUCH.
07:20:13 >>Barry Jones: THANK YOU.
07:20:16 >>Tammy Duran: NANCY, I HAVE ANOTHER CARD.
07:20:18 THEY DIDN'T SWEAR IN.
07:20:19 IS THERE ANYBODY ELSE THAT WOULD LIKE TO SPEAK SO WE CAN
07:20:24 SWEAR YOU IN?
07:20:25 JUST JUDY.
07:20:33 >>Nancy Stroud: HAVE YOU BEEN SWORN IN YET?
07:20:34 YOU NEED TO RAISE YOUR RIGHT HAND.
07:20:39 IT ONLY WORKS ON THE RIGHT.
07:20:44 [LAUGHTER]
07:20:44 DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY THAT YOU WILL GIVE
07:20:49 WILL BE THE TRUTH, THE WHOLE TRUTH AND NOTHING BUT THE

07:20:51 TRUTH?
07:20:52 >> I DO.
07:20:52 >>Nancy Stroud: THANK YOU.
07:20:55 >> SO I'VE BEEN LISTENING AND THIS PRESENTATION FOR YOU FOR
07:21:01 THE ZONING AND ALL ABOUT THE TRAFFIC THAT WE HAVE, AND I'M
07:21:06 SURE YOU APPRECIATE THAT.
07:21:10 I KNOW YOU'RE RESPONSIBLE TO UPHOLD NOT ONLY THE QUALITY OF

07:21:13 OUR LIVES HERE, AND THE FORMATION OF WHAT ESTERO PLANNED FOR
07:21:21 THIS COMMUNITY FOR QUALITY OF LIFE, BUT ALSO OUR LIVES.
07:21:28 WE HAVE A TERRIBLE SITUATION, AS YOU KNOW, SO IF YOU HAVE A
07:21:33 FIRE OR AN EMERGENCY AND ANY ONE OF THE SUBDIVISIONS,
07:21:41 COMMUNITIES THAT ARE TRYING TO TURN IN, YOU'VE GOT TRAFFIC
07:21:46 BACKED UP WHICH WE EXPERIENCED, ESPECIALLY IN SEASON FOR
07:21:50 ABOUT FIVE OR SIX MONTHS.
07:21:52 IT'S HORRIBLE.
07:21:54 BUT TO GET EMERGENCY VEHICLES THROUGH IS GOING TO BE -- WILL
07:22:00 BE GETTING WORSE AND IT'S GOING TO BE HORRENDOUS.
07:22:05 UNLESS WE GET AN INFRASTRUCTURE SOLUTION.
07:22:08 THAT'S ALL.
07:22:09 THANK YOU.
07:22:11 >>Barry Jones: THANK YOU.
07:22:12 >>Tammy Duran: THAT'S ALL.
07:22:15 >>Barry Jones: DOES THAT CONCLUDE THE PUBLIC COMMENT?
07:22:17 >>Tammy Duran: YES.
07:22:18 >>Barry Jones: AT THIS TIME, WE COULD PROCEED EITHER WITH
07:22:20 STAFF OR WITH THE BOARD DISCUSSING IT OR WE COULD GO THROUGH
07:22:25 ALL OF THE -- THE APPLICANT WANTED TO ADDRESS THE PUBLIC
07:22:28 COMMENTS.
07:22:31 WHAT PROCEDURE WOULD YOU LIKE TO FOLLOW FROM HERE?
07:22:42 >>Jim Wallace: I HAVE COMMENTS TO MAKE.
07:22:43 >>Barry Jones: I THINK THE BOARD WILL OPEN UP FOR DISCUSSION
07:22:45 AND QUESTIONS AND IF THE APPLICANT COULD MAKE THEIR EXPERTS

07:22:49 AVAILABLE AS NEEDED TO ADDRESS THE COMMENTS AND IF THERE'S
07:22:52 ANY LEFT OVER AT THE END THAT WE HAVEN'T ADDRESSED THE
07:22:55 PUBLIC.
07:22:56 >> IF IT'S OKAY THEN, CAN WE MAKE BRIEF COMMENTS BEFORE YOU
07:22:59 GET INTO YOUR DISCUSSION?
07:23:01 >>Barry Jones: CERTAINLY, YES, PLEASE.
07:23:02 >>Rich Yovanovich: A COUPLE OF THINGS I JUST WANT TO HIT ON
07:23:06 REAL QUICKLY AND I WANT TO BRING ELIZABETH BACK UP HERE TO
07:23:10 SET THE RECORD STRAIGHT ON THE TRAFFIC AND WHAT SHE ACTUALLY
07:23:15 STUDIED.
07:23:15 BUT THIS WHOLE INDEPENDENT STUDY COMMENT IS -- AND I KNOW
07:23:22 MR. HART KNOWS BECAUSE HE IS A PE.
07:23:26 MR. JONES, I KNOW YOU KNOW BECAUSE YOU ARE A PE.
07:23:28 SHE IS A PROFESSIONAL ENGINEER.

07:23:30 AND AS A PROFESSIONAL ENGINEER, SHE IS OBLIGATED TO GIVE YOU
07:23:33 THE FACTUALLY STRAIGHT INFORMATION.
07:23:38 I HAVE NEVER ONCE HIRED AN EXPERT CONSULTANT TO GIVE ME THE
07:23:42 ANSWER I WANT TO HEAR BECAUSE I KNOW THE OTHER SIDE IF THEY
07:23:47 ARE SMART IS GOING TO PICK A HOLE IN THAT EXPERT THAT I
07:23:51 HIRE.
07:23:51 SO I PUT UP CREDENTIALED, SMART, HONEST EXPERTS.
07:23:59 AND THAT'S EXACTLY WHAT ELIZABETH IS.
07:24:03 A SMART, PROFESSIONAL, HONEST EXPERT.
07:24:06 AND I'M GOING TO HAVE HER COME UP HERE AND TELL HER HOW SHE
07:24:12 DID AN INTEGRATED ANALYSIS AND FACTORED IN ALL OF THE

07:24:15 DEVELOPMENTS THAT ARE PROPOSED, NOT JUST BUILT ALONG COCONUT
07:24:18 ROAD AND WHAT THOSE CONCLUSIONS WERE.
07:24:21 SO I WANT TO BRING HER UP AND TALK ABOUT THAT IN A FAIR
07:24:25 AMOUNT OF DETAIL.
07:24:26 THERE WERE A LOT OF COMMENTS ABOUT TRAFFIC.
07:24:28 I THINK WHAT'S IMPORTANT IS THIS HEARING IS QUASI-JUDICIAL.
07:24:31 YOU SWORE EVERYBODY IN.
07:24:33 THERE ARE LEGAL STANDARDS WHEN YOU HAVE A QUASI-JUDICIAL
07:24:36 HEARING.
07:24:37 YOU HAVE TO BE CONSISTENT WITH THE GROWTH MANAGEMENT PLAN,
07:24:39 THE COMPREHENSIVE PLAN, AND YOU HAVE TO BE CONSISTENT WITH
07:24:42 THE LAND DEVELOPMENT CODE.
07:24:43 AND YOU PUT PROFESSIONALS UP TO SHOW HOW YOU MEET THOSE
07:24:48 CRITERIA.
07:24:48 ALEXIS IS A PROFESSIONAL PLANNER.
07:24:52 SHE PROVIDED HER PLANNING TESTIMONY AS HOW WE MEET THE LAND
07:24:57 DEVELOPMENT CODE AND GROWTH MANAGEMENT PLAN.
07:25:00 ELIZABETH PROVIDED TESTIMONY ABOUT TRAFFIC.
07:25:04 THOSE ALL PROVIDED EXPERTISE.
07:25:06 YOU CAN'T RELY ON LAY PEOPLE SAYING I THINK THIS WHEN THEY
07:25:09 DON'T HAVE THE CREDENTIALS SPECIFICALLY RELATED TO TRAFFIC.
07:25:12 WHAT'S REALLY IMPORTANT IS YOUR PROFESSIONAL STAFF REVIEWED
07:25:19 THE MATERIALS AND THEY ARE RECOMMENDING APPROVAL WITH
07:25:21 CERTAIN CONDITIONS.
07:25:23 AND WE'VE AGREED TO THOSE CONDITIONS RELATING TO TRAFFIC AND

07:25:27 OTHER CONDITIONS.
07:25:29 I THINK WE HAVE SOME TWEAKS WE HAVE TO MAKE TO MAYBE SOME OF
07:25:32 THE LANGUAGE, BUT THE CONCEPTS REGARDING TRAFFIC AND THE
07:25:35 OTHER CONDITIONS HAVE ALL BEEN AGREED TO.
07:25:37 THEY ARE PROFESSIONALS.
07:25:39 THEY ARE RECOMMENDING APPROVAL.
07:25:43 THE DENSITY WE'RE REQUESTING, ALEXIS TESTIFIED TO IS WE
07:25:47 COULD ASK FOR 15 AS THE BASE.
07:25:51 WE'RE NOT ASKING FOR ANY BONUS.
07:25:53 WE'RE ONLY ASKING FOR 13.

07:25:56 SOUNDS LIKE A LOT, BUT THAT'S WHAT YOU WANT IN THE VILLAGE
07:25:59 CENTER.
07:25:59 THESE COMMENTS ABOUT WE SAID WE WOULD BE MERCADO, WE NEVER
07:26:04 SAID WE WERE GOING TO BE EXACTLY LIKE MERCADO.
07:26:07 WHAT WE SAID IS THE CONCEPT OF VERTICALLY INTEGRATED MIXED
07:26:11 USE IS OUR CONCEPT.
07:26:14 AND THE BEST EXAMPLE AROUND HERE OF VERTICALLY INTEGRATED
07:26:17 MIXED USE IS MERCADO.
07:26:20 SO WE GAVE PEOPLE A PICTURE OF THE CONCEPT OF VERTICALLY
07:26:25 INTEGRATED MIXED USE.
07:26:26 OUR DENSITY IS CONSISTENT WITH THE GROWTH MANAGEMENT PLAN.
07:26:31 WE HAVE MET ALL OF THE CRITERIA.
07:26:37 IRONICALLY, THE EXISTING PD ALLOWS STRUCTURES AT 75 FEET IN
07:26:41 HEIGHT.
07:26:42 WE'VE ACTUALLY COME DOWN IN THE HEIGHT TO 70 FEET IN THE

07:26:46 AREA THAT'S 75 FEET IS CURRENTLY PERMITTED.
07:26:50 THERE WAS A COMMENT ABOUT -- AND THERE WAS A COMMENT ABOUT
07:26:56 IF YOU'RE GOING NORTH ON 41, THERE'S NO ABILITY TO TAKE A
07:27:01 LEFT TURN INTO THIS PROJECT WITHOUT GOING TO THE LIGHT AND
07:27:04 DOING A U-TURN.
07:27:05 YOU HEARD ELIZABETH SHOW YOU AND SHE'LL DO IT AGAIN IF
07:27:08 NECESSARY THAT THERE IS A LEFT IN ON THIS PROJECT AS YOU'RE
07:27:12 HEADING NORTH.
07:27:13 SO THERE IS THAT ACCESS WITHOUT HAVING TO GO TO THE OTHER
07:27:16 TRAFFIC SIGNAL AND MAKE A U-TURN BACK.
07:27:19 I'M SURE THERE WILL BE QUESTIONS THAT COME UP AND WE CAN
07:27:24 ADDRESS STORMWATER IF YOU NEED COMMENTS REGARDING
07:27:26 STORMWATER, IF YOU HAVE MORE PLANNING QUESTIONS, ALEXIS WILL
07:27:29 COME UP AND ANSWER THOSE.
07:27:32 I WANT ELIZABETH SPEND A LITTLE BIT OF TIME TALKING ABOUT
07:27:34 THE INTEGRATED STUDY SHE DID.
07:27:35 SO WE CLARIFY ON THE RECORD THAT A PROFESSIONAL INDEPENDENT
07:27:40 ANALYSIS WAS, IN FACT, DONE AND WHAT WAS CONCLUDED IS
07:27:44 WHETHER YOU LIKE IT OR NOT, THE ADOPTED LEVEL OF SERVICE ON
07:27:48 COCONUT ROAD WILL STILL BE SATISFIED WITH ALL OF THE OTHER
07:27:53 PROJECTS, INCLUDING OUR PROJECT BEING CONSIDERED.
07:27:55 SO WITH THAT, THOSE ARE SOME BRIEF OVERVIEW COMMENTS.
07:27:59 I'LL BRING ELIZABETH UP AND THEN WHATEVER QUESTIONS, HOWEVER
07:28:02 YOU WANT TO GO FROM HERE.
07:28:04 ALTHOUGH YOU GUYS ARE AMAZING THAT YOU DON'T NEED TO TAKE A

07:28:06 BREAK.
07:28:07 BUT I'LL BRING ELIZABETH UP.
07:28:14 >> ELIZABETH SUAREZ: I DON'T KNOW HOW MUCH DETAIL TO GO
07:28:24 INTO.
07:28:24 SO A HIGH LEVEL OVERVIEW AND IF YOU HAVE SPECIFIC QUESTIONS
07:28:28 ABOUT ANYTHING.

07:28:29 >>Barry Jones: IT'S IMPORTANT TO UNDERSTAND ALL OF THE
07:28:31 ELEMENTS THAT YOU INCORPORATED INTO YOUR ANALYSIS.
07:28:37 I HAD PARTICULAR QUESTIONS ABOUT THE NUMBER OF ADDITIONAL
07:28:40 PEDESTRIAN TRIPS AND WHO IS LOOKING AT SIGNAL TIMING AND HOW
07:28:45 DOES THAT IMPACT THE LEVEL OF ANALYSIS.
07:28:47 IF YOU WANT TO TALK ABOUT WHAT MR. YOVANOVICH TALKED ABOUT
07:28:51 HOW ENCOMPASSING YOUR STUDY WAS AND YOUR LICENSURE AND YOUR
07:28:56 REQUIREMENTS AS A PROFESSIONAL TO MEET CERTAIN CRITERIA SO
07:29:00 THAT PEOPLE UNDERSTAND OR IT'S ON THE RECORD.
07:29:03 >> ELIZABETH SUAREZ: RIGHT, I AM A LICENSED PROFESSIONAL
07:29:07 ENGINEER.
07:29:09 WE'VE BEEN WORKING WITH THE VILLAGE TO FOLLOW ALL OF THE
07:29:11 VILLAGE REQUIREMENTS.
07:29:15 AND IT'S JUST THE WAY THAT THE VILLAGE IS SET UP THAT WE
07:29:18 WORK DIRECTLY FOR THE DEVELOPER.
07:29:20 SOME CITIES THEY ACTUALLY, THE DEVELOPER PAYS THE CITY AND
07:29:23 THEN THE CITY HIRES THE CONSULTANT.
07:29:26 IF YOU FEEL THAT THERE'S SOME PERCEIVED CONFLICT OF
07:29:29 INTEREST, THAT'S SOMETHING YOU CAN CONSIDER FOR THE FUTURE.

07:29:31 BUT THIS IS HOW THE VILLAGE IS CURRENTLY SET UP.
07:29:35 SO WE ULTIMATELY WORK FOR THE COMMUNITY, NOT THE DEVELOPER.
07:29:39 FIRST OF ALL, THE TRAFFIC COUNTS WERE ELECTED IN FEBRUARY.
07:29:46 THAT'S PRETTY WELL IN SEASON.
07:29:48 THEY WERE COLLECTED IN 2021 BECAUSE IT WAS PART OF THE LEE
07:29:52 HEALTH PROJECT, BUT WE DID FACTOR THOSE VOLUMES UP BY 2% TO
07:29:58 ACCOUNT FOR 2022 BECAUSE THAT'S WHEN THE WOODFIELD PROJECT
07:30:01 STARTED.
07:30:01 FOR TRIP DISTRIBUTION WITHIN THE SITE, LIKE ASSIGNING THE
07:30:10 TRIPS TO THE DIFFERENT DRIVEWAYS, SOME OF THAT IS JUST BASED
07:30:16 ON THE RESTRICTIONS OF THE ACCESS POINTS, BUT WE ALSO LOOKED
07:30:19 AT WHERE PARKING IS LOCATED WITHIN THE SITE AND SO WHICH
07:30:23 ACCESS POINT THAT PEOPLE WOULD BE MOST LIKELY TO TAKE IN
07:30:26 ORDER TO ACCESS THE PARKING.
07:30:29 FOR THE TRIP GENERATION, THE STANDARD WITHIN THE PROFESSION
07:30:36 IS THE INSTITUTE OF TRANSPORTATION ENGINEERS.
07:30:39 THEY HAVE A TRIP GENERATION MANUAL.
07:30:42 AND SO THAT ACCOUNTS -- THERE'S DIFFERENT TRIP RATES FOR
07:30:47 DIFFERENT LAND USES, AND THEY DO HAVE A HANDBOOK FOR
07:30:51 ADJUSTMENTS FOR MIXED USE DEVELOPMENTS.
07:30:53 SO WE DID THAT ANALYSIS, BUT WE ALSO HAVE A TOOL THAT WE'VE
07:30:58 SPECIFICALLY MADE FOR MIXED USE DEVELOPMENTS, AND IT'S BEEN
07:31:01 TESTED ACROSS THE COUNTRY AND WE VERIFIED LIKE AFTER THE
07:31:04 FACT, AFTER DEVELOPMENTS HAVE BEEN CONSTRUCTED TO SEE, TO
07:31:09 VALIDATE OUR DATA.

07:31:10 AND THAT METHOD ACTUALLY RESULTED IN A HIGHER NUMBER OF
07:31:17 TRIPS THAN THE ITE RATE.

07:31:19 AND THAT IS WHAT WE USE.
07:31:21 SO IT WAS ABOUT A HUNDRED VEHICLES HIGHER AND BECAUSE WE
07:31:25 HAVE FOUND THAT THIS METHOD IS MORE RELIABLE FOR MIXED USE
07:31:30 PROJECTS THAN THE ITE HANDBOOK, WE WENT WITH THE MIXED USE
07:31:35 DEVELOPMENT, AND THAT DECISION WAS MADE ALONG WITH THE
07:31:38 VILLAGE.
07:31:40 >>Barry Jones: CAN I EMPHASIZE OR QUESTION SOMETHING THERE?
07:31:43 THE PREVIOUS STUDY FOR THE EXISTING PROJECT, THAT WAS MADE
07:31:46 USING THE ITE BOOK?
07:31:49 >>Elizabeth Suarez: THE APPROVED PROJECT.
07:31:50 >>Barry Jones: CORRECT.
07:31:51 >>Elizabeth Suarez: YEAH, THAT WOULD HAVE BEEN WITH THE ITE
07:31:53 MANUAL.
07:31:54 >>Barry Jones: SO THAT'S ON THE LOWER END OF THEIR THING AND
07:31:56 YOU UPPED IT TO WHERE --
07:31:58 >>Elizabeth Suarez: IT'S MOST LIKELY.
07:32:00 THE EDITION WE'RE USING IS A DIFFERENT EDITION, BUT I'M SURE
07:32:05 IT'S SIMILAR.
07:32:05 MOST OF THE RESULTS WE TALKED ABOUT THAT'S NEAR TERM AND SO
07:32:11 A LOT OF PEOPLE WERE CONCERNED ABOUT ALL OF THE OTHER
07:32:14 PROJECTS THAT ARE BEING CONSTRUCTED IN THE AREA.
07:32:19 SO OUR NEAR TERMINALS, IT INCLUDES ABOUT 20 PROJECTS THAT
07:32:23 HAVE BEEN APPROVED.

07:32:26 AND SO --
07:32:27 >>Barry Jones: APPROVED AT WHAT LEVEL?
07:32:28 ZONING LEVEL OR DEVELOPMENT ORDER LEVEL?
07:32:32 >>Elizabeth Suarez: THAT I'M NOT -- ZONING LEVEL.
07:32:36 >>Barry Jones: SO EVERYTHING THAT IS ZONED THAT'S ALLOWED
07:32:38 THAT'S CURRENTLY PERMITTED, LIKE THERE IS A HOTEL SOUTH OF
07:32:41 YOU, THERE'S STUFF DOWN COCONUT ROAD QUITE A BIT THAT'S
07:32:45 ALREADY ZONED FOR CERTAIN USES AND YOU INCORPORATED ALL
07:32:48 THOSE USES, CURRENT AND FUTURE INTO YOUR ANALYSIS.
07:32:52 >>Elizabeth Suarez: RIGHT.
07:32:53 SO WE ADDED ALL OF THE TRIPS FROM THOSE DEVELOPMENTS.
07:32:56 WE TOOK INTO ACCOUNT WHERE THEY ARE LOCATED, SO WHERE THEY
07:32:59 ARE LIKELY TO BE GOING.
07:33:03 ALL OF THAT BACKGROUND TRAFFIC IS LAYERED INTO THE ANALYSIS
07:33:07 AND THEN WE ADDED THE PROJECT ON TOP OF THAT.
07:33:09 PART OF THE PROBLEM MIGHT BE THAT PEOPLE JUST DON'T LIKE THE
07:33:17 LEVEL OF SERVICE STANDARD E BECAUSE THAT IS -- IT'S GETTING
07:33:22 CLOSE TO AT CAPACITY.
07:33:24 SO WE'RE NOT SAYING THAT THE INTERSECTION OPERATES
07:33:28 WONDERFULLY, BUT WE'RE SAYING THAT IT OPERATES WITHIN THE
07:33:32 CITY'S ADOPTED LEVEL OF SERVICE.
07:33:33 >>Barry Jones: I THINK THAT'S AN IMPORTANT PART TO
07:33:37 UNDERSTAND.
07:33:37 I DRIVE THAT ROADWAY OR I DRIVE 41 SOUTH TO NAPLES EVERY

07:33:41 MORNING FOR YEARS.

07:33:43 SO I UNDERSTAND THE CHALLENGES ASSOCIATED WITH THAT ROADWAY.
07:33:47 BUT IT'S THE VILLAGE THAT SETS THE ALLOWABLE LEVEL OF
07:33:52 SERVICE BASED ON THE CONCURRENCY REQUIREMENTS AND YOUR TASK
07:33:55 IS TO DETERMINE WHETHER THIS EXCEEDS THE ALLOWABLE LEVELS OF
07:33:59 SERVICE AS IDENTIFIED BY THE VILLAGE.
07:34:02 >>Elizabeth Suarez: CORRECT.
07:34:02 >>Barry Jones: OKAY.
07:34:03 THANK YOU.
07:34:04 >>Elizabeth Suarez: YES.
07:34:05 AND WHEN WE DO SAY WE'VE RECOMMENDED SIGNAL TIMING CHANGES,
07:34:11 WE DON'T THINK THAT WILL MAKE EVERYTHING WORK PERFECTLY.
07:34:15 WE DON'T THINK THAT WILL ALLEVIATE ALL PROBLEMS.
07:34:18 IT WILL JUST ADD SOME BENEFIT, BECAUSE YOU REALLY ARE
07:34:27 CONSTRAINED AT THIS INTERSECTION.
07:34:29 YOU'RE NOT GOING TO DO SOMETHING THAT'S GOING TO MAKE THIS
07:34:31 INTERSECTION OPERATE WONDERFULLY.
07:34:33 EVEN WITHOUT THE PROJECT, IT'S ALREADY EXPERIENCING A LOT OF
07:34:40 DELAY IN QUEUES.
07:34:42 SO THIS PROJECT'S IMPACT, IT DOESN'T EXCEED ANY THRESHOLDS
07:34:47 SET BY THE VILLAGE.
07:34:51 >>Barry Jones: UNDERSTOOD.
07:34:52 ANYTHING ELSE YOU WOULD LIKE TO ADD TO THIS?
07:34:56 >>Elizabeth Suarez: I THINK THAT'S IT.
07:34:58 JUST WHATEVER QUESTIONS YOU MAY HAVE.
07:35:00 >>Barry Jones: ON RICH'S EXCELLENT RECOMMENDATION, WE'RE

07:35:04 GOING TO TAKE A TEN-MINUTE BREAK.
07:35:07 GIVE US JUST A MOMENT TO STEP BACK AND WE'LL RETURN IN TEN
07:35:12 MINUTES.
07:35:13 WE'LL BREAK RIGHT NOW.
07:35:16 TEN-MINUTE RECESS.
07:35:17 THANK YOU.
07:35:17 [SOUNDING GAVEL]
07:35:18 [TEN-MINUTE RECESS]
07:44:55 >> MR. JONES, BEFORE WE LEAVE TRAFFIC, I DON'T KNOW HOW
07:44:59 IMPORTANT THE PEDESTRIAN OVERPASS TO U.S. 41 IS TO YOU ALL,
07:45:06 BUT BILLY CAN ADDRESS THAT ISSUE, IF YOU WOULD LIKE HIM TO.
07:45:14 >>Barry Jones: WELL, ONE OF THE CRITICAL THINGS, AND I
07:45:17 UNDERSTAND, TIMED A SIGNAL OR TWO IN MY DAY, PROBABLY NOT AS
07:45:23 MANY AS YOU, THE VOLUME OF PEDESTRIAN MOVEMENTS MOVING
07:45:26 ACROSS WHAT IS EFFECTIVELY 10 OR 11 LANES, THE AVERAGE
07:45:29 DEMOGRAPHIC OF THE COMMUNITY, HOW THOSE SIGNALS ARE TIMED,
07:45:32 DO THEY REQUIRE IS IT A PEDESTRIAN ACTIVE THAT EVERY SIGNAL
07:45:37 GETS A PEDESTRIAN MOTION OR ONLY THE ONES THAT ARE TRIGGERED
07:45:40 AND HOW MANY ADDITIONAL TRIPS IS THIS GOING TO CREATE
07:45:43 BECAUSE IT IS A SOMEWHAT UNIQUE SITUATION IN SOUTHWEST

07:45:46 FLORIDA THAT WE HAVE SUCH A MASSIVE DEVELOPMENT ON ONE SIDE,
07:45:49 VERY INTENSE ONE FULL OF RESIDENTIAL ON THE OTHER.
07:45:52 THEY GOT TO COMINGLE.
07:45:54 THE COMMUNITY WAS SET UP TO BE A TRAFFIC, BUT UNFORTUNATELY
07:45:58 OUR VILLAGE HAS A SUPERHIGHWAY RUNNING THROUGH THE MIDDLE OF

07:46:02 IT.
07:46:03 ADDRESSING THAT PEDESTRIAN MOTION IS CERTAINLY ONE OF THE
07:46:05 THINGS THAT WAS HIGH ON MY LIST THAT I THINK I FIRST
07:46:08 MENTIONED TO MARY AND SHE LOOKED AT ME LIKE I HAD THREE
07:46:11 HEADS WHEN I STARTED TALKING SOME THINGS.
07:46:13 SO WE'LL LISTEN TO YOU.
07:46:16 >> I LIVED IN THE PANHANDLE AND I WAS THE DESIGN ENGINEER IN
07:46:20 DISTRICT FIVE, WHICH IS THE DELAND AREA, THE ORLANDO AREA,
07:46:24 PLUS BEING THE SECRETARY HERE.
07:46:25 THE CONDITIONS YOU HAVE HERE ARE NOT LIMITED TO THE
07:46:27 SOUTHWEST FLORIDA.
07:46:28 IT'S ALL OVER THE PLACE.
07:46:30 SO WHEN IT COMES TO THE PEDESTRIAN OVERPASSES, WHICH IS A
07:46:34 COMMON RESPONSE THAT PEOPLE SAY WHEN THEY HAVE CONCERNS
07:46:37 ABOUT GETTING THE ROADWAY, GETTING ACROSS A ROADWAY LIKE
07:46:41 U.S. 41 OR OBT IN ORLANDO, WHICH WAS ON OUR HIGH INJURY
07:46:46 NETWORK FOR BICYCLISTS AND PEDESTRIANS, IS PEOPLE WILL NOT
07:46:49 USE THE PEDESTRIAN OVERPASS.
07:46:51 IF THEY ARE PART OF A MULTIUSE TRAIL WHERE PEOPLE ARE
07:46:55 TRAVELING ALONG ON BIKES OR RUNNING ALONG A TRAIL AND IT
07:46:58 GOES UP AND OVER THE ROADWAY, THEY WILL USE THE HECK OUT OF
07:47:01 THAT.
07:47:02 WHEN YOU STICK PEDESTRIAN OVERPASSES AND THERE'S NOT A
07:47:04 RESTRICTION TO THE ACCESS, THEY WILL CROSS THE ROAD EVERY
07:47:08 TIME.

07:47:09 IN FACT, WE STOPPED BUILDING PEDESTRIAN OVERPASSES PROBABLY
07:47:12 20 YEARS AGO FOR THAT REASON EXCEPT IN CONDITIONS LIKE UP IN
07:47:17 THE PANHANDLE OR IN TALLAHASSEE WHERE YOU HAVE A RECREATION
07:47:21 FIELD FOR A SCHOOL ON ONE SIDE OF THE HIGHWAY AND THE REST
07:47:24 OF THE SCHOOL IS ON THE OTHER SIDE AND IT'S FENCED ALL THE
07:47:26 WAY ALONG AND THEN THEY WILL BUILD THEM BECAUSE THEY JUST DO
07:47:30 NOT GET USED.
07:47:31 WE TOOK THEM OUT ON 436 IN ORLANDO FOR THAT REASON WHEN THAT
07:47:35 ROADWAY WAS WIDENED.
07:47:36 SO THAT'S THE CHALLENGE.
07:47:39 NOW WHAT IS BEING DONE, WHAT THE DEPARTMENT HAS DONE AS OF
07:47:41 NOVEMBER OF '21 IS THEY CAME OUT WITH A RAISED CROSS WALK
07:47:45 STANDARD FOR THE STATE HIGHWAY SYSTEM.
07:47:48 AND ON ORANGE BLOSSOM TRAIL, ON OUR HIGH INJURY NETWORK IN
07:47:53 ORLANDO.
07:47:53 SIX-LANE ARTERIAL, HIGH SPEED.

07:47:56 AND IT HAS VERY SIMILAR CONDITIONS.
07:47:58 YOU GOT A LOT OF PEOPLE LIVING ON ONE SIDE OF OBT WANTING TO
07:48:01 GET TO THE SHOPPING AND COMMERCIAL.
07:48:03 SO THEY ARE PUTTING RAISED CROSSWALKS ON OBT ON ORANGE
07:48:08 BLOSSOM TRAIL IN THE CITY OF ORLANDO, AND THEY ARE PUTTING
07:48:11 IN PEDESTRIAN HYBRID BEACONS AT THE SAME LOCATION.
07:48:15 YOU HAVE THE RED ACTIVATED LIGHT AND YOU'VE GOT A RAISED
07:48:19 CROSSWALK.
07:48:19 WHEN I WAS AT THE CITY, WE WERE GETTING REQUESTS ALL THE

07:48:24 TIME TO PUT IN SIGNALS AT LOCATIONS WHERE PEDESTRIANS WERE
07:48:27 HAVING DIFFICULTY CROSSING, AND SO BASED ON THE GUIDANCE
07:48:30 THAT WE HAD GOTTEN THROUGH BIKE WALK CENTRAL FLORIDA, WHICH
07:48:34 I WAS ON THE BOARD FOR, WE FOUND OUT THAT START WITH THE
07:48:39 LEAST INTRUSIVE TREATMENTS AND THEN ADD ADDITIONAL
07:48:42 TREATMENTS IF THAT'S NOT WORKING.
07:48:44 SO WE STARTED PUTTING IN RAISED CROSSWALKS NOT JUST ON LOCAL
07:48:48 STREETS BUT ALSO ON OUR COLLECTOR SYSTEM.
07:48:51 PREVIOUSLY, THE POLICY HAD BEEN, WELL, YOU'RE NOT GOING TO
07:48:54 PUT RAISED CROSSWALKS ON COLLECTORS.
07:48:56 I SAID WHAT DIFFERENCE DOES THAT MAKE?
07:48:58 THE PEDESTRIANS STILL HAVE TO GET ACROSS THE ROAD.
07:49:01 SO WE STARTED PUTTING THEM IN BASICALLY EVERYWHERE.
07:49:04 AND BECAUSE IT REQUIRES THE DRIVERS TO GET DOWN TO ABOUT 15
07:49:08 MILES AN HOUR, THEN YOU SEE REALLY GOOD YIELDING BEHAVIOR,
07:49:11 NOT UNLIKE WHAT YOU WOULD SEE IN THE SHOPPING CENTER PARKING
07:49:14 LOT.
07:49:14 >>Barry Jones: I DON'T THINK WE WANT TO RESTRICT U.S. 11.
07:49:18 I DON'T THINK F.D.O.T. WILL ALLOW US TO RESTRICT 41 TO 15
07:49:21 MILES PER HOUR.
07:49:22 >> YOU HAVE THAT AT MOST OF YOUR SIGNALIZED INTERSECTIONS.
07:49:24 MOST OF OUR CONGESTION IS CAUSED BY SIGNALIZED
07:49:27 INTERSECTIONS.
07:49:28 >>Barry Jones: I'M STILL BACK TO THE QUESTION, WHEN YOU ADD
07:49:31 A PEDESTRIAN MOVEMENT TO A CROSSING LIKE THAT, YOU ADD AN

07:49:34 ELEMENT WHERE NOBODY IS TURNING, CORRECT?
07:49:37 SO WHEN YOU ADD THAT ADDITIONAL ELEMENT AND THESE PEDESTRIAN
07:49:43 TRIPS, ARE THEY ON EVERY CYCLE OR ONLY WHEN SOMEBODY HITS
07:49:46 THE SIGNAL?
07:49:48 >> DEPENDS ON HOW THE SIGNAL'S TIMING IS SET UP.
07:49:50 IN DOWNTOWN ORLANDO, WE HAD THE PED PHASE ACTIVATED EVERY
07:49:55 TIME.
07:49:55 >>Barry Jones: IF WE ACTIVATED A PED AND WE'RE GETTING INTO
07:50:00 THE WEEDS, IF IT'S CURRENTLY NOT SET TO WHERE IT'S EVERY
07:50:04 TIME AND WE INCREASE THE NUMBER OF PEDESTRIAN TRIPS ACROSS
07:50:06 THERE, IT'S GOING TO LENGTHEN THE OVERALL CYCLE TIMES DURING
07:50:11 THE DAY AND DECREASE --

07:50:12 >> NOT IF PUTTING IN A PEDESTRIAN HYBRID BEACON BECAUSE IT'S
07:50:16 OPERATING ONLY WHEN IT'S BEEN ACTIVATED BY A PEDESTRIAN.
07:50:20 AND THE AMOUNT OF TIME IT TAKES TO GET ACROSS, ONCE A
07:50:23 PEDESTRIAN CROSSES TO THE MEDIAN, PEOPLE CAN GO.
07:50:25 IT'S NOT A FULL PEDESTRIAN PHASE, WHICH YOU'RE TALKING ABOUT
07:50:30 LIKE A FULLY ACTIVATED PEDESTRIAN SIGNAL.
07:50:33 A HYBRID BEACON DOES NOT ACTIVATE.
07:50:36 >>Barry Jones: YOU'RE DOING A SAFETY STOP IN THE MIDDLE OF
07:50:38 THE ISLAND?
07:50:40 >> YEAH, THAT'S PART OF IT.
07:50:41 >>Barry Jones: SO THE INTERSECTION WOULD HAVE TO BE IMPROVED
07:50:43 TO ADD A SAFETY STOP AREA IN THE MIDDLE OF U.S. 41 WITH
07:50:48 ADEQUATE SPACING.

07:50:49 >> NOT NECESSARILY.
07:50:50 IF YOU ALREADY HAVE A MEDIAN THERE, I MEAN, YOU MAY PUT A
07:50:53 CROSSWALK IN SO YOU MEET ADA.
07:50:55 >>Barry Jones: THERE ARE MINIMUM REQUIREMENTS TO ESTABLISH A
07:50:58 SAFETY ZONE THAT HAVE TO BE MET WITH F.D.O.T. IN ORDER TO DO
07:51:01 THAT.
07:51:02 >> CORRECT.
07:51:02 PRETTY NOMINAL.
07:51:03 >>Barry Jones: AS PART OF THIS APPLICATION, ARE YOU PREPARED
07:51:07 TO COMMIT TO THE IMPROVEMENTS THAT WOULD BE REQUIRED TO ADD
07:51:12 SAID SAFETY ZONE?
07:51:13 MAYBE THAT'S NOT SOMETHING YOU'RE GOING TO ANSWER TONIGHT.
07:51:16 >> TALKING ABOUT A MID LOCK CROSSING.
07:51:17 >>Barry Jones: NOT A MID LOCK CROSSING, BUT AN AREA IN THE
07:51:20 INTERSECTION WHERE SOMEBODY CAN STOP.
07:51:22 YOU SAID SOMEBODY COULD STOP IN THE MIDDLE AND THAT --
07:51:25 >> I THINK WE'RE HAVING TWO DIFFERENT CONVERSATIONS.
07:51:29 I WAS TALKING ABOUT MID LOCK CROSSING.
07:51:31 >>Barry Jones: WE DON'T WANT TO ADD ANOTHER CROSSING OTHER
07:51:33 THAN THE EXISTING AND PROPOSED SIGNALS.
07:51:36 >> PEOPLE ARE GOING TO CROSS WHERE THEY ARE GOING TO CROSS.
07:51:38 THAT IS THE ISSUE.
07:51:43 >>James Tatooles?
07:51:44 CHICAGO, LINCOLN PARK ON ONE SIDE WITH THE BEACH ON THE
07:51:48 OTHER SIDE.

07:51:50 PEOPLE WANT TO GO TO THE PARK OR BEACH AND THEY TRIED
07:51:52 OVERPASSES, AND PEOPLE INSTEAD OF GOING OVER THE OVERPASSES
07:51:57 TRY TO RUN ACROSS THE HIGHWAY -- THAT'S WHAT HAPPENS.
07:52:02 THE ONLY WAY THEY SOLVED IT IS NOT HAVING AN OVERPASS BUT
07:52:05 HAVE UNDERPASSES.
07:52:07 THE UNDERPASSES ARE SAFE ENOUGH WHERE YOU CAN GO THERE WITH
07:52:11 A BICYCLE, ROLLER SKATES OR WHATEVER YOU WANT AND BE ABLE TO
07:52:14 GO FROM THE PARK TO THE BEACH.

07:52:22 >> THE WATER TABLE IS TOO HIGH HERE.
07:52:24 >>James Tatooles: IT IS A UNIVERSAL PROBLEM.
07:52:30 >> UNDERPASSES YOU HAVE PROBLEMS WITH WATER TABLE.
07:52:33 >>Barry Jones: YOU CAN ALLEVIATE THAT THROUGH PROPER
07:52:36 ENGINEERING.
07:52:37 I UNDERSTAND IT WOULD INVOLVE RAISING ALL OF U.S. 41 UP AND
07:52:42 OVER WHAT'S EFFECTIVELY A HUMAN CRITTER CROSSING.
07:52:47 >> GOING BACK TO YOUR QUESTION ABOUT A REGULAR INTERSECTION,
07:52:50 THERE ARE LOCATIONS WHERE REFUGE CAN BE PUT IN.
07:52:52 IT DEPENDS ON THE DESIGN OF THE INTERSECTION.
07:52:55 SOME PLACES IT'S TOUGH TO FIT IN A REFUGE AREA.
07:53:01 >>Barry Jones: THAT'S WHAT I WAS TRYING TO POINT OUT
07:53:03 EARLIER.
07:53:03 NOT SURE IF THE INTERSECTION AT COCONUT POINT AND 41 HAS
07:53:07 ROOM IN THE MEDIAN TO CREATE THE REFUGE.
07:53:09 >> YOU REALLY PUT THOSE IN AS A WAY TO PROVIDE REFUGE IN THE
07:53:13 EVENT SOMEONE CAN'T GET ACROSS THE ENTIRE INTERSECTION.

07:53:17 BECAUSE IDEALLY, THE TIMING FOR THE PED PHASE IS SET UP THAT
07:53:20 THEY CAN MAKE IT ALL THE WAY.
07:53:21 THAT'S THE WAY THEY ARE DESIGNED.
07:53:22 >>Barry Jones: THAT GETS INTO A WHOLE DECISION OR DISCUSSION
07:53:25 OF DEMOGRAPHICS, TOO, AND SOUTHWEST FLORIDA HAS A PECULIAR
07:53:29 DEMOGRAPHIC.
07:53:31 >> THE WALKING RATE THAT WE USE IS SLOWER THAN THE REST OF
07:53:34 THE STATE'S BECAUSE OF OUR OLDER USER GUIDANCE THAT WE'VE
07:53:37 HAD IN PLACE FOR OVER 20 YEARS.
07:53:42 >>Barry Jones: THE CONCERN IS ADDING THAT MANY ADDITIONAL
07:53:44 PEDESTRIAN TRIPS IF THE SIGNAL IS NOT ALREADY TIMED THAT
07:53:47 EVERY CYCLE ALREADY INCLUDES A PEDESTRIAN TRIP AND YOU'RE
07:53:50 GOING TO ADD A BUNCH MORE, SO YOU'RE GOING TO INCREASE THE
07:53:53 LENGTH OF THE CYCLE TIME FOR EACH SIGNAL IS GOING TO DEGRADE
07:53:56 SERVICE EVEN FARTHER.
07:54:01 >>Kristin Jeannin: DO WE THINK THERE WILL BE A LOT MORE
07:54:03 PEDESTRIAN DESIRE TO CROSS THERE BECAUSE OF THIS?
07:54:05 DO WE THINK THERE'S REALLY GOING TO BE AN INCREASE
07:54:10 PEDESTRIAN TRAFFIC THROUGH THAT INTERSECTION BASED ON THIS
07:54:12 DEVELOPMENT?
07:54:15 >> YES, I WOULD EXPECT THERE WOULD BE MORE PEDESTRIAN
07:54:18 ACTIVITY AND MORE PEOPLE WOULD WANT TO CROSS U.S. 41.
07:54:22 WHAT PEOPLE ARE PROBABLY DOING NOW IS DRIVING ACROSS U.S. 41
07:54:26 BECAUSE THEY DON'T FEEL SAFE CROSSING U.S. 41.
07:54:28 >>Kristin Jeannin: I DON'T THINK THAT'S GOING TO CHANGE.

07:54:31 >>Barry Jones: WHEN YOU'RE ADDING 260 HOTEL ROOMS AND THAT
07:54:34 MANY RENTAL UNITS --
07:54:38 >>Jim Wallace: I HAVE TO COMMENT.
07:54:39 I RIDE MY BIKE THREE, FOUR TIMES A WEEK, AND I RIDE ALL

07:54:43 THOSE BUSY ROUTES.
07:54:46 I RARELY SEE PEDESTRIANS.
07:54:49 I SEE MORE BIKERS THAN I SEE PEDESTRIANS.
07:54:53 >>Barry Jones: I THINK THAT'S THE CURRENT SITUATION.
07:54:55 BUT YOU'RE TAKING THAT HIGH DENSITY, 600 RESIDENTIAL AND 260
07:54:59 HOTEL ROOMS AND PLOPPING THEM RIGHT ACROSS THE STREET FROM
07:55:01 THE RESTAURANTS AND STUFF THAT ARE RIGHT ACROSS THE WAY.
07:55:06 BUT WE'RE SUPPOSED TO BE ENCOURAGING A PEDESTRIAN COMMUNITY
07:55:08 AND THAT'S THE WHOLE INTENT OF FOCUSING THE DEVELOPMENT INTO
07:55:11 A VILLAGE CENTER IS TO ENCOURAGE PEDESTRIAN USE.
07:55:14 WHAT'S YOUR RECOMMENDATIONS TO SOLVING THE PEDESTRIAN
07:55:23 CONNECTIVITY WITHOUT IMPACTING THE CYCLE TIMES?
07:55:26 >> WELL, I THINK THE ANSWER IS WE'RE NOT SOLELY THE PROBLEM.
07:55:31 >>Barry Jones: I UNDERSTAND THAT.
07:55:33 >>Rich Yovanovich: YOU CAN'T SADDLE THIS PROJECT WITH
07:55:36 WHATEVER THE CURE IS.
07:55:37 >>Barry Jones: UNDERSTOOD.
07:55:39 I THINK THE VILLAGE NEEDS TO DO AN ANALYSIS AND MY CLIENT
07:55:46 HAS SAID, THEY HAVE BEEN VERY WILLING TO DO THEIR
07:55:49 PROPORTIONATE SHARE TO REASONABLE FIXES TO ANY SITUATION.
07:55:56 >> I DON'T DISAGREE WITH ANYTHING YOU SAID THERE.

07:55:59 >>Rich Yovanovich: I THINK YOU'LL FIND AND I AGREE WITH MR.
07:56:01 WALLACE, I LIVE IN NAPLES, BUT I RIDE MY BIKE.
07:56:04 I CAN EVEN WALK ACROSS 41 STILL.
07:56:07 I CAN MAKE IT IN THE 45 SECONDS OR WHATEVER THEY GIVE ME TO
07:56:11 GET ACROSS AND IT DOESN'T AFFECT CYCLE AT ALL.
07:56:14 >>Barry Jones: BETTER THAN THE AVERAGE BEAR, RICH.
07:56:17 >>Rich Yovanovich: I DON'T KNOW.
07:56:18 GETTING UP THERE.
07:56:19 TIMED IT FOR OLD PEOPLE LIKE ME AND BICYCLISTS.
07:56:22 BUT I DON'T SEE THAT MANY WALKERS.
07:56:24 HEY, YOU KNOW WHAT, IT WILL BE A GREAT PROBLEM TO HAVE TO
07:56:28 SOLVE IF ALL OF A SUDDEN A BUNCH OF PEOPLE ARE WALKING BACK
07:56:30 AND FORTH ACROSS AND THEN WE'LL COLLECTIVELY PARTICIPATE IN
07:56:33 THE SOLUTION.
07:56:34 WE JUST CAN'T BE ASKED TO BE THE SOLE SOURCE.
07:56:38 >>Barry Jones: NOBODY IS EXPECTING THAT.
07:56:39 THIS BOARD MEMBER IS NOT EXPECTING THAT.
07:56:43 >>Rich Yovanovich: SHORT ANSWER, MR. JONES, I DON'T THINK
07:56:45 ANYBODY KNOWS WHAT THE ANSWER IS RIGHT NOW.
07:56:46 AND WE'RE COMMITTED TO BEING A PLAYER IN FIXING IT.
07:56:53 >>Jim Wallace: I HAPPEN TO THINK YOU CAN LEAD A HORSE TO
07:56:55 WATER, ET CETERA.
07:56:56 I THINK THE EXPRESSION IS, AMERICANS DON'T LIKE TO WALK.
07:57:00 YOU GO TO EUROPE, THEY WALK EVERYWHERE.
07:57:02 THEY DON'T LIKE TO DRIVE.

07:57:03 >>Barry Jones: BECAUSE THERE'S NOWHERE TO PARK.
07:57:06 >>Jim Wallace: WE CAN THROW ALL THE MONEY AT IT WE WANT,
07:57:09 BECAUSE THEY HAVE LITTLE CARS, BECAUSE GAS IS $8 A GALLON.
07:57:12 WE CAN THROW ALL THE MONEY AT IT WE WANT AND ALL THE IDEAS
07:57:18 WE WANT AND PEOPLE IN AMERICA ARE STILL GOING TO DRIVE FROM
07:57:21 YOUR HOTEL TO A TOMMY BAHAMAS, PARK THEIR CAR, GET A TACO
07:57:27 AND A MOJITO AND WALK AROUND.
07:57:30 YOU CAN'T FORCE PEOPLE TO DO STUFF.
07:57:34 IT'S EITHER PART OF THE CULTURE OR NOT.
07:57:36 >>Barry Jones: I POINT OUT IN TODAY'S TRAVEL MARKET AT LEAST
07:57:39 WHAT I SEE, I SEE A LOT MORE PEOPLE USING UBER RATHER THAN
07:57:43 RENTING A CAR.
07:57:44 WHEN THEY USE UBER, THEY ARE MORE LIKELY TO WALK TO LOCAL
07:57:47 PLACES THAN THEY ARE TO CALL UBER TO GET ACROSS THE STREET.
07:57:51 WHEN I'M LOOKING AT THIS PROJECT AND LOOKING AT THE WAY
07:57:53 THINGS GO AND THIS IS JUST ONE PERSON'S OPINION, IT'S GOING
07:57:56 TO GENERATE A LOT OF PEDESTRIAN TRIPS TO GET ACROSS THE
07:58:00 STREET.
07:58:00 FIRST THING WHEN I LOOKED AT IT WAS HOW DO WE MAKE THIS
07:58:03 PEDESTRIAN CONNECTIVITY WORK SAFELY WITHOUT IMPACTING THE
07:58:08 TRAFFIC PATTERN?
07:58:09 >>Rich Yovanovich: YOU ALREADY HAVE THE TRAFFIC SIGNALS.
07:58:11 THERE ARE ALREADY CROSSWALKS THERE.
07:58:12 YOU PUSH THE BUTTON AND YOU GO.
07:58:14 >>Barry Jones: I UNDERSTAND.

07:58:14 BUT EVERY TIME YOU ADD A PED CROSSING TO THE CYCLE, IT
07:58:18 INCREASES THE CYCLE TIME BECAUSE YOU STOP TRAFFIC IN BOTH
07:58:21 DIRECTIONS.
07:58:22 YOU STOP THE DIRECTIONAL LEFTS.
07:58:24 I KNOW THIS IS ENGINEERING, BUT BORING STUFF, DIRECTIONAL
07:58:30 LEFTS AND YOU MAKE THE CYCLE TIME FOR EACH TRAFFIC SIGNAL
07:58:32 LONGER, WHICH IS GOING TO MAKE THE TRAFFIC PROBLEM WORSE.
07:58:39 >>James Tatooles: IT'S INTEGRATED.
07:58:41 IT'S AUTOMATIC.
07:58:43 >>Elizabeth Suarez: EVEN THOUGH THERE AREN'T VERY MANY
07:58:45 PEDESTRIANS CROSSING AT U.S. 41 AND COCONUT RIGHT NOW, THE
07:58:47 MINIMUM GREEN TIME FOR THE EASTBOUND AND WESTBOUND PHASES --
07:58:52 WELL, FOR ALL OF THE PHASES, BUT IF WE'RE LOOKING AT THAT
07:58:56 CROSSING FROM THE PROJECT TO THE MALL, IT'S GOING TO BE --
07:59:01 YEAH, SO IT'S BASED ON HOW LONG IT WOULD TAKE A PEDESTRIAN
07:59:04 TO CROSS AND DURING THE P.M. PEAK HOUR, THERE'S SO MUCH
07:59:08 TRAFFIC THAT IT'S GOING TO REACH THAT MAXIMUM AMOUNT OF TIME
07:59:12 EVERY SINGLE TIME.
07:59:13 AND SO IN THE NONPEAK HOURS, THE EASTBOUND AND WESTBOUND
07:59:18 PHASES, THEY MIGHT GET A LITTLE BIT MORE TIME THAN THEY ARE
07:59:21 GETTING RIGHT NOW IF THERE ARE PEDESTRIANS THERE, BUT IN
07:59:24 THE P.M. PEAK HOUR, IT'S ALREADY GETTING THAT MAXIMUM AMOUNT

07:59:27 OF TIME THAT'S ALREADY BASED ON HOW LONG IT TAKES FOR THE
07:59:30 PEDESTRIAN TO CROSS.
07:59:31 >>Barry Jones: YOU ALREADY LOOKED AT THE CYCLE TIMES GOING

07:59:33 EAST-WEST TO DETERMINE IF THEY ARE IN EXCESS OF THE
07:59:36 ALLOWABLE PEDESTRIAN TIME TO CROSS, AND THAT'S JUST THE
07:59:39 THRU.
07:59:40 THAT DOESN'T INCLUDE THE LEFTS.
07:59:42 >>Elizabeth Suarez: RIGHT.
07:59:43 >>Barry Jones: THANK YOU FOR THAT RESPONSE.
07:59:48 >>Jim Wallace: I HAVE TO SAY, I CAN'T GET PEOPLE TO WALK 600
07:59:54 FEET FROM THEIR CONDO TO THE CLUBHOUSE I BUILT.
07:59:58 THEY TAKE THEIR CAR.
08:00:00 I'M SITTING THERE GOING, I DESIGNED THIS COMMUNITY TO BE
08:00:03 PEDESTRIAN AND THEY DRIVE.
08:00:04 SO NOW WE'RE TALKING ABOUT SOLVING A PROBLEM WHERE WE'RE
08:00:08 GOING TO ASK PEOPLE, WE'RE GOING TO CHANGE THE CONSUMER
08:00:10 BEHAVIOR AND THEY ARE NOW GOING TO WALK 1500 TO 2,000 FEET
08:00:16 FROM THEIR HOTEL OR THEIR CONDO TO THE STORES AND
08:00:21 RESTAURANT.
08:00:23 >>Kristin Jeannin: THEY ARE GOING TO BE DOWN STAIRS.
08:00:25 THEY ARE NOT GOING TO GO TO COCONUT POINT.
08:00:27 THEY ARE GOING TO STAY RIGHT HERE.
08:00:29 >>Barry Jones: A RENTER VERSUS YOUR RESIDENT IS PROBABLY A
08:00:32 DIFFERENT DEMOGRAPHIC THAN THE HOTEL CERTAINLY IS.
08:00:36 BUT THAT'S A DISCUSSION FOR ANOTHER TIME.
08:00:39 >>Jim Wallace: YES, DISCUSSION FOR ANOTHER TIME.
08:00:43 >>Barry Jones: I'LL OPEN IT UP FOR COMMENTS OR QUESTIONS
08:00:47 BEFORE I START GOING THROUGH MY LIST.

08:00:52 JIM, DID YOU WANT TO START?
08:00:53 >>Jim Wallace: I WENT THROUGH YOUR REQUEST AND I TRIED TO
08:00:58 LOOK AT IT STRICTLY NOT FROM A CREATIVE DESIGN POINT OF VIEW
08:01:02 OR HAVING A SPECIFIC OPINION.
08:01:06 BY THE WAY, THANK YOU FOR HAVING -- I THOUGHT WE HAD A
08:01:08 PRETTY CONSTRUCTIVE CONVERSATION.
08:01:11 AND THANK YOU, MARY, FOR MANAGING IT.
08:01:14 WHEN WE TALK ABOUT YOUR BASE RESIDENTIAL DENSITY OF 10 TO 15
08:01:22 UNITS PER ACRE, THE MAXIMUM OF 20, IN YOUR REQUEST, IT SAYS
08:01:26 BASED UPON ACCEPTED INCENTIVE OFFERS.
08:01:30 ONE OF THE THINGS ABOUT ESTERO IS THAT IT'S TANGIBLE
08:01:37 INCENTIVES.
08:01:41 THE EMPHASIS BEING OR THE KEYWORD BEING TANGIBLE.
08:01:47 I'M NOT CONFIDENT, I DON'T SEE THAT THEY ARE OFFERED OR
08:01:51 BEING OFFERED THAT THEY ARE TANGIBLE.
08:01:53 THE PARKS ARE CURRENTLY TO ME JUST THE GREENSPACE THAT
08:01:56 YOU'RE ALREADY REQUIRED TO HAVE TO MEET THE CODE BY THE LDC
08:02:03 AND AN EMPTY BAND SHELL.

08:02:05 BY THE WAY, ON THE BAND SHELL, I THINK IT HAS TO BE HARD
08:02:08 STRUCTURE.
08:02:08 RIGHT NOW IT IS A ROOF WITH TWO COLUMNS.
08:02:11 ANY SOUND YOU HAVE IS GOING TO HEAD TOWARDS THE MEADOWBROOK
08:02:17 OR WHATEVER IT IS, THE COMMUNITY, DEFINITELY HAS TO BE HARD
08:02:20 SHELL.
08:02:20 BUT THOSE GREENSPACES OR OTHER AREAS, THEY NEED TO BE

08:02:27 DESIGNED AS DESTINATIONS WITH REASONS FOR PEOPLE TO GO
08:02:33 THERE.
08:02:34 THE RESIDENTS OF YOUR COMMUNITY AND THE PEOPLE OF ESTERO.
08:02:37 FOR IT TO BE AN AMENITY FOR ESTERO, THE INCENTIVE HAS TO BE
08:02:41 THAT WE'RE GOING TO CREATE DESTINATIONS, NOT SPEND A WHOLE
08:02:45 LOT OF MONEY BUT HAVE CREATIVE IDEAS OF WHY PEOPLE WOULD GO
08:02:48 THERE.
08:02:48 SO THAT'S ONE COMMENT.
08:02:54 THE OTHER COMMENT THAT I HAD IT TALKS ABOUT YOUR HIGHER
08:02:58 NONRESIDENTIAL INTENSITY.
08:03:01 SO I ASK AGAIN AND MOST OF WHAT I'M GOING TO ADDRESS TODAY
08:03:04 IS THE INCENTIVES THAT ARE SUPPOSED TO BE THERE, THAT I'M
08:03:09 NOT SURE THAT ARE THERE.
08:03:10 AND SO I ASK WHAT INCENTIVES DO YOU THINK EARN THAT HIGHER
08:03:16 DENSITY?
08:03:17 I DON'T SEE THEM HERE.
08:03:17 AND THE OTHER THING WAS YOU TALK ABOUT THE VILLAGE CENTER
08:03:28 STANDARDS INCLUDING, I.E. ESTERO, INCLUDES GOALS CREATING
08:03:33 SOCIALLY VITAL CENTERS.
08:03:36 THIS AGAIN GOES TO WHAT I'M TALKING ABOUT CREATING
08:03:39 DESTINATIONS THAT PEOPLE ARE GOING TO WANT TO GO TO.
08:03:41 NOT A BAND SHELL THAT IF YOU THROW AN EVENT THEY MAY GO FOR
08:03:45 AN HOUR OR TWO.
08:03:46 WE TALK ABOUT MERCADO.
08:03:48 BY THE WAY, NOBODY MENTIONED THAT 46 ACRES AND MERCADO IS

08:03:52 ONLY 34 ACRES.
08:03:54 THEY ARE NOT REALLY COMPARING APPLES AND ORANGES. YOU GO TO
08:03:58 MERCADO THAT EVERYBODY HAS TALKED ABOUT, THEY'VE GOT GRASS
08:04:02 THAT THERE'S NOBODY ON IT.
08:04:03 NOBODY DOING ANYTHING.
08:04:04 EVER OR HARDLY EVER.
08:04:10 >>Kristin Jeannin: THEY HAVE MY EVENTS.
08:04:11 MY KIDS VISIT AND DO CARTWHEELS.
08:04:14 >>Jim Wallace: I'M SORRY.
08:04:16 I GUESS WE MUST GO AT DIFFERENT TIMES.
08:04:18 TO ME, THAT'S NOT A DESTINATION.
08:04:23 WE TALK ABOUT CREATING SOCIALLY VITAL CENTERS, SAFE STREETS
08:04:35 FOR WALKING AND BIKING, OBVIOUSLY, FOSTERING WALKABILITY AND
08:04:40 HUMAN SCALE.

08:04:41 THAT'S ANOTHER AREA I DIDN'T SEE THE THINGS THAT ARE HUMAN
08:04:45 SCALE HERE ON THE STREETS, THE THINGS THAT MAKE IT THE
08:04:50 STREET SCAPING THAT MAKE IT BECOME A PLACE YOU WANT TO BE
08:04:53 AND A PLACE YOU WANT TO BE PART OF.
08:04:55 PLACEMAKING.
08:04:56 I DIDN'T SEE THAT HERE.
08:04:57 THOSE ARE IN MY OPINION THE CORE PLANNING, SOME OF THE CORE
08:05:05 PLANNING ELEMENTS OF THE VILLAGE CENTER DESIGN.
08:05:08 IF YOU WANT TO HAVE THE DENSITY OF THE VILLAGE CENTER, THEN
08:05:13 WHERE ARE THOSE KEY ELEMENTS THAT ARE HUMAN SCALE DOWN ON
08:05:16 THE STREET?

08:05:17 IN YOUR MASTER CONCEPT PLAN, YOU TALK ABOUT THE TWO LAKES,
08:05:26 THE NEIGHBORING PARK, THE CENTRAL GREEN.
08:05:29 I LOVE THAT SEVEN ACRE PIECE THAT YOU HAVE AT THE BACK.
08:05:32 I LIKE THE FACT THAT YOU HAVE THE PATH GOING THROUGH IT.
08:05:34 I THINK YOU'RE FORCING PEOPLE TO MAKE A LONG JOURNEY.
08:05:37 AGAIN, WE TALK ABOUT HUMAN BEHAVIOR.
08:05:39 ARE THEY GOING TO MAKE THIS LONG WALK INTO THIS AREA OR
08:05:43 SHOULD YOU MAYBE HAVE CREATED A BRIDGE ACROSS WHICH CAN BE
08:05:48 VISUAL AMENITY, NOT A LOT OF MONEY.
08:05:51 YOU ARE JUST FACILITATING THE ABILITY TO USE THAT
08:05:53 GREENSPACE.
08:05:54 YOU HAVE A WONDERFUL SEVEN ACRES.
08:05:58 I DON'T SEE, THEN IT BECOMES AN AMENITY IF PEOPLE GO THERE
08:06:00 AND PEOPLE USE IT.
08:06:01 AS I SAID BEFORE, EVEN IN THE PASEO, I DIDN'T SEE HOW YOU'RE
08:06:11 GOING TO TURN THAT INTO.
08:06:13 AND I THINK IT IS A GREAT IDEA.
08:06:15 PEDESTRIAN AREA, BUT HOW ARE YOU DOING THE STREET PLACE
08:06:21 MAKING?
08:06:22 WHAT MAKES IT HUMAN SCALE?
08:06:24 OBVIOUSLY, IT'S PEDESTRIAN DESIGN.
08:06:27 AND THE LAST COMMENT THAT I HAVE IS ON ARCHITECTURE BECAUSE
08:06:34 OVERALL I THINK THIS IS CONTRARY TO WHAT A LOT OF PEOPLE MAY
08:06:38 HAVE SAID TONIGHT.
08:06:39 I THINK IT'S A WONDERFUL DEVELOPMENT.

08:06:40 I THINK IT'S EXACTLY THE KIND OF THING THAT ESTERO NEEDS,
08:06:44 PARTICULARLY AS THE ENTRANCE AS YOU COME INTO ESTERO.
08:06:48 AND I THINK IT WILL BRING VIBRANCE TO THE COMMUNITY AND I
08:06:51 THINK IT'S A GREAT -- I REALLY LIKE IT FOR ESTERO.
08:06:55 BUT I FEEL EVEN THOUGH YOU TALK ABOUT SPANISH COLONIAL
08:07:01 REVIVAL AND YOU QUOTE SANTA BARBARA AND PALM BEACH, I THINK
08:07:08 THE PROPOSED ARCHITECTURE IS WATERED DOWN WHEN IT IS
08:07:11 COMPARED TO VIA MIZNER IN PALM BEACH AND PASEO IN SANTA
08:07:17 BARBARA.
08:07:19 I'VE BEEN TO BOTH.

08:07:20 STUDIED BOTH, AND THERE ARE RANDOM ROOF LINES.
08:07:24 ARTICULATION.
08:07:25 ARCHITECTURAL ACCENTS ARE SO MUCH MORE PROMINENT THAN YOURS.
08:07:30 IT'S NOT A LOT OF MONEY, BUT I THINK YOU NEED TO GO BACK AND
08:07:38 DO THE WORK.
08:07:40 YOU'RE ALMOST THERE BUT THE LITTLE THINGS YOU DO ON THE
08:07:42 STREET, IN YOUR PARKS, THE ARTICULATION ON THE BUILDINGS
08:07:45 THAT WILL MAKE IT SPECIAL.
08:07:47 THE OTHER THING THAT I WAS SURPRISED THAT YOU DIDN'T HAVE
08:07:52 ANY SIGNAGE IN YOUR PROGRAM.
08:07:55 AND I THINK SIGNAGE IS A CRITICAL ELEMENT OF STREET SCAPING.
08:08:01 IT CAN BE A WONDERFUL OPPORTUNITY.
08:08:03 THOSE ARE MY COMMENTS ON LANDSCAPING.
08:08:11 AS I SAID BEFORE AND I WILL REPEAT MYSELF, IT'S JUST GREEN
08:08:15 SCAPE WHICH IS REQUIRED BY THE LDC UNLESS YOU CREATE REASONS

08:08:20 FOR PEOPLE TO GO THERE AND USE IT.
08:08:23 THOSE ARE MY COMMENTS.
08:08:24 >>Barry Jones: WOULD YOU LIKE TO ADDRESS HIS QUESTIONS ABOUT
08:08:27 THE INCENTIVES AND HOW YOU FEEL THEY HAVE BEEN ADDRESSED IN
08:08:29 THE SITE PLAN?
08:08:31 >>Alexis Crespo: YEAH, WE WOULD APPRECIATE THE OPPORTUNITY
08:08:33 TO DO THAT.
08:08:34 WITH OUR DENSITY, THE TIER 3 EPD DENSITY IS UP TO 15 UNITS
08:08:41 PER ACRE.
08:08:41 IN ORDER TO ACHIEVE THE INCENTIVE DENSITY OF 20 UNITS PER
08:08:44 ACRE YOU HAVE TO PROVIDE INCENTIVES.
08:08:46 WE'RE SEEKING 13 UNITS PER ACRE.
08:08:47 SO WE'RE ACTUALLY NOT REQUESTING INCENTIVE DENSITY THROUGH
08:08:51 THIS APPLICATION.
08:08:53 >>Jim Wallace: FOR DEVIATIONS.
08:08:54 >>Alexis Crespo: WE ARE ASKING FOR SOME DEVIATIONS, YES.
08:08:57 BUT VIA COCONUT THAT RICH AND I WORKED ON WITH YOU ALL
08:09:01 DEFINITELY WAS SEEKING WELL INTO THAT INCENTIVE DENSITY.
08:09:05 DIFFERENT KETTLE OF FISH THERE IN TERMS OF THE CRITERIA THAT
08:09:08 NEEDED TO BE MET.
08:09:09 I DID SAY IN MY TESTIMONY UPON REVIEW OF THE LDC AND REVIEW
08:09:13 OF OUR PATTERN BOOK AND CONDITIONS --
08:09:15 >>Jim Wallace: I THINK IT'S A WONDERFUL DEVELOPMENT.
08:09:17 I JUST DON'T THINK YOU'VE PRESENTED IN MY OPINION INCENTIVES
08:09:21 THAT ARE TANGIBLE ENOUGH TO DESERVE THE DEVIATIONS AND THE

08:09:26 DENSITY AND THE INTENSITY IN YOUR NONRESIDENTIAL THAT YOU'RE
08:09:30 REQUESTING.
08:09:30 >>Barry Jones: WELL, THE DEVIATIONS AREN'T RELATED TO ANY OF
08:09:34 THOSE ELEMENTS THAT YOU JUST --
08:09:36 >>Jim Wallace: STILL HAVE TO EARN THEM OR THEY CAN BE
08:09:38 DENIED.

08:09:39 >>Barry Jones: IF YOU WANT TO LOOK AT THE DEVIATIONS, THE
08:09:41 FIRST DEVIATION WAS ABOUT HARDENING THE SHORELINE.
08:09:44 >>Jim Wallace: I'LL LEAVE THAT UP TO MARY.
08:09:46 >>Barry Jones: AND THEY OFFERED INCENTIVE TO HARDEN THE
08:09:49 SHORELINE.
08:09:50 THEY ARE ALSO OFFSET LITTORAL PLANTS ELSEWHERE IN THE LAKE
08:09:54 TO EQUAL WHAT THEY NORMALLY WOULD HAVE IF THE DEVIATION
08:09:57 WASN'T THERE.
08:09:57 THAT IS THE GIVE AND THE TAKE THEY ARE OFFERING TO JUSTIFY
08:10:02 THAT ONE.
08:10:02 >>Alexis Crespo: IF I COULD ADD A COUPLE MORE THINGS HERE,
08:10:05 OUR MINIMUM, OR THE MINIMUM REQUIRED OPEN SPACE ABOUT 18.5
08:10:09 ACRES.
08:10:09 WE'RE ACTUALLY EXCEEDING 23 ACRES OF OPEN SPACE WITHIN THE
08:10:13 PROJECT BETWEEN THE PRESERVE AND BETWEEN OUR SEVEN
08:10:16 PLUS/MINUS ACRES OF PARKS AND CIVIC SPACE.
08:10:19 SO WE ARE NOT CODE MINIMUM BY ANY MEANS.
08:10:22 WE'RE ACTUALLY 30% EXCEEDING THE OPEN SPACE REQUIREMENTS FOR
08:10:25 THE PROJECT.

08:10:27 IN TERMS OF TANGIBLES, WE HAVE THE CIVIC BUILDING, THE
08:10:31 PASEO, THE RESTAURANT ROW, TWO SEPARATE PARK FACILITIES, A
08:10:35 TRAIL SYSTEM, SO THERE'S HARD INFRASTRUCTURE YOU'RE GOING TO
08:10:39 SEE.
08:10:40 I DON'T DISAGREE THAT WHEN WE COME BACK TO YOU AT THE
08:10:43 DEVELOPMENT ORDER STAGE, WE SHOULD FLESH OUT PEOPLE IN THOSE
08:10:48 SPACES AND WHAT THEY ARE GOING TO BE SITTING ON AND WHAT
08:10:50 TYPES OF TREES ARE GOING TO BE SHADING THEM AND WHAT
08:10:52 PROGRAMMING IS GOING TO BE OCCURRING, AND THIS BOARD
08:10:56 FORTUNATELY GETS TO REVIEW DOs AS WELL.
08:10:58 WE'RE AT THE ZONING STAGE.
08:11:02 RUSS IS IN A REAL CRUX TO GET THROUGH THE ZONING AND TO THE
08:11:05 NEXT STAGE.
08:11:06 SO WE'RE HOPING TO GET YOUR RECOMMENDATION THIS EVENING,
08:11:09 TAKE ALL THOSE INTO ACCOUNT AND GET TO THAT NEXT LAYER OF
08:11:12 DETAIL WHEN WE COME BACK TO YOU AT THE DO STAGE.
08:11:16 BUT ALL THE TESTIMONY TONIGHT IS THAT WE ARE MEETING THE
08:11:20 CRITERIA IN THE CODE FOR THE INCENTIVES FOR THE HEIGHT
08:11:23 REALLY IS THE ONLY ITEM WE'RE SEEKING THAT REQUIRES
08:11:26 INCENTIVES.
08:11:28 >>Jim Wallace: WHAT I AM SAYING IS THAT RIGHT NOW YOU'RE
08:11:32 SHOWING IN I THINK BY ENTRANCE AB.
08:11:38 I FORGET THE NAME OF THE PARK.
08:11:39 COUPLE OF TRAILS THROUGH IT AND A COUPLE OF TREES.
08:11:43 IT'S JUST GREENSPACE TO ME.

08:11:45 YOU HAVE THE ONE DOWN ON THE CORNER OF U.S. 41 AND YOU GOT A
08:11:49 LITTLE ARCH AND YOU HAVE A LAKE, YOU HAVE A FOUNTAIN.

08:11:52 BUT WHY WOULD ANYBODY GO THERE?
08:11:54 I SEE THERE IS ENORMOUS OPPORTUNITY.
08:11:56 THE END OF THE PASEO, BUT WHY IS ANYONE GOING TO GO FROM THE
08:12:00 PASEO TO THAT SPACE?
08:12:03 IF YOU DON'T GIVE THEM REASONS TO GO THERE, THEY ARE NOT
08:12:06 GOING TO GO THERE.
08:12:09 AMENITY IF IT'S UNUSED.
08:12:10 THAT'S MY ONLY COMMENT.
08:12:12 THE SAME THING WITH THE VILLAGE GREEN.
08:12:16 NEEDS TO BE REASONS TO GO THERE EVERY DAY.
08:12:18 PEOPLE ARE TRAINED SINCE THEY ARE CHILDREN, DON'T WALK ON
08:12:21 THE GRASS.
08:12:22 SO IF IT'S JUST GRASS --
08:12:25 >>Barry Jones: NOT HERE.
08:12:30 >>Rich Yovanovich: I DON'T KNOW WHEN IS THE LAST TIME YOU'VE
08:12:32 BEEN TO MERCADO, BUT THEY HAVE ALMOST THE IDENTICAL
08:12:37 SITUATION WITH THIS KIND OF A GREENSPACE KIND OF WHERE THE
08:12:42 SILVER SPOT MOVIE THEATER IS AND I'LL CALL IT THEIR
08:12:46 RESTAURANT ROW.
08:12:47 THERE ARE KIDS PLAYING THERE ALL THE TIME.
08:12:51 THEY HAVE MOVIES ON WEDNESDAY NIGHTS.
08:12:53 THEY HAVE LAWN FURNITURE OUT THERE THAT PEOPLE KIND OF RELAX
08:12:57 IN.

08:12:58 AND THEN YOU GO OVER -- I DON'T WANT TO GIVE ANY RESTAURANTS
08:13:01 FREE ADVERTISING, BUT YOU GO TO BRAVO AND THAT'S THE OTHER
08:13:07 GREENSPACE BY THE COFFEE SHOP.
08:13:08 PEOPLE ARE PLAYING THERE ALL THE TIME.
08:13:13 THEY ARE ENJOYING THE GREEN OPEN SPACE WHEN THEY ARE COMING
08:13:15 TO VISIT.
08:13:18 >>Jim Wallace: THAT IS A PLANNED EVENT.
08:13:19 >>Rich Yovanovich: NO.
08:13:21 I TELL YOU, YOU GO TO DINNER YOU'LL SEE KIDS PLAYING IN THE
08:13:24 GREENSPACES ALL THE TIME.
08:13:26 RUNNING AROUND.
08:13:27 LITTLE ONES WITH THE PARENTS CHASING THEM.
08:13:29 IT'S REALLY NICE FOR THOSE OF US WHOSE KIDS OUTGROWN, DON'T
08:13:34 DO THAT, TO WATCH AND SEE THAT.
08:13:36 AT THE D.O. STAGE, WE'RE SAYING MAKE A CONDITION WHEN WE
08:13:39 COME BACK TO THE D.O. TO SHOW YOU HOW WE'LL ACTIVATE THOSE
08:13:43 SPACES AND WE WILL ACTIVATE THOSE SPACES AT THE D.O. STAGE.
08:13:46 WE'LL SHOW YOU HOW WE CAN PUT BENCHES OR WHATEVER IS THE
08:13:49 RIGHT WAY TO ACTIVATE THE CORNER LAKE.
08:13:53 WE'LL MAKE THOSE CONDITIONS OF THE DEVELOPMENT ORDER AND
08:13:55 WE'RE HAPPY TO COME BACK AND SHOW YOU HOW WE CAN DO THAT AS
08:13:58 WELL AS THE ARCHITECTURE.
08:13:59 >>Jim Wallace: PERHAPS I HAVE BEEN A LITTLE TAINTED.
08:14:02 I SPENT THE LAST THREE WEEKS IN EUROPE AND THE PARKS THERE,

08:14:06 AS YOU KNOW, ARE ALWAYS FULL OF PEOPLE.

08:14:10 TEN PEOPLE HERE, SIX PEOPLE --
08:14:12 >>Barry Jones: WHY DO YOU THINK THAT IS?
08:14:14 BECAUSE THERE'S SO MUCH DENSITY AND ONLY LIMITED OPEN SPACE
08:14:17 FROM THE CONGREGATE TO WHEN THEY WANT TO GO OUTSIDE.
08:14:20 WHEN YOU TAKE ALL THESE RESIDENTIAL PEOPLE AND YOU CLUSTER
08:14:24 THEM IN HERE WITH THAT HIGH DENSITY AND YOU CREATE THE OPEN
08:14:27 SPACES, THE PEOPLE IN THE 600 UNITS ARE GOING TO CREATE LIFE
08:14:32 AND THE THING THAT I SEE IS NOBODY WANTS TO BE THE ONLY
08:14:34 PERSON IN THE PARK.
08:14:37 THE MORE ACTIVITY AND THINGS THAT ARE HAPPENING THERE, THE
08:14:39 MORE PEOPLE ARE INCLINED TO USE IT, AND YOU GOT TO HAVE THE
08:14:42 DENSITY IN ORDER TO KEEP THAT ACTIVE LIFESTYLE.
08:14:46 >>Jim Wallace: YOU CERTAINLY HAVE THE DENSITY.
08:14:47 >>Barry Jones: THEY PLAY OFF OF EACH OTHER.
08:14:50 >>Jim Wallace: YOU HAVE A BIG GREEN, WHAT DO YOU CALL IT,
08:14:53 GREEN LAWN.
08:14:54 >>Barry Jones: YES, IT'S AN OPEN SPACE.
08:14:57 KIDS PLAY SOCCER AND KICK A BALL AROUND, THAT'S WHERE THEY
08:15:00 GOT TO GO.
08:15:01 >>Rich Yovanovich: AT THE DEVELOPMENT ORDER STAGE WE'LL SHOW
08:15:03 YOU HOW IT WILL BE.
08:15:06 >>Jim Wallace: I THINK YOU GUYS CAN DO BETTER.
08:15:09 IN YOUR REQUEST YOU'RE SAYING, HEY, WE'RE DOING SO MUCH.
08:15:13 WE'VE DONE THESE THINGS.
08:15:14 THOSE ARE TANGIBLE INCENTIVES, NOT IN MY BOOK, NOT YET.

08:15:19 >>Barry Jones: THEY ARE DOING EIGHT FOOT SIDEWALKS
08:15:21 EVERYWHERE.
08:15:22 THAT ENCOURAGES A LOT MORE PEDESTRIAN MOVEMENT.
08:15:34 >>Jim Wallace: I LOVE THE DEVELOPMENT.
08:15:35 I JUST THINK YOU'RE NOT THERE YET.
08:15:38 >>Mary Gibbs: MAY I MAKE A SUGGESTION?
08:15:40 WE HAVE CONDITION 19 WHICH IS ABOUT THE PATTERN BOOK.
08:15:44 I THINK IT SPEAKS TO TWO OF THE THINGS BOARD MEMBER WALLACE
08:15:49 BROUGHT UP.
08:15:49 THE SIGNAGE YOU BROUGHT UP BECAUSE WE DON'T HAVE THE SIGNAGE
08:15:52 INFORMATION BECAUSE IT'S TOO PREMATURE.
08:15:55 WE HAVE A CONDITION IN THE PATTERN BOOK, CONDITION 19 THAT
08:15:58 SAYS THEY HAVE TO DO UNIFIED SIGNAGE PLAN WHEN THEY COME
08:16:01 BACK FOR THEIR DEVELOPMENT ORDER.
08:16:03 THAT WILL COME BACK TO YOU ALL FOR REVIEW.
08:16:06 A COUPLE OF COMMENTS FROM COUNCIL PEOPLE THAT THOUGHT IT
08:16:08 WOULD BE NICE TO HAVE A REALLY NICE KIND OF ENTRY FEATURE TO
08:16:11 THIS DEVELOPMENT BECAUSE IT IS GOING TO BE A SIGNATURE
08:16:15 DEVELOPMENT.
08:16:16 WE'VE GOT THAT LANGUAGE IN THERE ALREADY.

08:16:18 WE'VE GOT LANGUAGE ABOUT MODIFYING THE ARCHITECTURE THAT MAY
08:16:21 NEED TO BE TWEAKED WHEN IT COMES BACK FOR THE DEVELOPMENT
08:16:23 ORDER TO DESIGN REVIEW BOARD AND PARTICULARLY SINCE MIKE
08:16:27 SHEELEY IS NOT HERE TONIGHT BECAUSE HE IS ON HIS HONEYMOON,
08:16:31 HE MAY HAVE TWEAKS TO THE ARCHITECTURE.

08:16:33 WE'VE GOT THAT LANGUAGE.
08:16:34 I THINK WE CAN ADD SOME LANGUAGE ABOUT PLACEMAKING,
08:16:38 STREETSCAPING FOR THE HUMAN SCALE FOR THOSE PARK AREAS JUST
08:16:42 INTO THAT CONDITION.
08:16:44 >>Kristin Jeannin: WHERE IS THAT?
08:16:49 >>Mary Gibbs: 13.
08:16:50 I'M SORRY.
08:16:51 I DIDN'T HAVE MY GLASSES ON.
08:16:52 I THOUGHT IT SAID 19.
08:16:54 IT'S GETTING LATE.
08:16:56 I'M DYSLEXIC.
08:16:58 >>Barry Jones: YES, IT IS.
08:17:02 >>Kristin Jeannin: I THINK MINE ARE PRETTY QUICK.
08:17:04 A COUPLE OF POINTS THAT I WANT TO MAKE THAT I REALLY AM IN
08:17:07 FAVOR OF AND THE PROJECT I THINK THAT ARE DIFFERENT THAT I
08:17:11 SEE AND REALLY LIKE ARE THE PEDESTRIAN STREET, THE
08:17:16 PEDESTRIAN WALKWAY IN THE CENTER OF YOUR STREET, I LOVE
08:17:19 THAT.
08:17:20 I WISH MORE PEOPLE WOULD DO THAT.
08:17:22 PLEASE KEEP THAT IN.
08:17:23 I'M GLAD YOU ASKED FOR THE DEVIATION FOR IT BECAUSE I THINK
08:17:26 THAT WAS BRAVE.
08:17:27 I ALSO DO LIKE THE URBAN HARD SCAPE ELEMENT TO THE LAKE.
08:17:32 I THINK THAT IS A VERY NICE TOUCH AND WILL MAKE A NICE
08:17:35 FEATURE.

08:17:36 AGAIN, THOUGHTFUL AND APPRECIATE THE DEVIATION FOR THAT, FOR
08:17:40 GOING FOR THAT.
08:17:41 I'D LIKE TO SEE YOU FLESH OUT IN THE NEXT PHASE, YOU HAVE A
08:17:49 LOT OF STREET TREES SHOWN IN YOUR RENDERINGS.
08:17:52 I'D LIKE TO SEE HOW THAT'S GOING TO RELATE TO THE SIDEWALKS
08:17:55 AND THE PARKING SPACES BECAUSE IT'S IMPORTANT ALSO.
08:17:59 AND THE WALKWAY THROUGH THE INDIGENOUS PRESERVE, I ALSO VERY
08:18:08 MUCH LIKE.
08:18:09 I THINK IT WILL BE USEFUL MOSTLY FOR THE PEOPLE THAT ARE AT
08:18:12 THE HOTEL OR LIVING THERE.
08:18:13 I WANT TO MAKE SURE THAT'S SOMETHING THAT IS ALLOWABLE.
08:18:21 I'M SURE YOU WOULD HAVE CAUGHT THAT.
08:18:23 ISN'T THERE SOMETIMES SOME LANGUAGE ABOUT BASICALLY NOT
08:18:25 BEING ABLE TO TOUCH, DO ANYTHING LIKE THAT IN INDIGENOUS
08:18:29 PRESERVE.
08:18:30 >>Mary Gibbs: SOMETIMES IF IT'S A CONSERVATION EASEMENT,

08:18:32 YOU'RE NOT ALLOWED TO DO CERTAIN THINGS.
08:18:35 BUT IN THE INDIGENOUS PRESERVE, WE WOULD ALLOW THAT.
08:18:38 >>Kristin Jeannin: SO IT'S A 10-FOOT WIDE PATH I THINK YOU
08:18:41 PUT.
08:18:42 ARE YOU PLANNING TO HAVE TREES THROUGH THAT, BASICALLY
08:18:45 LEAVING THE TREES THAT ARE THERE?
08:18:50 I IMAGINE IF YOU'VE DRAWN THIS PRETTY CLEAN LINE IN THERE,
08:18:53 IT CAN JOG IN AND AROUND TREES BUT ALSO ALLOWS TREES TO GO
08:18:56 THROUGH IT.

08:18:57 I JUST WANTED TO HEAR A LITTLE BIT MORE ABOUT THAT AND ALSO
08:19:00 BE VERY CAREFUL ABOUT YOU'VE GOT -- YOU KIND OF LISTED THREE
08:19:04 DIFFERENT SURFACES, SO I'D LIKE TO HEAR REALLY WHAT IT'S
08:19:08 GOING TO BE IN THE NEXT PHASE AND TALK ABOUT IT MORE.
08:19:12 >> SO THE PATH IS INTENDED TO KIND OF WE'VE BACK AND FORTH
08:19:15 AND -- WEAVE BACK AND FORTH AND GIVE LITTLE POCKETS OF
08:19:18 LANDSCAPING THAT YOU CAN KIND OF PEEK IN AND OUT OF SO
08:19:22 YOU'RE NOT WALKING ALONG A BARE KIND OF WATERFRONT LINE.
08:19:25 >>Kristin Jeannin: RELATED TO THAT, TOO, I NOTICED IN THE
08:19:29 PATTERN BOOK, AND I THINK I HAVE THIS RIGHT, YOU HAVE A
08:19:33 COUPLE OF SECTIONS THAT SHOW WHERE THE FENCE IS GOING TO BE
08:19:37 IN RELATIONSHIP TO THOSE TWO BUFFERS BOTH ON THE NORTH AND
08:19:41 THE WEST AND THE CONDITION I THINK HAS THEM SLIGHTLY
08:19:46 DIFFERENT.
08:19:46 SO I WANT TO MAKE SURE THAT THERE IS AN UNDERSTANDING
08:19:48 BETWEEN WHAT THE VILLAGE EXPECTS AND WHAT YOU'RE PLANNING
08:19:53 AND MAKE SURE THAT THE RIGHT THING MOVES FORWARD.
08:19:55 AND WHAT YOU'VE HEARD FROM THE COMMUNITY IS I THINK THAT THE
08:20:01 CONDITION SAYS THAT IT'S ON THE INSIDE OF THAT BUFFER.
08:20:05 THE WAY YOU'VE DRAWN IT IS ON THE PROPERTY LINE BASICALLY.
08:20:08 SO WHAT IS IT THAT THE VILLAGE PREFERS BASED ON WHAT YOU'VE
08:20:12 HEARD FROM THE COMMUNITY?
08:20:13 THE PEOPLE THAT LIVE THERE.
08:20:18 >> I DON'T KNOW IF THEY SPECIFIED EXACTLY WHERE THEY WANT A
08:20:20 WALL OR A FENCE.

08:20:21 I THINK THEY JUST WANTED IT THERE.
08:20:24 I'M NOT EXACTLY FAMILIAR WHERE YOU GUYS HAVE SPECIFIED THE
08:20:28 FENCE AND THE CONDITION.
08:20:29 >>Mary Gibbs: I DON'T THINK WE SPECIFY IT BECAUSE WE WERE
08:20:31 TRYING TO LEAVE A LITTLE FLEXIBILITY FOR WHERE IT SHOULD BE.
08:20:37 >>Kristin Jeannin: SIX FOOT TALL BLACK CHAIN-LINK FENCE
08:20:40 INSTALLED ON THE DEVELOPMENT SIDE OF THE BUFFER.
08:20:43 >>Mary Gibbs: WELL, BECAUSE WE WANT THE LANDSCAPING TO BE
08:20:45 FACING THE NEIGHBORS.
08:20:49 BUT WE DIDN'T SPECIFY THE EXACT LOCATION.
08:20:53 WE CAN DO THAT AT DEVELOPMENT ORDER I THINK.
08:20:56 >> INSIDE MEANING -- YOU'RE SAYING WITHIN THE LANDSCAPE

08:21:00 BUFFER.
08:21:00 >>Kristin Jeannin: ON THE INSIDE OF THE BUFFER IS THE WAY I
08:21:02 READ THAT.
08:21:03 >>Barry Jones: YOU'RE NOT GOING TO HAVE A BUFFER TO THE
08:21:05 NORTH AND THE WEST WHERE YOU ALREADY HAVE EXISTING
08:21:08 INDIGENOUS, ARE YOU?
08:21:09 >>Kristin Jeannin: YES, THEY ARE.
08:21:10 >>Barry Jones: SO THEY ARE PLANNING ON THE INSIDE OF THE
08:21:12 EXISTING INDIGENOUS THEY ARE GOING TO PLANT.
08:21:16 >> I INTERPRETED IT AS WITHIN THE LANDSCAPE BUFFER WOULD BE
08:21:19 A FENCE, NOT NECESSARILY ON THE INSIDE LINE OF THE BUFFER.
08:21:22 >>Barry Jones: THE INTENT IS TO PREVENT THE VISUAL OF THE
08:21:25 FENCE FROM THE ADJOINING PROPERTY.

08:21:27 SO WHETHER YOU USE THE EXISTING INDIGENOUS TO SHIELD THE
08:21:31 VISIBILITY OF THAT FENCE OR WHETHER YOU USE THE BUFFER, SO
08:21:35 LONG AS THE FENCE WASN'T VISIBLE FROM THE SURROUNDING
08:21:38 PROPERTIES.
08:21:40 >> OKAY.
08:21:40 AND THE BUFFER REQUIRES TWO ROWS OF PLANTINGS 48 INCHES AT
08:21:45 THE TIME OF PLANTING, TOO.
08:21:47 THAT WILL CERTAINLY HELP BLOCK --
08:21:49 >>Barry Jones: I THINK THE INDIGENOUS PRESERVE, IF YOU PUT
08:21:52 THE FENCE SOMEWHERE MEANDERING OUTSIDE WHERE YOUR TRAIL IS,
08:21:57 THAT WOULD SATISFY THE INTENT TO PROVIDE SECURITY TO THE
08:22:01 EXTERIOR.
08:22:01 WE'D RATHER YOU ZIGZAG IT AROUND THE WORLD.
08:22:09 BUILT ONE IN REFLECTION LAKES MANY MOONS AGO AND YOU'D NEVER
08:22:14 KNOW THERE IS A WALL THERE BECAUSE WE TUCKED IT IN AND
08:22:17 WORKED AROUND ALL THE INDIGENOUS.
08:22:18 >> YOU JUST DON'T WANT IT ON THE PROPERTY LINE WHERE THEY
08:22:21 CAN SEE IT.
08:22:22 YOU WANT US TO HIDE IT IN THE VEGETATION.
08:22:24 >>Barry Jones: CORRECT.
08:22:25 >>Kristin Jeannin: I CAN'T PARTICULARLY WANT IT ON YOUR
08:22:27 PROPERTY LINE.
08:22:28 >> YOU BASICALLY WANT TO HIDE IT IN VEGETATION.
08:22:30 >>Barry Jones: ON THE INSIDE WHERE YOU'RE SEEING IT FROM THE
08:22:33 INSIDE.

08:22:35 >>Rich Yovanovich: YOU WANT BOTH SIDES TO BE BLOCKED.
08:22:37 I UNDERSTAND WHAT YOU'RE SAYING.
08:22:37 >>Barry Jones: IT'S PREFERABLE, BUT CERTAINLY THE EXTERIOR
08:22:41 VIEW NEEDS TO BE COMPENSATED FOR.
08:22:43 >>Rich Yovanovich: MY GUESS IS AT THE END OF THE DAY NOBODY
08:22:46 WILL KNOW THERE IS A FENCE THERE ONCE THE VEGETATION GROWS.
08:22:48 NOBODY WANTS TO SEE IT.
08:22:50 >>Jim Wallace: CAN I ASK YOU ONE QUESTION?

08:22:53 IT'S NOT MY DOMAIN SO I SHOULDN'T BE ASKING IT.
08:22:57 BUT THERE DOESN'T SEEM TO BE A LOT OF UNDERPLANTINGS.
08:23:05 WHEN I LOOK AT THESE, I DON'T SEE A LOT OF UNDERPLANTING.
08:23:08 IS THAT JUST BECAUSE THE RENDERINGS WE HAVE HERE ARE
08:23:14 COMPUTER GENERATED OR IS IT YOUR INTENTION NOT TO UNDERPLANT
08:23:17 THEM?
08:23:18 >> I THINK THIS GOES ALONG THE LINES OF KIND OF YOUR
08:23:20 PLACEMAKING AND YOUR SENSE OF SPACE AND THE LANDSCAPING.
08:23:26 JUST REALLY HAS NOT BEEN DEVELOPED YET.
08:23:28 WE'RE GOING TO ENGAGE A WORLD-CLASS LANDSCAPE ARCHITECT WHO
08:23:31 IS GOING TO REALLY DIVE INTO THIS, MAKE SURE WE HAVE THE
08:23:34 SENSE OF PLACES AND PARKS.
08:23:37 >>Barry Jones: ONE OF THE CHALLENGES WE HAVE IN OUR CODE
08:23:39 FROM A PERSONAL PERSPECTIVE IS I DON'T THINK MULTIFAMILY
08:23:43 REQUIRES ANY SORT OF FOUNDATION PLANTINGS.
08:23:46 IS THAT CORRECT, MARY?
08:23:48 >>Mary Gibbs: I THINK WE HAD THAT DISCUSSION BEFORE.

08:23:50 I THINK IT WAS COMMERCIAL.
08:23:55 >>Barry Jones: SO THE AMOUNT OF FOUNDATION PLANTINGS THAT
08:23:57 ARE REQUIRED AROUND THE BASE OF THE BUILDING, AND THAT'S
08:24:00 SOMETHING THAT CAN BE AGREED TO OR SPECIFIED IN THE ZONING
08:24:03 AS A CONDITION SO THAT WE KNOW THERE'S AN INTENT THAT EACH
08:24:06 DEVELOPMENT THAT COMES IN HAS TO SATISFY SOMETHING IF THE
08:24:10 BOARD WAS LOOKING FOR SOMETHING MORE THAN THE BARE MINIMUM
08:24:13 THAT'S IN THE CODE.
08:24:13 KRISTIN, WERE YOU --
08:24:20 >>Kristin Jeannin: I'M PRETTY MUCH DONE.
08:24:22 I WOULD KIND OF AGREE WITH MR. WALLACE'S CONCERNS ABOUT
08:24:30 REALLY FLESHING OUT THOSE PUBLIC SPACES AND I THINK THAT IS
08:24:36 ALONG WITH THE LIFE OF JUST HAVING THE PEOPLE THERE THAT
08:24:38 WILL GIVE IT VALUE.
08:24:41 THE TEXTURAL EMPHASIS AND DETAILS ON THOSE SPACES AND THE
08:24:48 ARCHITECTURE ARE GOING TO REALLY MAKE THIS MORE SUCCESSFUL.
08:24:54 >>Jim Wallace: WOULDN'T IT BE NICE, AFTER YOU BUILD THIS,
08:24:57 ALL THE PEOPLE WHO WERE UNHAPPY TONIGHT WERE HAPPY.
08:25:00 I HOPE THAT WILL HAPPEN BECAUSE I THINK THIS CAN BE A
08:25:03 TREASURE FOR ESTERO IF IT'S DONE RIGHT.
08:25:04 >>Kristin Jeannin: I WOULD ADD TO THAT, THE ONE WOMAN THAT
08:25:09 MENTIONED MAYBE INCREASING THE BUFFERS ON COCONUT ROAD, I
08:25:14 MEAN, LIKE YOU SAID, YOU HAVEN'T REALLY FLESHED OUT THE
08:25:16 LANDSCAPE YET --
08:25:18 >>Barry Jones: -- PLANT IT EARLY ON AND THERE IS A CONDITION

08:25:20 IN THERE, THE PHASING, YOU COMMITTED TO PLANTING ALL YOUR
08:25:24 PERIMETER BUFFERS IN PHASE ONE, IS THAT CORRECT?
08:25:28 >> YES.
08:25:29 >>Barry Jones: OR WAS IT JUST 41?

08:25:31 >>Mary Gibbs: I LOOKED WHEN THAT CAME UP AND I DIDN'T REALLY
08:25:34 SEE IT SPECIFIED.
08:25:35 SO WE PROBABLY NEED TO CLARIFY THAT.
08:25:38 >> I THINK TO A DEGREE WE HAVE TO BE CAREFUL ON THE SOUTH
08:25:41 PERIMETER WITH THE COORDINATION OF CONSTRUCTION.
08:25:43 TYPICALLY LANDSCAPING IS ONE OF THE LATER THINGS TO GO IN SO
08:25:47 YOU'RE NOT GETTING IN THE WAY.
08:25:48 SO TREES ARE NOT GETTING IN THE WAY.
08:25:50 MAYBE THERE'S A --
08:25:52 >>Kristin Jeannin: YOU'RE CLOSE.
08:25:54 YOUR BUILDINGS ARE CLOSE.
08:25:56 >> CERTAINLY DO ALL THE BUFFER ENHANCEMENTS ON THE NORTH
08:25:59 SIDE OF THE SITE AND ON THE WEST SIDE FROM THE NEIGHBORS
08:26:01 LIVING RIGHT THERE.
08:26:02 I THINK WE HAVE TO THINK THROUGH A LITTLE BIT MORE OF THE
08:26:04 SOUTH BUFFER BECAUSE THERE'S A LOT OF CONSTRUCTION WORK
08:26:07 THAT'S GOING TO BE GOING ON THERE.
08:26:08 IF WE PLANT TOO EARLY WE'RE JUST GOING TO DAMAGE IT.
08:26:13 >>Barry Jones: UNDERSTOOD.
08:26:14 >>Kristin Jeannin: I JUST THINK THAT THOSE BUFFERS ALONG THE
08:26:19 STREETS ARE RELATIVELY EASY THING FOR YOU TO SHOW MORE

08:26:25 EFFORTS BEING MADE FOR THE COMMUNITY.
08:26:28 >>Barry Jones: I THINK AS THEY COME BACK IN FOR THEIR
08:26:30 DEVELOPMENT ORDERS.
08:26:31 I UNDERSTAND WHAT YOU'RE LOOKING AT ON COCONUT, CERTAINLY
08:26:36 BEEN THERE, DONE THAT, ALONG 41, YOUR BUFFERS ARE ON MOSTLY
08:26:41 STREET, THE INFRASTRUCTURE YOU'RE GOING TO BUILD TO BEGIN
08:26:44 WITH.
08:26:46 AND THE PARK UP FRONT, ONCE YOU DUG THE LAKE.
08:26:50 SO I THINK THERE IS A MIDDLE GROUND THAT YOU CAN PLANT THE
08:26:56 BUFFERS AS PART OF PHASE ONE AND USE FOR DEVELOPMENT AS
08:26:58 THOSE BUILDINGS CAME IN SO THAT THERE'S AN EFFORT TO
08:27:02 COMPROMISE, IF YOU WILL.
08:27:05 >> YEAH, I AGREE.
08:27:06 >>James Tatooles: I'VE GOT A COUPLE OF QUESTIONS.
08:27:08 ONE OF THE QUESTIONS I HAVE IS JUST FOR A POINT OF
08:27:12 INFORMATION.
08:27:13 THE LAST THREE OR FOUR YEARS ON THIS BOARD, WE'VE APPROVED
08:27:18 FIVE HOTELS.
08:27:19 OF THE FIVE HOTELS, ONE BUILT, TWO FOR SALE AND ONE IS
08:27:26 ACROSS THE STREET FROM YOU AND ONE IS DIRECTLY SOUTH.
08:27:29 YOU HAVE 260-ROOM HOTEL.
08:27:34 THE QUESTION IS, WHAT KIND OF MARKETING ANALYSIS HAVE YOU
08:27:37 DONE AND WHAT IS THE NEED FOR IT?
08:27:39 AND IS IT JUST GOING TO BE A ROOMING HOUSE?
08:27:43 CERTAINLY NOT GOING TO BE A DESTINATION HOTEL WHEN YOU'VE

08:27:46 GOT THE HYATT DOWN THE STREET.
08:27:48 SO THE HOTEL SITUATION -- [INAUDIBLE]
08:27:56 THE SECOND POINT I WANT TO MAKE WHEN WE LISTEN TO ALL THE
08:28:00 PEOPLE IN THE AUDIENCE, THEY WERE ALL CONCERNED ABOUT FOUR
08:28:04 LANE HIGHWAY ON 41 TYING INTO TWO LANE ROAD ON COCONUT.
08:28:09 AND HAVING IT FEED ALL THE WAY BACK TO THE NEW UNITS THAT
08:28:13 ARE GOING INTO THE COLONY, THE NEW UNITS -- [INAUDIBLE] TIME
08:28:22 SHARES, RAPALLO BAY, RAPTOR BAY.
08:28:25 THERE IS A LOT OF EXPANSION OUT THERE, AND WE'RE TALKING
08:28:27 ABOUT DIFFERENT ENTITIES.
08:28:29 I THINK ONE WAY TO BECOME A HERO TO ALL THESE PEOPLE IS TO
08:28:37 PUT TOGETHER A UNITED EFFORT WITH ALL OF THESE VARIOUS
08:28:40 ENTITIES TO SEE WHAT'S GOING TO HAPPEN.
08:28:42 BECAUSE I DON'T FEEL TWO LANE ROAD IS GOING TO SUPPORT THIS
08:28:49 PROJECT.
08:28:50 AND IT'S JUST GOING TO EXACERBATE THE INTERSECTION.
08:28:53 THE SAME THING THAT HAPPENED ON CORKSCREW ROAD WHEN WE HAD
08:28:58 ALL OF THE PROJECTS GOING OUT TO THE EAST.
08:29:04 IT REQUIRED THAT CORKSCREW BECOME A FOUR LANE HIGHWAY AND IT
08:29:07 DID BECOME A FOUR LANE HIGHWAY -- [INAUDIBLE] JUST NOTHING
08:29:14 BUT A CONGESTION MAD HOUSE OUT THERE.
08:29:17 I THINK THAT THERE SHOULD BE A CONCERTED EFFORT TO WORK ON
08:29:24 COORDINATING THE VARIOUS GOVERNMENTAL ENTITIES THAT ARE
08:29:29 INVOLVED.
08:29:29 WHO IS GOING TO PAY FOR IT?

08:29:31 RIGHT NOW, ESTERO OWNS THAT ROAD.
08:29:34 WHY SHOULD ESTERO BE DEVELOPING THAT ROAD AND EXPANDING IT
08:29:38 FOR THE RITZ-CARLTON WHICH IS IN BONITA OR FOR THE COLONIES
08:29:43 WHICH IS IN BONITA?
08:29:44 I THINK THAT YOUR MAIN ENTRANCE IS ON COCONUT.
08:29:49 AND IT'S NOT THE MAIN ENTRANCE THAT I THINK THAT YOU WOULD
08:29:54 LIKE TO HAVE.
08:29:55 IF YOU LOOK AT, IF MERCADO, WHERE IS THE MAIN ENTRANCE?
08:29:59 IT'S ON 41.
08:30:00 YOU SEE IT AS YOU'RE DRIVING DOWN 41 AND YOU GET TO
08:30:06 VANDERBILT AND YOU CAN SEE MERCADO, YOU CAN SEE WHAT'S
08:30:09 THERE.
08:30:09 YOU CAN SEE ALL THE BUILDINGS AND THE WAY YOU HAVE THEM
08:30:12 HERE, THEY ARE HIDDEN BECAUSE THE BUILDINGS ARE RIGHT TO THE
08:30:14 SIDEWALK AND BECOME A WALL AROUND YOUR PROJECT AND YOU CAN'T
08:30:19 SEE THE PROJECT.
08:30:20 SO I THINK THAT THAT IS SOMETHING THAT THERE SHOULD BE MORE
08:30:25 VISIBILITY GOING BACK INTO THE PROJECT SO YOU COULD SEE IT
08:30:28 FROM THE ROAD.
08:30:28 SO THOSE ARE THE -- THOSE ARE MY COMMENTS THAT I THINK THAT
08:30:35 YOU NEED TO PUT SOME THOUGHT INTO COCONUT ROAD.
08:30:40 ONCE AGAIN, I DON'T KNOW THE MARKETING SITUATION, BUT WE'VE

08:30:44 HAD MOTELS THAT HAVE BEEN APPROVED AND HAVEN'T BEEN BUILT
08:30:47 BECAUSE THERE'S NOT A DEMAND FOR THEM.
08:30:48 SO I THINK THOSE THINGS ARE WORTHY OF CONSIDERATION.

08:30:54 >>Jim Wallace: SEVERAL PEOPLE, REPEATED COMMENT WAS THAT
08:30:57 COCONUT ROAD CANNOT BE FOUR LANES.
08:31:01 DO YOU KNOW WHY?
08:31:02 >>Barry Jones: IT'S CURRENTLY THREE LANES AS IT SITS TODAY.
08:31:05 THAT'S THREE THRU LANES.
08:31:07 IT'S TWO GOING EAST AND ONE GOING WEST.
08:31:11 THAT'S WHAT IS EXISTING.
08:31:18 I JUST PULLED UP GOOGLE EARTH AND LOOKED AT IT.
08:31:27 >>Jim Wallace: I'VE DRIVEN DOWN THIS ROAD MANY TIMES.
08:31:30 >>Barry Jones: ME, TOO.
08:31:31 WALKED MY DOG DOWN IT, ALL OF THE ABOVE.
08:31:36 WHEN YOU TALK ABOUT CAN YOU EXPAND ROADS, COCONUT ROAD IS
08:31:39 CURRENTLY WHAT IS KNOWN AS AN OPEN DRAINAGE SYSTEM.
08:31:43 IN OTHER WORDS, A LOT OF SQUARE FOOTAGE TAKEN UP BY DITCHES.
08:31:46 YOU PUT IN INLETS, PUT IN PIPES, PUT IN ROADWAYS.
08:31:50 YOU'VE GOT ROOM FOR TRAVEL LANES.
08:31:52 SO THERE IS ROOM FOR EXPANSION.
08:31:55 YOU JUST HAVE TO CHANGE THE DRAINAGE SYSTEM.
08:31:57 JIM, ARE YOU DONE?
08:32:01 >>James Tatooles: YEAH, FINE.
08:32:02 >>Barry Jones: I HAVE A LIST OF THINGS AND WE TALKED ABOUT A
08:32:04 LOT OF THEM.
08:32:06 A BIG ONE FOR ME IS PEDESTRIAN CONNECTIVITY.
08:32:08 I LIVE IN FOUNTAIN LAKES RIGHT DOWN THE ROAD.
08:32:11 I WALK, I WALK OVER TO COCONUT POINT.

08:32:13 GOT TO CROSS THE ROAD.
08:32:16 I'M ONE OF THE FEW PEOPLE THAT JIM MIGHT TRY AND RUN OVER
08:32:19 WHEN I'M OUT THERE WALKING.
08:32:21 FORTUNATELY, I CAN STILL OUTRUN YOU, JIM.
08:32:24 SO PEDESTRIAN CONNECTIVITY ACROSS THE WAY.
08:32:28 NOBODY IS SAYING IT'S JUST YOUR BABY, BUT YOU ARE CREATING
08:32:31 WHAT IS KNOWN IN THE INDUSTRY AS AN ATTRACTIVE NUISANCE.
08:32:35 YOU'RE CREATING THIS THING FOR EVERYBODY THAT THEY WANT TO
08:32:37 GO TO.
08:32:38 YOU HAVE A LOT OF PEOPLE IN THE BROOKS AND NOT ALL OF THEM
08:32:41 ARE GOING TO GO DRIVE.
08:32:42 I RECOGNIZE MOST OF THEM ARE.
08:32:45 YOU GOT A GREAT THING ACROSS THE STREET THAT A LOT OF YOUR
08:32:50 RESIDENTS ARE GOING TO WANT TO GO TO.
08:32:52 THAT LEVEL OF PEDESTRIAN CONNECTIVITY, IF IT WAS UP TO ME,
08:32:55 THERE WOULD BE SOME SORT OF UNDERPASS DEVELOPED THERE AS
08:32:58 PART OF WHENEVER THE RAILS TO TRAILS COMES THROUGH AND WE
08:33:01 GET SOME STATE FUNDING AND THERE'S SOME PROPORTIONATE SHARE.

08:33:04 I BELIEVE RICH UTTERED THE MAGIC WORDS THERE.
08:33:07 PEDESTRIAN CONNECTIVITY IS VERY IMPORTANT TO ME.
08:33:11 WHEN I LOOK AT TRAFFIC CIRCULATION, I'M A BIG FAN OF
08:33:16 ROUNDABOUTS BECAUSE A ROUNDABOUT IS THE MOST EFFECTIVE WAY
08:33:19 TO MAKE AN INTERSECTION WORK.
08:33:23 I'M DOING ROUNDABOUTS IN EAST CAPE CORAL RIGHT NOW AND
08:33:28 80-FOOT RIGHT-OF-WAYS THAT I CAN GET FOUR LANES THROUGH, A

08:33:32 FOUR BY TWO ROUNDABOUT I CAN GET IN AN 80-FOOT RIGHT-OF-WAY.
08:33:36 ONE, TWO, THREE, FOUR FIVE EXISTING LANES, I THINK THERE'S
08:33:40 PROBABLY ROOM IN THERE WITH SOME CREATIVITY TO MAKE A
08:33:44 ROUNDABOUT WORK INSTEAD OF A TRAFFIC SIGNAL.
08:33:47 MOST OF THE PEOPLE WILL BE COMING OUT OF YOUR RESTAURANT
08:33:49 PARKING AND TAKING THE FASTEST WAY OUT TO COCONUT TO GET TO
08:33:53 COCONUT AND THEY'LL WANT TO GO BACK TO 41.
08:33:55 THE ONLY WAY THEY DO THAT IS GO DOWN AND MAKE A U-TURN AT
08:33:59 THAT SIGNAL.
08:34:00 A U-TURN IS ONE OF THE WORST MOTIONS IN VEHICULAR TRAFFIC
08:34:05 AND I'LL DEFER TO THE EXPERTS BECAUSE I'M JUST SOMEBODY THAT
08:34:08 HUNG OUT THERE FOR A LITTLE WHILE.
08:34:11 HE'S DONE IT FOR A LIVING.
08:34:12 I WOULD HIGHLY REQUEST THAT YOU LOOK AT THE APPLICABILITY OF
08:34:17 A ROUNDABOUT THERE AND MORE EFFECTIVELY UTILIZE THAT
08:34:22 INTERSECTION SPACE AND ALLEVIATE SOME OF THE TRAFFIC,
08:34:25 CREATING ANOTHER TRAFFIC SIGNAL THERE TO ALLOW PEOPLE OUT.
08:34:37 >>Rich Yovanovich: THAT WAS LOOKED AT AND WE WERE TOLD TO DO
08:34:41 A TRAFFIC SIGNAL.
08:34:42 THERE'S NOT ENOUGH SUFFICIENT AREA TO MAKE THE ROUNDABOUT
08:34:47 WORK.
08:34:48 >>Barry Jones: SOMEBODY WOULD HAVE TO SHOW THAT TO ME.
08:34:50 >>Rich Yovanovich: I'M NOT AN --
08:34:52 >>Barry Jones: IF IT WAS DRAWN UP AND WON'T FIT, SHOW IT TO
08:34:55 ME.

08:34:56 I'VE BEEN TOLD THAT ON HUNDRED FOOT RIGHT-OF-WAY, TOO, AND
08:35:00 I'M A REAL SKEPTIC OF THOSE ANSWERS ANYMORE.
08:35:05 >>Rich Yovanovich: NOT AN ENGINEER.
08:35:06 PLAY ONE ON TV.
08:35:10 >>James Tatooles: GO TO CARMEL, INDIANA.
08:35:12 LOOK AT WHAT THEY HAVE AS FAR AS ROUNDABOUTS.
08:35:15 I DON'T THINK THAT THEY'VE GOT ONE T INTERSECTION OR CROSS
08:35:19 INTERSECTION IN THE ENTIRE VILLAGE.
08:35:24 >>Mary Gibbs: MAY I ADD SOMETHING?
08:35:26 THEY INITIALLY DID PROPOSE A ROUNDABOUT AND OUR TWO
08:35:28 ENGINEERS LOOKED AT IT, JIM HART AND DAVID WILLEMS AND SAID
08:35:33 THEY DIDN'T THINK IT WAS GOING TO WORK BECAUSE IT WAS GOING
08:35:36 TO CREATE BACKUP TRAFFIC INTO THE INTERSECTION.
08:35:40 >>Barry Jones: WHAT DO YOU THINK A RED LIGHT WILL DO?

08:35:43 >>Mary Gibbs: WE TOLD THEM TO DO A TRAFFIC LIGHT.
08:35:45 >>Barry Jones: RED LIGHT STOPS TRAFFIC.
08:35:46 ROUNDABOUT ALLOWS THE NEXT AVAILABLE PERSON THERE TO GET
08:35:48 THERE.
08:35:50 >>Mary Gibbs: ARE YOU ALL GOING TO RECOMMEND A ROUNDABOUT?
08:35:52 >>Barry Jones: I WOULD LOOK AT WHAT'S BEST FROM A
08:35:54 TRANSPORTATION ENGINEERING STANDPOINT TO MAXIMIZE THE
08:35:57 EFFICIENCY OF THAT INTERSECTION AND DEFER TO THE PEOPLE THAT
08:36:01 DO IT FOR A LIVING TO TELL ME THE TRANSPORTATION EXPERTS TO
08:36:04 SAY WHAT'S THE BEST WAY TO MAXIMIZE THE EFFICIENCY OF THAT
08:36:07 INTERSECTION.

08:36:07 >>Rich Yovanovich: WITH THE UNDERSTANDING IT'S GOT TO FIT IN
08:36:09 THE EXISTING RIGHT-OF-WAY.
08:36:11 >>Barry Jones: UNDERSTOOD.
08:36:12 >>Rich Yovanovich: TO REQUIRE US TO EITHER GIVE UP OUR LAND
08:36:15 OR GET SOMEONE ELSE TO GIVE UP THEIR LAND FOR A ROUNDABOUT
08:36:18 IS A LITTLE -- SO.
08:36:20 WE'RE FINE WITH EITHER ONE --
08:36:24 >>Barry Jones: THERE MAY BE SOME ROOM FOR SOME CORNER CLIPS
08:36:25 THERE IF YOU -- THE CORNER OF THOSE UNITS AT THAT POINT.
08:36:30 IF YOU'RE CREATING A DEMAND, THERE'S JUSTIFICATION FOR
08:36:34 COMPENSATING RIGHT-OF-WAY WHEN YOU GOT TO PUT IN TURN LANES.
08:36:38 I BELIEVE IT CAN FIT IN 80 FEET BECAUSE I'VE GOT THEM DRAWN
08:36:42 RIGHT NOW ON A PROJECT I SIGNED AND SEALED YESTERDAY.
08:36:44 >>Rich Yovanovich: UNDERSTOOD.
08:36:46 I'M NOT DISAGREEING WITH YOU.
08:36:55 >>Kristin Jeannin: ESTERO HAS A COUPLE OF THEM.
08:36:57 I THINK IT COULD BE A VILLAGE LANGUAGE.
08:36:59 >>Barry Jones: THE MEDICAL OFFICE SPACE IS THAT A 24 HOUR
08:37:02 OPERATION OR IS THAT LIMITED?
08:37:04 THIS ISN'T A QUICKIE CLINIC OR OVERNIGHT THING, IS IT?
08:37:08 >> SO INITIALLY -- TO TAKE A STEP BACK.
08:37:12 WHEN WE BOUGHT THE LAND FROM LEE HEALTH, THEY PUT A
08:37:15 RESTRICTION ON THE LAND.
08:37:16 THERE IS A COVENANT ON THE LAND THAT WE CANNOT HAVE CERTAIN
08:37:19 TYPES OF MEDICAL USES TO COMPETE WITH THEIR PROJECT.

08:37:21 WHEN WE INITIALLY PROPOSED THIS PROJECT TO MARY AND STEVE,
08:37:26 STEVE SAID YOU WOULDN'T BELIEVE THE NUMBER OF PEOPLE WHO
08:37:28 CALL MOVING FROM OUT OF STATE THAT NEED OFFICE.
08:37:31 WE DIDN'T HAVE OFFICE IN THE INITIAL PLAN.
08:37:33 WE SAID, OKAY, WE STUDIED A COUPLE OF LOCAL OFFICE SMALLER
08:37:36 KIND OF BOUTIQUE BUILDINGS AND FIGURED OUT ABOUT 20,000
08:37:40 SQUARE FEET WAS A GOOD AMOUNT.
08:37:41 WE INCLUDED 20,000 SQUARE FEET.
08:37:43 IN SOME OF THE INITIAL DISCUSSIONS, THE GENTLEMAN FROM LEE
08:37:48 HEALTH, I CAN'T THINK OF HIS NAME RIGHT NOW, HE SAID INCLUDE

08:37:51 ANOTHER 20,000 SQUARE FEET FOR US AND WE MAY LEASE IT OR BUY
08:37:55 IT FROM YOU.
08:37:56 SO WE INCLUDED ANOTHER 20,000 SQUARE FEET FOR LEE HEALTH.
08:37:59 I DON'T KNOW EXACTLY HOW THEY WOULD TUESDAY AND THEY HAVEN'T
08:38:02 FORMALLY COMMITTED TO IT.
08:38:04 SO IN THE OBLIGATION FOR CONDITIONS, WE'RE ONLY OBLIGATED TO
08:38:07 THE 20,000 INITIAL SPACE.
08:38:10 IF WE CAN COME TO AN AGREEMENT WITH LEE HEALTH, WE'LL
08:38:13 INCLUDE THE ADDITIONAL 20,000 MEDICAL AND THEY WOULD USE IT
08:38:16 FOR WHATEVER THEY WOULD USE IT FOR.
08:38:18 I'M NOT SURE.
08:38:19 >>Barry Jones: MY CONCERN IS WHETHER IT IS A 24-HOUR TYPE
08:38:23 CLINIC IN A BOX TYPE SCENARIO.
08:38:25 WE WOULD WANT TO KNOW THAT IN THE APPLICATION.
08:38:28 ARE THERE ANY RESTRICTIONS ON THE HOURS OF OPERATION?

08:38:32 >>Mary Gibbs: WE DID NOT SUGGEST ANY.
08:38:33 BUT IF YOU WANT TO PUT SOME IN, YOU CAN.
08:38:42 >>Barry Jones: I'M TRYING TO UNDERSTAND THE INTENDED USE.
08:38:45 OFFICE SPACE OR CLINIC.
08:38:47 >>Rich Yovanovich: I DON'T THINK LEE HEALTH TOLD US EXACTLY
08:38:49 HOW THEY WANT TO USE THE SPACE.
08:38:51 I DON'T KNOW IF IT IS THE TYPICAL URGENT CARE THAT'S OPEN TO
08:38:55 WHENEVER OR IS IT -- WE DON'T KNOW THE ANSWER.
08:38:58 IF YOU WANT TO -- IF YOU HAVE SOME IDEAS OF LIMITATIONS,
08:39:02 WELL, THEN THAT'S WHAT IT IS.
08:39:05 >>Kristin Jeannin: NAPLES HAS A LEE HEALTH FACILITY THAT HAS
08:39:08 LIKE SPECIALTY AND A CLINIC, BUT IT'S LIMITED TO CERTAIN
08:39:13 HOURS.
08:39:17 >> IF THEY DO URGENT CARE CATTY-CORNER FROM --
08:39:23 >>Barry Jones: THEY MIGHT NOT BE THE ONLY END USER THAT YOU
08:39:26 MIGHT MARKET TO.
08:39:28 FROM A MEDICAL FACILITY.
08:39:30 THERE MAY BE SOME OTHER CLINIC IN A BOX THAT WANTS TO RENT
08:39:33 IN THERE AND THEY WANT TO BE 24 HOUR.
08:39:35 SO I'M JUST TRYING TO PROTECT THE NATURE OF THE COMMUNITY
08:39:39 WHEN YOU GOT THAT SORT OF RESIDENTIAL AND YOU'RE PUTTING
08:39:41 THAT SORT OF 24 HOUR OPERATION IN THERE.
08:39:47 >>Jim Wallace: I DON'T THINK IT'S A CONCERN FOR YOU GUYS
08:39:49 BECAUSE LEE HEALTH, AS YOU GUYS KNOW, ALREADY HAS A VERY
08:39:53 LARGE AMBULANCE FACILITY JUST ACROSS THE ROAD.

08:40:03 >> LEE HEALTH HAS RESTRICTED EVEN THE TYPE OF MEDICAL THAT
08:40:07 COULD BE ON THE SITE, AND THEY HAVE FIRST RIGHT OF REFUSAL.
08:40:10 EVEN IF THERE ARE CERTAIN THINGS THAT MAYBE THEY TELL US PUT
08:40:13 THIS 20,000 SQUARE FEET OF SPACE AND THEN ULTIMATELY THEY
08:40:16 BACK OUT, WE'RE STILL NOT ABLE TO DO ALL OF THE TYPE OF
08:40:19 MEDICAL THAT WOULD BE ALLOWED ON THE SITE.

08:40:20 >>Barry Jones: WOULD YOU BE OBJECTIONABLE TO RESTRICTING THE
08:40:24 HOURS OF OPERATION TO 12 HOURS A DAY, OR SOMETHING ALONG
08:40:26 THOSE LINES, IF YOU'RE NOT CONCERNED ABOUT COMPETING WITH
08:40:28 THEIR EXISTING?
08:40:30 NCH HAS A CLINIC RIGHT NOW DOWN THE ROAD.
08:40:32 LEE HEALTH HAS THEIR CLINIC RIGHT ACROSS THE STREET.
08:40:35 >> I WOULDN'T BE OPPOSED.
08:40:36 I WOULD IMAGINE THOSE CONDITIONS ARE ALREADY ENCUMBERING OUR
08:40:41 SITE.
08:40:41 >>Barry Jones: WE'RE NOT PRIVY TO THOSE.
08:40:43 I DON'T THINK THEY ARE RECORDED ON THE PUBLIC RECORD.
08:40:48 >>Rich Yovanovich: HE'S TRYING TO IMPOSE A ZONING
08:40:51 RESTRICTION ON YOU.
08:40:52 >>Barry Jones: I'M ASKING IF IT'S SOMETHING YOU WOULD BE
08:40:55 WILLING TO CONSIDER TO ENSURE THE CHARACTER OF WHATEVER
08:40:59 MEDICAL IS GETTING APPROVED IS CONSISTENT WITH THE
08:41:02 NEIGHBORHOOD.
08:41:03 >>Rich Yovanovich: IT'S NOT LIKE WE'RE GOING TO PUT
08:41:05 SOMETHING IN THERE THAT'S GOING TO AFFECT OUR ABILITY TO

08:41:08 LEASE UP THESE UNITS THAT ARE GOING TO COST ABOUT $250
08:41:11 MILLION TO BUILD.
08:41:13 I DON'T KNOW.
08:41:19 IF YOU HAVE AN IDEA, WE'RE ALL EARS.
08:41:23 IF THAT'S SOMETHING THAT YOU THINK IS NECESSARY FROM A LOCAL
08:41:27 GOVERNMENT PERSPECTIVE TO IMPOSE HOURS OF OPERATION.
08:41:31 >>Barry Jones: I THINK TO MAKE IT CONSISTENT WITH THE
08:41:33 CHARACTER OF THE COMMUNITY, ANYTHING THAT YOU PUT IN THERE
08:41:36 WOULDN'T BE LIKE A 24 HOUR EMERGENCY CLINIC SCENARIO.
08:41:43 THAT'S ONE BOARD MEMBER'S OPINION ONLY.
08:41:46 TRYING TO FIND A WAY TO FIGURE OUT WHAT IT IS THAT YOU'RE
08:41:51 ASKING FOR SO WE KNOW WHAT WE'RE VOTING ON.
08:41:53 THE BUS STOP, I'M GUESSING THAT'S GOING TO BE WITH LEE TRAN
08:42:00 WHEREVER THEY WANT IT.
08:42:01 >> THAT WAS A REQUIREMENT THAT WE GOT FROM LEE TRAN SAID TO
08:42:04 INCLUDE A BUS STOP.
08:42:05 WE HAVEN'T WORKED OUT SPECIFICALLY WHERE.
08:42:07 >>Barry Jones: YEAH, I COULD SEE A DOWNTOWN AREA WHERE THEY
08:42:11 COULD COME IN YOUR DEVELOPMENT, GO BACK OUT TO COCONUT POINT
08:42:15 OR 41 AND GO BACK NORTH AND LOOP WITHOUT HAVING TO MAKE THE
08:42:20 LEFT TURNS I SEE THEM MAKING ACROSS 41 EVERY DAY OR TRYING
08:42:23 TO MAKE A U-TURN AT COCONUT POINT BECAUSE THEY OBVIOUSLY
08:42:26 CAN'T DO THAT.
08:42:27 RIGHT NOW THEY ARE HAVING A LEFT IN COCONUT POINT AND THAT'S
08:42:30 THEIR BUSIEST ROUTE IN THE WHOLE COUNTY IS BETWEEN COCONUT

08:42:32 POINT AND DOWNTOWN FORT MYERS.
08:42:35 FOR THEM TO BE ABLE TO LOOP THROUGH YOUR COMMUNITY AND THEN

08:42:37 ADD THIS ATTRACTIVE NUISANCE ISSUE AT THE SOUTH END OF THE
08:42:42 ROUTE AND STILL FACILITATE THEIR MOTION, BUT I'LL DEFER TO
08:42:45 THEM.
08:42:45 IT WOULD SEEM IDEAL TO GO SOMEWHERE DOWN AROUND THE VILLAGE
08:42:49 GREEN THERE SOMEWHERE.
08:42:51 >>Nancy Stroud: I'M SORRY.
08:42:53 SORRY TO INTERRUPT.
08:42:54 REMEMBER THAT WE HAVE A 9:00 CURFEW.
08:42:56 SO IF WE THINK WE NEED EXTRA TIME, WE NEED TO BE SURE THAT
08:43:03 WE GET THAT DONE BEFORE THE 9:00 COMES.
08:43:06 15 MINUTES.
08:43:07 >>Barry Jones: EXTEND THE MEETING PAST THE CURFEW TIME.
08:43:10 THANK YOU FOR THAT.
08:43:10 OBVIOUSLY I'M NO GOOD WITH TIME.
08:43:13 I MISSED THE BREAK.
08:43:15 ALL OF THESE COMMUNITIES NOW LOOKING AT, THERE'S AMAZON,
08:43:22 FEDEX, EVERYBODY GETTING PACKAGES AND THERE'S RIDE SHARING
08:43:27 APPS OUT THE WAZOO AND FOOD DELIVERY APPS OUT THE WAZOO.
08:43:34 ANY OF THE PROJECTS COMING IN OR TRYING TO PLAN MYSELF IN MY
08:43:38 OTHER WORLD I ALWAYS TRY AND MAKE SURE THAT THOSE USES ARE
08:43:41 ACCOMMODATED IN THE PARKING OR THE TRANSPORTATION NETWORK.
08:43:45 AND I DON'T KNOW THAT THERE'S ENOUGH DETAIL HERE TO DO THAT
08:43:50 OR THAT'S SOMETHING WE FERRET OUT AT TIME OF DEVELOPMENT

08:43:53 ORDER, BUT IT IS A CONCERN WHENEVER YOU DO COME BACK IN FOR
08:43:56 DEVELOPMENT ORDER.
08:43:57 I'LL JUST LEAVE IT AT THAT.
08:43:59 IF YOU USED EVERY SQUARE FOOTAGE AVAILABLE TO GET TO YOUR
08:44:02 MINIMUM REQUIRED PARKING THAT YOU'RE COMMITTED TO AND YOU
08:44:05 BOXED YOURSELF IN ALREADY, MIGHT NOT BE A GOOD PLACE TO BE.
08:44:07 JUST UNDERSTAND THAT IS A POINT OF CONCERN IN THESE HIGH
08:44:13 DENSITY NEIGHBORHOODS.
08:44:16 AND I ASSUME THERE'S POST OFFICE HAS GOT SOMEWHERE TO GO.
08:44:20 ALL YOUR POSTAL FACILITIES WILL BE INSIDE.
08:44:22 ARE YOU GOING TO PUT THEM IN THE CIVIC BUILDING?
08:44:24 I DON'T KNOW.
08:44:25 THAT WAS THE NEXT QUESTION.
08:44:26 WHAT'S INTENDED FOR THE USE OF THE CIVIC STRUCTURE?
08:44:30 EXPLAIN TO ME WHAT A CIVIC USE IT, BECAUSE IT'S A WIDE
08:44:34 DEFINITION.
08:44:35 >> YEAH, RIGHT NOW, IT'S ABOUT 3,000 SQUARE FEET THAT WE'VE
08:44:38 DESIGNED INTO THE PROGRAM OPEN FOR THE MULTIFAMILY TO USE AS
08:44:42 AN EXTENSION TO THE AMENITIES, THE HOTEL TO GO INTO THERE
08:44:46 FOR EVENTS, WEDDINGS, AND ALSO ALLOW THE PUBLIC DIFFERENT
08:44:52 CIVIC ELEMENTS.
08:44:53 I KNOW STEVE SARKOZY IS PUSHING FOR AN ART GALLERY THAT'S
08:44:57 CURRENTLY OCCUPYING AT COCONUT POINT TO BE ABLE TO USE THIS
08:45:01 SPACE FOR ART EXHIBITS.

08:45:03 SO THINGS LIKE THAT.

08:45:05 DIFFERENT COMMUNITY MEETINGS IF YOU GUYS NEEDED TO HOLD.
08:45:08 >>Barry Jones: IS THERE SOMETHING IN THE ORDINANCE OR
08:45:10 SOMETHING IN OUR CODES THAT SAYS IN ORDER TO QUALIFY FOR
08:45:13 CIVIC, IT HAS TO BE OPEN X PERCENTAGE OR IT HAS TO HAVE X
08:45:17 PERCENTAGE OF THE SQUARE FOOT AVAILABLE FOR PUBLIC SPACE?
08:45:21 HOW DO WE GUARANTEE PUBLIC ACCESS TO THIS WONDERFUL FACILITY
08:45:25 THAT YOU'RE GOING TO BUILD?
08:45:26 >>Mary Gibbs: WELL, WE WERE WORKING ON A CONDITION EARLIER
08:45:29 TODAY THAT HAD A LITTLE BIT OF MORE SPECIFICITY IN IT OF HOW
08:45:32 IT WOULD BE AVAILABLE FOR CIVIC USES.
08:45:37 THAT'S ALMOST THE KIND OF THING THAT YOU REALLY NEED MORE
08:45:40 DEVELOPMENT ORDER WHEN YOU GET INTO THE REAL SPECIFICS.
08:45:46 >>Jim Wallace: JUST 3,000 SQUARE FEET.
08:45:48 LITTLE BIGGER THAN THIS ROOM.
08:45:49 >>Barry Jones: IS IT 80% OF THE TIME THE RESIDENTS IN THE
08:45:53 HOTEL AND 20% OF THE TIME IN THE PUBLIC, WHAT IS THE RATIO
08:45:56 TO HOW OFTEN IT'S GOING TO BE AVAILABLE TO THE PUBLIC IF
08:45:59 THEY WANT TO HOLD ART EXHIBITS OR WHATEVER ELSE.
08:46:03 I'M NOT SAYING THERE IS A RIGHT NUMBER.
08:46:05 I DON'T KNOW WHAT IT IS.
08:46:06 I DON'T KNOW WHAT THE PROPOSAL IS.
08:46:08 BUT IN ORDER TO QUALIFY FOR CIVIC, YOU SHOULD HAVE TO MEET,
08:46:12 I DON'T KNOW, IT SHOULD SEEM TO HAVE TO MEET SOME SORT OF
08:46:15 THRESHOLD TO BE AVAILABLE TO THE PUBLIC A CERTAIN PERCENTAGE
08:46:19 IN ORDER TO QUALIFY FOR THAT USE OR CHARACTERISTIC,

08:46:22 OTHERWISE IT IS A PRIVATE AMENITY FOR THE COMMUNITY.
08:46:25 IF THAT'S WHAT IT IS, THAT'S WHAT IT IS.
08:46:29 AS A BOARD MEMBER, I NEED TO UNDERSTAND THAT.
08:46:30 >> IT'S INTENDED TO BE OPEN.
08:46:32 WE PROVIDED SOME DRAFT LANGUAGE TODAY STATING THAT WITH
08:46:37 REASONABLE NOTICE AND COORDINATION WITH SCHEDULES OF OTHER
08:46:41 PARTIES BEING THE MULTIFAMILY AND THE HOTEL IT WOULD BE OPEN
08:46:44 FOR NO FEE TO USE THE SPACE, BUT REASONABLE FEES FOR
08:46:48 JANITORIAL AND UTILITY AND ALSO FOR ANY REPAIRS IF IT'S
08:46:52 DAMAGED DURING THAT USE AND INSURANCE ALSO.
08:46:56 >>Jim Wallace: CIVIC SPACE.
08:46:57 ISN'T THAT FOR THE USE OF ESTERO?
08:47:02 >> MEANT TO BE BOTH.
08:47:04 >>Barry Jones: BOTH.
08:47:04 SPLIT BETWEEN BEING RESERVED A CERTAIN TIME FOR THE
08:47:07 RESIDENTS IN THE HOTEL AND CERTAIN TIME FOR THE PUBLIC.
08:47:10 THAT'S WHAT I'M TRYING TO FERRET OUT.
08:47:14 >>Jim Wallace: QUASICIVIC.
08:47:15 I JUST IMAGINED IN MY MIND, CIVIC SPACE, THAT WAS TO BE USED
08:47:19 AT THE DISCRETION OF THE VILLAGE OF ESTERO.

08:47:21 >>Barry Jones: WELL, THE RESIDENTS THAT LIVE THERE ARE ALSO
08:47:24 MEMBERS OF THE COMMUNITY.
08:47:25 BUT, YES, WHAT THEY ARE PROPOSING IS IT'S GOING TO BE
08:47:27 PARTIAL PRIVATE, PARTIAL PUBLIC.
08:47:30 >>Jim Wallace: HOW ABOUT NO MORE THAN A CERTAIN PERCENTAGE?

08:47:35 >>Barry Jones: THAT'S WHAT I'M TRYING TO GET TO.
08:47:39 >>Jim Wallace: YOUR HOTEL OR YOUR RESIDENTS.
08:47:42 >>Rich Yovanovich: I HAVE AN IDEA THAT I THINK THAT
08:47:44 PERCENTAGE WILL BE RESOLVED WHEN WE GET TO THE COUNCIL.
08:47:48 BECAUSE MY SENSE IS THAT'S IMPORTANT TO THE MANAGER TO BE
08:47:52 ABLE TO SAY X PERCENT WILL BE OPEN TO THE -- I'LL CALL IT
08:47:55 THE GENERAL PUBLIC AND THE OTHER -- IF WE'RE NOT USING IT,
08:48:03 OF COURSE, THE PUBLIC CAN.
08:48:04 >>Barry Jones: WE HAVE TO MAKE A RECOMMENDATION TO THE
08:48:06 COUNCIL.
08:48:07 >>Rich Yovanovich: I THINK IF YOU CAN MAKE THE
08:48:08 RECOMMENDATION THAT THEY INCORPORATE A PERCENTAGE OF TIME,
08:48:12 WITHOUT AN EXACT NUMBER, BUT IF YOU CAN SAY --
08:48:16 >>Barry Jones: SET A MINIMUM THRESHOLD THAT IT WOULD BE
08:48:18 AVAILABLE DURING OPERATING HOURS BETWEEN 9 A.M. AND 9 P.M.
08:48:22 OR SOMETHING ALONG THOSE LINES OR 9 A.M. AND 11 P.M.
08:48:26 >>Rich Yovanovich: THEY MAY NOT WANT TO GET INTO THE HOURS.
08:48:29 THEY MAY WANT TO SAY A CERTAIN PERCENTAGE OF TIME.
08:48:33 >>Barry Jones: 2 A.M. AND 6 A.M. ISN'T HELPING ME.
08:48:37 >>Rich Yovanovich: THEY MAY WANT TO SAY THE HOURS OF
08:48:40 OPERATION 7 A.M. TO 11 P.M. AND THEN.
08:48:43 >>Jim Wallace: WHY CAN'T WE JUST SAY YOU CAN'T USE IT MORE
08:48:46 THAN 50% OF THE TIME?
08:48:49 >>Barry Jones: WE CAN MAKE A RECOMMENDATION ON WHATEVER THIS
08:48:54 BOARD AGREES TO.

08:48:56 >>Jim Wallace: WE'RE GETTING IN THE WEEDS HERE.
08:49:08 >>Kristin Jeannin: I THINK WE SHOULD LEAVE THAT UP TO THE
08:49:09 COUNCIL.
08:49:10 I THINK WE SHOULD RECOMMEND THAT THE COUNCIL DECIDE HOW MUCH
08:49:12 OF THAT SPACE.
08:49:13 >>James Tatooles: I DON'T THINK WE SHOULD TIE THE STRINGS.
08:49:19 >>Barry Jones: FAIR ENOUGH.
08:49:20 AS YOU KNOW, WE'RE PUSHING UP AGAINST THE 9:00.
08:49:23 WE'VE BEEN HERE SINCE 4:30, BUT THAT DOESN'T MEAN WE HAVE TO
08:49:27 STOP THERE.
08:49:27 THE ARCHITECTURE ON THIS.
08:49:31 I LOVE THE EXHIBITS THAT YOU PROVIDED WITH THE EXCEPTION OF
08:49:33 THE HOTEL.
08:49:35 THAT WAS KIND OF PLAIN.
08:49:36 THE CALIFORNIA HOTEL I THINK IS THE ONE WORKING -- I'M NOT
08:49:44 AN ARCHITECT BUT SAT UP HERE ENOUGH TO LISTEN TO A FEW THAT

08:49:48 ARE, OSMOSIS EVEN SINKS INTO ME SOMETIMES.
08:49:51 THERE ARE A LOT OF GOOD THINGS ABOUT WHAT YOU'VE GOT GOING
08:49:57 ON HERE AND THERE ARE A LOT OF THINGS I HAVE A CHALLENGE
08:49:59 WITH.
08:50:00 IS THERE A WAY OR HOW LOCKED IN ARE WE ON THE PATTERN BOOK
08:50:05 AND THE ARCHITECTURE IF WE WANT TO SEE SOMETHING DIFFERENT
08:50:08 ON SOME OF THESE BUILDINGS?
08:50:09 IS THIS SOMETHING THAT WE CAN REVIEW AT TIME OF DEVELOPMENT
08:50:13 ORDER, WE AGREE IT IS A SPANISH MEDITERRANEAN ARCHITECTURE.

08:50:19 WHAT IS IT YOU'RE ANTICIPATING, OKAY, IF THIS GOT APPROVED,
08:50:22 THIS IS WHAT WE'RE ALLOWED TO DO AND IT CAN LOOK LIKE THIS,
08:50:25 BECAUSE I CAN'T VOTE FOR SOMETHING THAT LOOKS LIKE THIS,
08:50:28 BECAUSE IT'S TOO FAR FROM WHERE THE PATTERN BOOK IS AND TOO
08:50:31 FAR FROM WHERE ESTERO STANDARDS ARE.
08:50:33 SO IF WE'RE APPROVING THE ZONING TONIGHT AND APPROVING A
08:50:37 PATTERN BOOK, HOW LOCKED IN ARE WE GETTING?
08:50:43 >> CANDIDLY OUR PREFERENCE WOULD BE SPECIFICALLY FOR THE
08:50:46 HOTEL THAT WE BE ABLE TO DEAL WITH THAT AT THE D.O.
08:50:49 ONE OF THE THINGS WE SAID IS WE DON'T HAVE THAT HOTELIER
08:50:53 YET.
08:50:53 AND TO FORCE WHOEVER IS COMING IN AND SAY THIS IS WHAT
08:50:57 YOU'VE GOT TO BUILD OR GO THROUGH HOWEVER LONG PERIOD OF
08:51:00 TIME TO AMEND THE PATTERN BOOK, I'D RATHER THE ARCHITECTURAL
08:51:07 --
08:51:07 >>Barry Jones: MY INTENT IS TO LEAVE FLEXIBILITY AND NOT
08:51:09 AGREE TO THIS, BECAUSE I CAN'T AGREE TO THIS.
08:51:12 BUT WE NEED TO UNDERSTAND AND IT NEEDS TO BE ON THE RECORD
08:51:16 THAT BY APPROVING THIS AND THE PATTERN BOOK, WE'RE NOT
08:51:20 NECESSARILY APPROVING THIS ARCHITECTURE.
08:51:22 BECAUSE THERE ARE TOO MANY UPS AND DOWNS AND INS AND OUTS
08:51:25 AND COLORS AND THINGS THAT HAVE TO CHANGE.
08:51:28 SOME OF THIS ARCHITECTURE IS VERY WELL DONE.
08:51:30 SOME OF IT NEEDS A LOT MORE LIPSTICK ON IT.
08:51:32 YOU INCORPORATED TWO OUT OF SEVEN ELEMENTS.

08:51:36 ON ANOTHER YOU PUT FIVE OUT OF SEVEN ELEMENTS.
08:51:39 >>Nancy Stroud: IF I COULD STEP IN HERE BECAUSE WE
08:51:44 CONSISTENTLY HAVE A CONDITION THAT SAYS THE PATTERN BOOK IS
08:51:47 NOT CONCEPTUAL AND DEVELOPMENT MUST BE IN SUBSTANTIAL
08:51:54 COMPLIANCE WITH THE PATTERN BOOK.
08:51:58 YOU DO HAVE SOME FLEXIBILITY TO REQUIRE MORE WHEN IT COMES
08:52:03 TO DEVELOPMENT ORDER, BUT IF YOU'RE GOING TO MAKE -- IF YOU
08:52:07 DON'T LIKE IT AT ALL AND THERE'S SOMETHING MAJOR IN HERE,
08:52:12 THEN PROBABLY NEED TO GET IT --
08:52:15 >>Barry Jones: ALONG THE STRAIGHT LINES ON THE ROOF LINES.
08:52:18 YOU DON'T HAVE ENOUGH VERTICAL ELEMENTS UP AND DOWN.
08:52:20 YOU DON'T HAVE ENOUGH MOVEMENT IN AND OUT ON YOUR BUILDINGS,

08:52:23 ESPECIALLY ALONG COCONUT IT SEEMS LIKE.
08:52:26 SOME OF THOSE LOOK ALMOST INSTITUTIONAL, IF YOU WILL.
08:52:29 AND THE IN AND OUT MAY BE MORE ACCENTED IF YOU USE SOME
08:52:33 DARKER COLORS ON SOME VERTICAL LINES AND DID SOME COLOR
08:52:38 BANDING.
08:52:39 EVERYTHING I SAY IS YOU TAKE A BIG BUILDING AND TRY AND MAKE
08:52:42 IT LOOK SMALL AND THAT BRINGS IT DOWN TO THE HUMAN OR
08:52:45 VILLAGE SCALE, IF YOU WILL.
08:52:48 >>Rich Yovanovich: WOULD IT BE OKAY TO IMPOSE A CONDITION AT
08:52:50 D.O.?
08:52:51 >>Mary Gibbs: I THINK WE HAVE THAT CONDITION.
08:52:53 BECAUSE I'M LOOKING AT THE CONDITION THAT SAYS THAT THE
08:52:57 DETAILS ARE GOING TO BE REVIEWED AT DEVELOPMENT ORDER,

08:53:01 INCLUDING VARIATION OF CONTRASTING BUILDING COLORS TO
08:53:04 DIFFERENTIATE BUILDINGS, ARCHITECTURAL MASSING AND OTHER
08:53:07 DETAILS.
08:53:08 IF YOU'RE CONCERNED ABOUT FLAT ROOFS AND YOU WANT SOME OF
08:53:11 THOSE CHANGES, I THINK THAT CAN CERTAINLY BE DONE AT TIME OF
08:53:14 DEVELOPMENT ORDER.
08:53:21 >>Jim Wallace: NEED MORE RANDOM ROOF LINE.
08:53:23 >>Barry Jones: SINCE I THINK WE'RE GOING OVER 9:00, I NEED A
08:53:26 MOTION IF WE WANT TO EXTEND ANOTHER 15 MINUTES, 30 MINUTES.
08:53:31 >>Mary Gibbs: YOU HAVE ANOTHER CASE ALSO.
08:53:33 >>Barry Jones: WE HAVE ANOTHER CASE AFTER THIS ONE.
08:53:36 >> WE'RE DEFINITELY OPEN TO LOOKING INTO THE ARCHITECTURE
08:53:38 FURTHER WITH YOU.
08:53:39 WE AGREE.
08:53:40 >>Barry Jones: AT TIME OF DEVELOPMENT ORDER.
08:53:42 SO THE PRIMARY PURPOSE OF THIS ZONING RECOMMENDATION RESPECT
08:53:47 TO THE NETWORK, THE SITE PLAN, THE DENSITY, THE HEIGHTS, THE
08:53:51 ELEMENTS THAT ARE NORMALLY ASSOCIATED WITH THE ZONING AND A
08:53:56 PATTERN BOOK WOULD BE REFLECTIVE OF THE SPANISH
08:54:01 MEDITERRANEAN AS YOUR INTENT.
08:54:03 >>Rich Yovanovich: THAT'S FINE.
08:54:04 I AGREE WITH MARY AND NANCY.
08:54:06 THAT'S ALREADY IN CONDITION NUMBER 13.
08:54:12 >>Jim Wallace: I THINK WE RECOGNIZE THIS.
08:54:14 SOME OF THE ROOFS ARE UP AT 70 FEET AND YOU'RE ONLY GOING TO

08:54:17 SEE THEM FROM COCONUT POINT.
08:54:18 BUT AT THE SAME TIME, YOU'RE GOING TO SEE THEM.
08:54:23 AND ALL THE COMMUNITY HAS TO BE ONE.
08:54:26 IT CAN'T BE -- THE FOUR STORY AND THREE STORY CAN'T BE ONE
08:54:30 AND SEVEN STORY, WHATEVER BE SOMETHING ELSE.
08:54:33 I THINK WE ALL KNOW WHAT WE'RE TALKING ABOUT HERE, WHAT WE
08:54:37 NEED TO DO TO MAKE IT RIGHT.
08:54:42 >>James Tatooles: I THINK THAT TECHNICALLY YOU PROVED THE

08:54:45 POINT OF WHAT A TIER 3 PROJECT SHOULD BE, AND OBVIOUSLY
08:54:50 PEOPLE COMPLAIN ABOUT DENSITY ALL THE TIME, BUT THAT'S WHAT
08:54:53 YOU'RE STRIVING FOR WHEN YOU GO TO A TIER 3, YOU'RE GOING
08:54:57 THERE BECAUSE YOU WANT TO GET THE DENSITY THAT COMES WITH
08:54:59 IT.
08:55:00 SO YOU ACCOMPLISH THAT.
08:55:01 SO I THINK YOUR INTENT HAS BEEN PROVEN AS FAR AS USING A
08:55:08 TIER 3 TO MAKE IT WORK WHAT IT'S SUPPOSED TO DO.
08:55:12 I THINK THE QUESTIONS ARE IN THE FINE POINTS ABOUT WHAT ARE
08:55:14 YOU GOING TO DO WITH WHAT YOU CREATED?
08:55:16 AND THAT'S THE POINT WHERE I HAVE AN OBJECTION TO.
08:55:20 I DON'T SEE AN INTENT.
08:55:22 IF WE'RE JUST CREATING DENSITY FOR THE SAKE OF DENSITY AND
08:55:25 THAT'S WHAT I SEE HERE.
08:55:26 >>Nancy Stroud: COULD I SUGGEST THAT THE BOARD NEEDS TO MAKE
08:55:29 A MOTION TO EXTEND THE TIME AND MAYBE JUST IN EXCESS OF
08:55:34 CAUTION, MAKE IT TO 9:30?

08:55:36 YOU DON'T HAVE TO GO TO 9:30.
08:55:38 >>Kristin Jeannin: DO I NEED TO BE HERE FOR THE LAST ONE
08:55:43 BECAUSE WE NEED A QUORUM?
08:55:45 >>Barry Jones: WE HAVE TO HAVE A QUORUM.
08:55:46 >>Kristin Jeannin: IS THERE AN APPLICANT HERE THAT'S BEEN
08:55:48 WAITING?
08:55:50 >>Mary Gibbs: I THINK SOMEBODY IN ZOOM.
08:55:53 >>Tammy Duran: IN ZOOM SINCE 6:00.
08:55:56 >>Barry Jones: THE APPLICANT ISN'T HERE.
08:55:58 HE'S IN ZOOM.
08:55:59 FOR THE LIGHTING.
08:56:02 THAT'S NOT GOING TO BE A SHORT ONE EITHER.
08:56:09 >>James Tatooles: MAKE A MOTION TO CONTINUE THAT PORTION --
08:56:12 >>Barry Jones: WE CAN MAKE A MOTION TO CONTINUE THIS MEETING
08:56:14 NOT IN EXCESS OF 30 MINUTES TO RESOLVE THIS ISSUE, AND ALL
08:56:18 FURTHER ACTIONS AFTER THAT WOULD HAVE TO BE CONTINUED TO THE
08:56:20 NEXT MEETING.
08:56:22 >>James Tatooles: I WAS TALKING ABOUT THE CHEVROLET
08:56:24 LIGHTING, IF WE COULD --
08:56:25 >>Barry Jones: I UNDERSTAND.
08:56:26 ALL FURTHER ACTIONS AFTER THIS CASE WOULD HAVE TO BE
08:56:28 EXTENDED TO THE NEXT MEETING.
08:56:30 THAT WOULD BE THE MOTION.
08:56:30 CAN THE CHAIR MAKE A MOTION?
08:56:34 >>Nancy Stroud: YES, YOU CAN MAKE A MOTION.

08:56:36 >>Barry Jones: I LIKE TO MAKE A MOTION THAT WE EXTEND THIS
08:56:38 MEETING NO MORE THAN ADDITIONAL 30 MINUTES AND FINAL CASE OF
08:56:41 THE EVENING AND ANY FURTHER ONES WOULD HAVE TO BE EXTENDED
08:56:44 TO A FUTURE DATE.

08:56:45 I APOLOGIZE TO ESTERO CHEVROLET, BUT THIS HAPPENS AND
08:56:52 THANKFULLY YOU DIDN'T MAKE THE TRAVEL TRIP.
08:56:54 >>Mary Gibbs: WE WILL HAVE TWO MEETINGS IN JULY.
08:56:58 >>Nancy Stroud: YOU'LL NEED A SECOND.
08:57:00 >>Barry Jones: THERE'S BEEN A MOTION MADE.
08:57:01 IS THERE A SECOND?
08:57:02 CAN YOU STAY UNTIL 9:30?
08:57:07 >>Kristin Jeannin: I'M HOPING WE WRAP IT UP BEFORE THEN.
08:57:13 >>Barry Jones: WE HAVE A MOTION AND A SECOND.
08:57:15 CAN WE HAVE A VOTE?
08:57:16 ALL IN FAVOR AYE.
08:57:17 ALL OPPOSED NAY.
08:57:18 HEARING NONE, MOTION HAS BEEN APPROVED.
08:57:20 THANK YOU.
08:57:25 >>Jim Wallace: DON'T FEEL BAD.
08:57:26 WHEN I WAS DOING MY LAST DEVELOPMENT, THEY KEPT ME HERE FOR
08:57:29 SIX HOURS.
08:57:30 >>Rich Yovanovich: I'VE GOT NOWHERE TO GO.
08:57:32 KRISTIN DOES.
08:57:40 >>Barry Jones: THE HARD SCAPING ELEMENTS THAT ARE GOING TO
08:57:42 BE INVOLVED IN THE PLACE MAKING, WHEN DO THOSE GET

08:57:45 PRESENTED?
08:57:47 AT THE FIRST TIME OF FIRST DEVELOPMENT ORDER?
08:57:50 >> FOR THOSE PARTICULAR AREAS, YES.
08:57:53 >>Barry Jones: SO THE HARD SCAPING FOR EACH PLACE MAKING
08:57:57 PLACE WOULD BE AT THE TIME OF THE DEVELOPMENT ORDER THAT WAS
08:57:59 ADJOINING PROPERTY.
08:58:02 >>Rich Yovanovich: YES, SIR.
08:58:03 >>Barry Jones: ARE YOU KEEPING TRACK OF ALL THESE
08:58:05 STIPULATIONS?
08:58:09 >>James Tatooles: GIVE A COPY OF YOUR NOTES TO BARRY.
08:58:14 >>Barry Jones: HARD SCAPING AT THE TIME OF D.O.
08:58:17 MARY, CAN STAFF BE IN AGREEMENT THAT THE INTERSECTION BE
08:58:22 ANALYZED TO DETERMINE WHAT WOULD PROVIDE THE HIGHEST LEVEL
08:58:25 OF SERVICE EITHER A ROUNDABOUT OR A SIGNALIZATION?
08:58:29 AND WE GO WITH WHATEVER PROVIDES THE HIGHEST LEVEL OF
08:58:32 SERVICE.
08:58:35 >>Jim Wallace: WOULDN'T WE HAVE TO GET BAY COLONY AND
08:58:39 EVERYONE ELSE TO AGREE TO THAT.
08:58:41 IT'S THEIR ROAD AS MUCH --
08:58:42 >>Barry Jones: AS LONG AS IT IS IN THE RIGHT-OF-WAY.
08:58:45 >>Mary Gibbs: I THINK YOU CAN RECOMMEND THAT.
08:58:47 YOU MIGHT RECOMMEND THAT WE LOOK AT THE ROUNDABOUT AND WHEN
08:58:49 WE GET TO COUNCIL, WE'LL EXPLAIN WHAT YOU'RE RECOMMENDING.
08:58:52 AND THEN THEY'LL DECIDE.
08:58:57 >>Barry Jones: SO THE DECISION REFERENCE THE INTERSECTION

08:59:01 WOULD BE BASED ON THE INTERSECTION ANALYSIS THAT PROVIDED
08:59:03 THE HIGHEST LEVEL OF SERVICE.
08:59:07 HOW WOULD ONE GO ABOUT AND I DEFER TO YOUR EXPERT, HOW WOULD
08:59:12 ONE GO ABOUT DEFINING PROPORTIONAL SHARE ON A PEDESTRIAN
08:59:16 IMPROVEMENT?
08:59:16 I KNOW IT'S EASY ON CARS.
08:59:18 YOU'VE GOT TRIPS AND YOU'RE DEVELOPING ONE FOURTH OR
08:59:25 DEVELOPING ONE FIFTH.
08:59:26 HOW DO WE SPLIT THAT BABY, RICH?
08:59:28 HOW DO WE DEFINE PROPORTIONATE SHARE ON THE FUTURE
08:59:31 PEDESTRIAN IMPROVEMENTS?
08:59:32 >>Rich Yovanovich: I HAVE NO IDEA.
08:59:34 BILLY, DO YOU?
08:59:37 HOW DO YOU KNOW HOW MANY PEOPLE ARE COMING TO US BECAUSE OF
08:59:42 US OR BECAUSE --
08:59:44 >>Barry Jones: SOMEBODY SOMEWHERE HAS INVENTED A WAY TO
08:59:46 ESTIMATE PEDESTRIAN TRIPS IN AND OUT OF A DEVELOPMENT.
08:59:50 I DON'T KNOW.
08:59:51 SOMETHING COMPARABLE TO VEHICULAR TRIPS.
08:59:54 I DON'T KNOW.
08:59:54 I'M ASKING.
08:59:55 I THINK WE'RE IN AGREEMENT THAT SOME PROPORTIONATE SHARE
08:59:59 SHOULD BE MET AND HOW DO WE DEFINE PROPORTIONATE SHARE?
09:00:04 >> I GUESS MY FIRST QUESTION IS WHAT SPECIFIC PEDESTRIAN
09:00:06 IMPROVEMENT ARE YOU REFERRING TO?

09:00:08 >>Barry Jones: SOMETHING TO GET ACROSS U.S. 41 THAT'S NOT AT
09:00:11 GRADE.
09:00:14 >> NOT AT GRADE.
09:00:14 >>Barry Jones: NOT AT GRADE.
09:00:17 ULTIMATELY I THINK THE RAILS TO TRAILS INTENT -- NOT
09:00:21 CROSSING THE ROAD.
09:00:22 >> THERE IS NO PLACE TO PUT IT, FIRST OF ALL, IN THIS
09:00:24 LOCATION BASED ON WHAT I'VE SEEN.
09:00:26 YOU'RE TALKING ABOUT PEDESTRIAN OVERPASS, WHICH WE ALREADY
09:00:28 DISCUSSED.
09:00:29 >>Barry Jones: EITHER THAT OR DO, I DON'T KNOW.
09:00:31 WHAT WOULD YOU PROPOSE TO RESOLVE THE PEDESTRIAN
09:00:34 CONNECTIVITY PROBLEM.
09:00:36 >>Rich Yovanovich: NOW WE'RE TALKING ABOUT THINGS THAT ARE
09:00:37 PROBABLY VERY, VERY, VERY EXPENSIVE TO DO.
09:00:40 >>Barry Jones: YES.
09:00:40 >>Rich Yovanovich: AND I WOULD PERSONALLY, IF IT MEANS THAT
09:00:43 MUCH TO THE VILLAGE, THEN THE VILLAGE OUGHT TO PAY FOR IT.
09:00:49 YOU'RE TALKING ABOUT, I CAN'T EVEN GUESS WHAT IT WOULD COST
09:00:52 EITHER CREATE SOME TYPE OF A TUNNEL TO GET ACROSS THAT ROAD,
09:00:57 YOU'D HAVE TO RAISE THE ROAD.
09:00:59 I THINK AT THE END OF THE DAY WHAT'S GOING TO END UP

09:01:03 HAPPENING IS YOU'RE GOING TO FIND OUT NOT THAT MANY PEOPLE
09:01:05 ARE CROSSING THAT ROAD.
09:01:07 AND THE FIX WILL BE RIDICULOUSLY EXPENSIVE.

09:01:14 I DON'T KNOW HOW TO DEFINE IT.
09:01:15 I'M AFRAID TO TALK ABOUT HOW TO DEFINE IT WHEN I DON'T KNOW
09:01:19 WHAT I'M BUYING.
09:01:20 >>Barry Jones: PART OF THE REGIONAL TRAILS TO TRAILS
09:01:22 PROGRAM, HAS THERE BEEN ANY STUDIES DONE AS TO HOW TO TAKE
09:01:27 IT ACROSS 41 SAFELY?
09:01:32 >>Mary Gibbs: I DON'T KNOW THAT ANSWER, BUT I DO KNOW, I
09:01:35 SPOKE TO DAVID WILLEMS AND STEVE SARKOZY ABOUT THE IDEA, AND
09:01:41 THEY SAID ESSENTIALLY WHAT BILLY HATTAWAY SAID THAT IF IT IS
09:01:44 A RAILS TO TRAILS PROJECT, THOSE THINGS MAKE SENSE, BUT
09:01:47 GOING ACROSS 41, THEY WERE NOT IN FAVOR OF, THEY DIDN'T
09:01:51 THINK IT WOULD BE USED.
09:01:52 SO I DON'T THINK, IF YOU WANT TO RECOMMEND THAT IN THE
09:01:55 RECOMMENDATIONS, THAT'S FINE.
09:01:57 BUT I THINK WHEN WE GET TO COUNCIL, WE'RE GOING TO SAY THAT
09:01:59 WE'RE NOT IN FAVOR OF THAT.
09:02:03 >>Barry Jones: I'M NOT MAKING A RECOMMENDATION ONE WAY OR
09:02:05 THE OTHER.
09:02:06 I'M JUST SAYING I CAN SEE A PROBLEM WITH PEDESTRIAN
09:02:09 CONNECTIVITY AND IT'S ONE OF THE THINGS WE'RE SUPPOSED TO
09:02:11 STUDY CLOSELY WHEN WE LOOK AT A DEVELOPMENT.
09:02:13 TWO ATTRACTIVE NUISANCES ACROSS FROM EACH OTHER, ACROSS TEN
09:02:17 LANES OF TRAFFIC.
09:02:20 SOMEBODY HELP ME OUT.
09:02:21 IS THERE A SOLUTION?

09:02:23 WE JUST HOPE --
09:02:25 >>Rich Yovanovich: FIRST OF ALL, I DON'T THINK THEY ARE
09:02:26 ATTRACTIVE NUISANCES.
09:02:27 >>Barry Jones: THEY ARE BOTH ATTRACTIVE PLACES TO GO.
09:02:29 >>Rich Yovanovich: THEY ARE ATTRACTORS WHICH PEOPLE CROSS --
09:02:36 PEOPLE WILL CROSS 41 IF THEY WANT TO WALK ACROSS 41.
09:02:39 THERE IS A CROSSWALK THERE AND THERE IS A PEDESTRIAN
09:02:41 ACTIVATED SIGNAL TO TELL YOU TO GO ACROSS.
09:02:44 IF YOU THINK IT'S SAFE, YOU'LL DO IT.
09:02:47 IF YOU THINK IT IS UNSAFE, YOU'LL DRIVE THERE.
09:02:49 YOU CAN'T FIX EVERY PROBLEM BECAUSE NOT EVERY PROBLEM IS
09:02:55 AFFORDABLE TO FIX.
09:02:56 >>Jim Wallace: YOU CAN'T CHANGE BEHAVIOR.
09:02:58 WHEN I DID RAPALLO, THAT'S 540 HOMES.
09:03:01 I FIGURED 1100, AND IT'S RIGHT NEXT TO COCONUT POINT MALL.
09:03:06 I FIGURED 1100 PEOPLE I WANT TO FACILITATE THEIR ABILITY TO
09:03:11 WALK.
09:03:11 I BUILT FIVE PEDESTRIAN GATES, ALL SECURITY, ALL WIRED, FULL

09:03:18 SECURITY ON EVERY ONE.
09:03:20 BEAUTIFULLY DONE ARCHITECTURALLY.
09:03:22 INCREDIBLY BUILT.
09:03:23 THEY ARE RARELY USED.
09:03:24 I MEAN THEY ARE USED BY SOME PEOPLE, BUT I'M JUST AMAZED.
09:03:28 MOST PEOPLE STILL DRIVE 700 FEET, 800 FEET.
09:03:33 BARRY, YOU WALK A LOT.

09:03:36 I UNDERSTAND IT.
09:03:37 I WOULD EXPECT PEOPLE TO WALK.
09:03:39 THEY JUST DON'T DO IT.
09:03:41 COMING BACK WITH GROCERIES OR COMING BACK WITH WHATEVER.
09:03:44 THEY DON'T WALK.
09:03:46 >>Nancy Stroud: EXCUSE ME, BUT I THINK WE'RE GOING OVER SOME
09:03:49 OF THE SAME ISSUES.
09:03:50 MAYBE THE WAY TO CUT THROUGH THIS IS JUST TO SAY WE
09:03:53 RECOMMEND THAT THE COUNCIL CONSIDER A STUDY OR AN ANALYSIS
09:04:01 OF HOW TO ACCOMMODATE PEDESTRIAN CROSSING ON 41.
09:04:11 >>Jim Wallace: IS THERE A NEED AND WHAT WOULD BE THE BEST
09:04:13 SOLUTION.
09:04:13 >>Barry Jones: VERY GOOD.
09:04:14 MY NEXT QUESTION TO GET SOMETHING ON THE RECORD, THE
09:04:17 STORMWATER SITUATION.
09:04:18 I KNOW YOU HAVE TO GET AN ENVIRONMENTAL RESOURCE PERMIT.
09:04:21 YOU HAVE TO DEFINE YOUR OUTFALLS.
09:04:22 DO WE KNOW WHERE THE OUTFALLS FOR THIS PROJECT ARE GOING?
09:04:26 GOING TO F.D.O.T. DITCH?
09:04:28 A DITCH ALONG THE POWER LINES?
09:04:34 >> THAT'S YOUR CUE.
09:04:36 BEEN HERE ALL NIGHT.
09:04:37 >>Barry Jones: STATE YOUR NAME FOR THE RECORD.
09:04:43 >> SINA EBRAHIMI WITH KIMLEY-HORN AND ASSOCIATES.
09:04:47 ANSWER YOUR QUESTION, YES, THERE WAS AN EXISTING RFP FOR THE

09:04:51 DEVELOPMENT THAT WAS PERMITTED WAY BACK IN 2,000 WHENEVER.
09:04:55 THE INTENT IS MAINTAIN THE SYSTEM BUT BRING IT TO CURRENT
09:04:58 REGULATION.
09:04:58 >>Barry Jones: WHERE IS THE OUTFALL FOR IT?
09:05:00 >> NORTHWEST CORNER GOING INTO THE FPL DITCH.
09:05:03 >>Barry Jones: GOES TO THE FPL DITCH.
09:05:07 HAS THE FPL DITCH BEEN IDENTIFIED TO HAVE CAPACITY FOR THE
09:05:11 OUTFALL THAT'S PROPOSED?
09:05:12 >> YES, WE DID PUT TOGETHER SOME EXHIBITS.
09:05:14 IT'S NOT PART OF THE AGENDA OR THE MEETING, BUT WE STUDIED
09:05:18 THE FLOW WAYS AND CURRENTLY COCONUT ROAD DOES DIRECTLY I
09:05:24 GUESS DISCHARGE TO THE FPL DITCH, SO DO THE ADJACENT
09:05:28 DEVELOPMENTS.
09:05:29 >>Barry Jones: THE WATER MANAGEMENT DISTRICT WILL REVIEW AND

09:05:32 APPROVE OF WHATEVER YOU PROPOSE TO BUILD THERE TO CONFIRM
09:05:35 THERE'S ADEQUATE CAPACITY IN THAT DITCH FOR YOU TO HAVE
09:05:37 OUTFALL INDEPENDENT OF GOING THROUGH ANY OTHER DEVELOPMENT.
09:05:41 >> YES.
09:05:42 WE WOULD OBVIOUSLY MEET THE REQUIREMENTS.
09:05:43 >>Barry Jones: SO WE ADDRESS, THERE WAS PUBLIC CONCERN ABOUT
09:05:47 STORMWATER, SO I WANTED TO MAKE SURE THERE WAS SOMETHING ON
09:05:49 THE RECORD AS TO HOW IT HAD BEEN ADDRESSED.
09:05:52 YOU HAVE TO MEET THE CRITERIA FOR THE 25-YEAR STORM AND ALL
09:05:55 THAT AND YOU'RE GOING TO DO ALL THAT ON-SITE.
09:05:57 YOU'RE GOING TO MEET YOUR NUTRIENT LOADING REQUIREMENTS

09:06:00 ON-SITE.
09:06:02 >> CORRECT.
09:06:03 THE REQUIREMENTS ONLY GOT MORE STRINGENT.
09:06:11 >>Barry Jones: OKAY.
09:06:12 THOSE WERE KIND OF THE KEY POINTS THAT I HAD.
09:06:17 I HAD A LOT OF QUESTIONS BUT A LOT OF THEM WERE ANSWERED
09:06:23 THROUGH THE PROCESS.
09:06:24 IS THE VILLAGE GREEN GOING TO BE LIT AT NIGHT?
09:06:27 >> I WOULD IMAGINE SO.
09:06:28 I IMAGINE WE WOULD HAVE STREET LIGHTING AROUND THE VILLAGE
09:06:31 GREEN.
09:06:31 I DON'T KNOW IF WE'LL HAVE SPECIAL SPOTLIGHTS IN ADDITION TO
09:06:34 THAT.
09:06:34 WE COULD REVIEW THAT WITH THE LANDSCAPE PLAN, LANDSCAPE
09:06:37 LIGHTING.
09:06:38 >>Jim Wallace: STREETLIGHTS.
09:06:40 >> WE'LL HAVE STREETLIGHTS ALONG --
09:06:46 >>Barry Jones: COUPLE OTHER THINGS.
09:06:47 PATTERN BOOK, HARD SCAPE ELEMENTS.
09:06:49 WOULD LIKE TO SEE THEM CONSISTENT THROUGHOUT A COMMUNITY.
09:06:52 CAN WE PUT SOMETHING IN THERE THAT SAYS IN THE FIRST
09:06:54 DEVELOPMENT ORDER YOU WILL ESTABLISH THE SUPPLEMENT THE
09:07:00 PATTERN BOOK TO ADD HARD SCAPE ELEMENTS?
09:07:03 WE'RE TALKING GARBAGE CANS, BENCHES, SHADE SHELTERS, ANY OF
09:07:06 THOSE TYPE OF HARD SCAPE ELEMENTS, STREET LIGHTING, I DON'T

09:07:09 SEE ANY LIGHTING ELEMENTS IN HERE.
09:07:11 NORMALLY WE SEE WHAT A STREETLIGHT LOOKS LIKE IN A PATTERN
09:07:14 BOOK.
09:07:14 SO THE FIRST ONE THAT YOU DO, WOULD IT BE LOCKING IN THE
09:07:18 REST OF THE DEVELOPMENT UNDER THOSE STANDARDS?
09:07:21 BECAUSE WE DON'T WANT TO APPROVE A PATTERN BOOK THAT'S
09:07:24 REMISS OF THEM AND HAVE EVERYBODY WANT TO DO THEIR OWN
09:07:27 STREETLIGHT OR OWN GARBAGE CAN.
09:07:30 I UNDERSTAND YOU WANT CONSISTENCY THROUGHOUT YOUR THING AND
09:07:33 WE NEED TO PROTECT THE PUBLIC TO MAKE SURE THAT WHAT YOU

09:07:35 WANT IS ACTUALLY WHAT THEY ARE PROMISED TO GET, IF YOU WILL.
09:07:38 THE HARD SCAPE ELEMENTS CAN BE ESTABLISHED IN THE FIRST
09:07:43 DEVELOPMENT ORDER AND THE PATTERN BOOK SUPPLEMENTED TO
09:07:46 INCORPORATE THEM FOR THE WHOLE DEVELOPMENT.
09:07:48 WELL, PLACE MAKING ELEMENTS THEY ARE GOING TO BRING IN WITH
09:07:55 EACH PARK AS THE UNITS AND CORRECT ME IF I'M WRONG, THE WAY
09:07:59 I UNDERSTOOD IT WAS PROPOSED THE FIRST DEVELOPMENT ORDER
09:08:01 THAT ABUTS ONE OF THOSE PUBLIC PARKS, THAT PUBLIC PARK WOULD
09:08:05 BE DEVELOPED AS PART OF THAT.
09:08:08 >>Rich Yovanovich: I'M SORRY, PUBLIC PARKS ARE PHASE ONE.
09:08:12 >>Barry Jones: THEY ARE ALL GETTING BUILT AS PART OF PHASE
09:08:14 ONE.
09:08:14 >>Rich Yovanovich: BUILT WITH THE PROJECT INFRASTRUCTURE.
09:08:16 >>Barry Jones: AS PART OF PHASE ONE DEVELOPMENT ORDER, IT'S
09:08:20 GOING TO BE SUBJECT TO REVIEW TO SATISFY THAT THERE'S

09:08:22 SUFFICIENT PLACEMAKING ELEMENTS WITHIN THE PARKS TO MAKE
09:08:25 THEM AN ATTRACTIVE PLACE TO BE.
09:08:27 I WON'T USE THAT DIRTY N WORD AGAIN.
09:08:31 IT'S NOT A NUISANCE.
09:08:32 >>Jim Wallace: THE STREET SCAPING.
09:08:34 THE PLACE MAKING, YOU HAVE A -- WONDERFUL WIDE SIDEWALKS.
09:08:38 WHAT A WONDERFUL PALETTE, WONDERFUL EASEL TO CREATE
09:08:42 SOMETHING.
09:08:43 IT COULD BE GREAT.
09:08:45 >>Barry Jones: ONE MORE QUESTION ON THE ROAD NETWORK, YOU'VE
09:08:47 GOT SOME 12-FOOT WIDE LANES WITH PARALLEL PARKING ON BOTH
09:08:51 SIDES OF IT.
09:08:54 IS THAT UP TO STANDARDS OR UP TO CODE?
09:08:57 WHERE I'VE SEEN PARALLEL PARKING THEY WANT AN ADDITIONAL
09:09:02 SPACE IN THE PARKING OR ADDITIONAL LANE WIDTH TO ACCOMMODATE
09:09:05 DOORS OPENING, THINGS LIKE THAT.
09:09:07 I GUESS WE CAN REVIEW THAT AT TIME OF DEVELOPMENT ORDER,
09:09:12 TOO.
09:09:13 BUT IT'S IN THE PATTERN BOOK AND YOU'RE DEFINING EXACT LANE
09:09:17 WIDTHS.
09:09:18 SOME OF THOSE PLACES IT LOOKS TIGHT WHEN YOU HAVE A 12-FOOT
09:09:21 LANE AND PARALLEL PARKING ON BOTH SIDES OF IT.
09:09:23 I GET IT.
09:09:26 THAT'S TO SLOW THEM DOWN AND SOME OF THE SECONDARY STREETS.
09:09:31 >> IT WORKS.

09:09:32 IT'S LIKE EVERY CITY.
09:09:34 IT'S LIKE EVERY CITY.
09:09:38 >>Barry Jones: EACH ROAD HAS ITS OWN CHARACTER.
09:09:42 IT WAS JUST A QUESTION OF SOMEBODY THAT'S BEEN THERE, DONE
09:09:44 THAT AND DONE IT MORE OFTEN THAN ME.
09:09:49 PARALLEL PARKING ON BOTH SIDES OF A NARROW STREET LIKE THAT.

09:09:53 IT.
09:09:56 >> 12-FOOT LANES NEXT TO 8-FOOT WIDE PARKING LANES IS NOT
09:10:00 CONSIDERED NARROW.
09:10:01 IN THE CITY OF ORLANDO WE HAD 11-FOOT LANES AND 7-FOOT
09:10:05 PARKING, WHICH WON'T ACCOMMODATE A REALLY LARGE PICKUP TRUCK
09:10:09 BUT IT'S PLENTY WIDE.
09:10:10 IN FACT, IT'S WIDER THAN NECESSARY.
09:10:16 >>Barry Jones: ROAD SURFACES IN HERE.
09:10:19 INTENT JUST TO BE A MIX OR WE'LL HANDLE THAT AT TIME OF
09:10:22 LOCAL DEVELOPMENT ORDER.
09:10:24 THAT'S NOT IN THE PATTERN BOOK SO WE DON'T NEED TO ADDRESS
09:10:26 THAT.
09:10:27 MONUMENT SIGNS, DO WE NEED TO LOCATE THOSE AS PART OF THIS
09:10:30 PROJECT OR THEY COME IN WITH SIGNAGE LATER.
09:10:33 >>Mary Gibbs: IT'S IN THE CONDITION TO COME BACK WITH THE
09:10:35 SIGNAGE PLAN.
09:10:37 >>Barry Jones: OKAY.
09:10:39 THE TIS IS BASED ON A 21 TRAFFIC COUNT WITH A 2% JUMP.
09:10:44 I KNOW 22 HAS BEEN CRAZY BUSY WITH ALL THE TOURISM THAT GOES

09:10:50 ON.
09:10:50 DO WE KNOW THE VILLAGE TRAFFIC COUNTS HAD ANYTHING IN '22
09:10:53 AND HOW THEY COMPARED TO '21?
09:10:55 >>Mary Gibbs: I THINK THERE WAS A 14% INCREASE ON COCONUT
09:10:58 ROAD.
09:10:59 THE LATEST TRAFFIC --
09:11:02 >>Barry Jones: 2% IN THEIR ANALYSIS?
09:11:07 >>Kristin Jeannin: SHE'S SAYING FROM 21 TO 22.
09:11:09 >>Barry Jones: THEY USED A 21 TRAFFIC COUNT AND BUMPED IT UP
09:11:12 BY 2% IS THAT WHAT I HEARD.
09:11:14 IS THAT CORRECT?
09:11:16 THEY TOOK A 21 TRAFFIC COUNT AND BUMPED IT BY 2%.
09:11:19 STAFF IS OKAY WITH THAT.
09:11:22 I'M NOT ONE TO QUESTION YOUR DECISION MAKING.
09:11:26 NOT OUR PURVIEW.
09:11:27 I WANT TO MAKE SURE EVERYBODY UNDERSTOOD WHERE WE WERE AT,
09:11:29 THAT THEY USED 21 NUMBERS AND BUMPED BY 2%.
09:11:33 >>Mary Gibbs: THEY USE THE LATEST NUMBERS THAT WERE
09:11:35 AVAILABLE AT THE TIME.
09:11:36 >>Barry Jones: STAFF HAD SOME QUESTIONS OR SEEMED TO HAVE A
09:11:40 QUESTION ABOUT SOME OF THE DISTRIBUTION.
09:11:43 IS THERE SOMETHING THAT NEEDS TO BE TALKED ABOUT THERE?
09:11:46 I HEARD THAT IT WAS APPROVED.
09:11:49 >>Rich Yovanovich: THERE WERE CONDITIONS PUT UPON US BY
09:11:54 TRANSPORTATION STAFF AND WE'VE AGREED TO THE CONDITIONS.

09:11:57 >>Mary Gibbs: YEAH, THROUGH THE PROCESS, WE HAD SOME BACK
09:12:01 AND FORTH.

09:12:02 WE HAD SOME DISAGREEMENTS, AND WE'RE WORKING ON THE
09:12:05 CONDITIONS ON THE TURN LANES.
09:12:11 >>Barry Jones: OKAY.
09:12:11 I'M GOING TO QUIT THERE AND OPEN IT TO -- ARE WE FINISHED?
09:12:18 CAN WE CLOSE THE PUBLIC MEETING?
09:12:19 THAT'S MY NEXT STEP.
09:12:22 >>Rich Yovanovich: IF YOU'RE DONE WITH QUESTIONS, WE'RE
09:12:24 ANXIOUS FOR A VOTE.
09:12:27 >>Nancy Stroud: YES, YOU HAVE CLOSED THE PUBLIC.
09:12:28 >>Barry Jones: DOES THE BOARD HAVE ANYTHING ELSE TO SAY
09:12:30 BEFORE WE CLOSE THE PUBLIC MEETING?
09:12:32 >>Kristin Jeannin: NO.
09:12:34 >>Barry Jones: WE'RE GOING TO CLOSE THE PUBLIC MEETING.
09:12:36 [SOUNDING GAVEL]
09:12:36 WITH THAT, WE CAN MAKE A MOTION FOR APPROVAL, A COUPLE OF
09:12:53 CONDITIONS.
09:12:55 I DIDN'T TAKE ENOUGH NOTES.
09:12:57 THE HARD SCAPING WILL BE DEFINED AT TIME OF THE DEVELOPMENT
09:13:00 ORDER FOR EACH PARK.
09:13:02 THE HARD SCAPING AND LIGHTING WILL BE CONSISTENT THROUGHOUT
09:13:06 THE COMMUNITY, AND IT WILL BE DEFINED AT THE TIME OF FIRST
09:13:09 DEVELOPMENT ORDER.
09:13:10 THE INTERSECTION OF COCONUT AND -- WHAT IS THE NAME OF THE

09:13:16 SIDE STREET?
09:13:16 THE INTERSECTION OF COCONUT AND WALDEN WILL BE ANALYZED AND
09:13:25 THIS RECOMMENDATION IS WHATEVER THE INFRASTRUCTURE THAT WILL
09:13:28 FIT THAT PROVIDES THE HIGHEST AND BEST CAPACITY USE FOR THAT
09:13:33 INTERSECTION.
09:13:33 I DON'T KNOW WHAT TO DO ABOUT A PEDESTRIAN STUDY.
09:13:40 I DON'T THINK THAT THERE'S A WAY TO QUANTIFY IT.
09:13:47 >>James Tatooles: I THINK IT IS OUTSIDE THE PURVIEW OF THE
09:13:50 PROJECT.
09:13:50 >>Barry Jones: AND THEN THE PATTERN BOOK IS FOR INTENT
09:13:53 PURPOSES ONLY.
09:13:54 THE INTENT IS TO PROVIDE A SPANISH MEDITERRANEAN
09:13:58 ARCHITECTURE AND EACH BUILDING WILL BE SUBJECT TO
09:14:02 INDEPENDENT ARCHITECTURAL REVIEW TO BE CONSISTENT WITH THE
09:14:05 ELEMENTS IDENTIFIED IN THE PATTERN BOOK ALONG WITH THE
09:14:12 OPPORTUNITIES TO ADD ADDITIONAL COLORS.
09:14:15 RICH, DID I SAY ANYTHING THERE YOU COULDN'T LIVE WITH?
09:14:20 >>Rich Yovanovich: -- I GET IT.
09:14:23 >>Nancy Stroud: EXCUSE ME.
09:14:25 I DON'T THINK THAT'S CONSISTENT WITH OUR LDRs TO SAY IT'S
09:14:28 ONLY INTENT.
09:14:30 IT'S NOT CONCEPTUAL.
09:14:31 IT'S NOT INTENT, BUT YOU CAN -- YOU CAN'T MAKE SUBSTANTIAL
09:14:35 CHANGES THERE IT.

09:14:36 BUT THE CONDITION THAT MARY HAD PUT TOGETHER SAYS WHEN THEY

09:14:40 COME BACK FOR DEVELOPMENT ORDER, THEY WILL LOOK -- YOU WILL
09:14:44 LOOK AT MORE ARCHITECTURAL DETAIL AND OTHER KINDS OF
09:14:48 SPECIFIC DETAILS THAT I THINK --
09:14:54 >>Jim Wallace: -- OKAY WITH THE HEIGHT AND SIZE OF THE
09:14:58 BUILDINGS.
09:14:59 >>Mary Gibbs: I LIKE MY CONDITION BETTER AND I CAN TWEAK
09:15:02 THAT TO GET WHAT YOU'RE TALKING ABOUT.
09:15:03 >>Barry Jones: FINE WITH THAT.
09:15:05 I WANT TO GIVE THEM FLEXIBILITY BUT WE NEED TO UNDERSTAND
09:15:08 THERE'S STILL ACCOUNTABILITY.
09:15:09 >>Rich Yovanovich: IT ALREADY SAYS THAT IN CONDITION 13.
09:15:14 >>Barry Jones: DO I NEED TO GO THROUGH THOSE CONDITIONS
09:15:17 AGAIN?
09:15:17 >>Nancy Stroud: NO, WE'VE GOT THAT.
09:15:19 BUT THERE WERE OTHER CONDITIONS I THINK THAT YOU'VE MISSED.
09:15:22 NO 24 HOUR EMERGENCY USE.
09:15:25 >>Barry Jones: YES, MA'AM.
09:15:26 THANK YOU.
09:15:27 >>Nancy Stroud: AND HAVE THE CITY MANAGER CONSIDER OR THE
09:15:33 CITY COUNCIL CONSIDER A CERTAIN PERCENTAGE OF THE CIVIC
09:15:37 SPACES TO BE GUARANTEED TO THE GENERAL PUBLIC.
09:15:40 >>Barry Jones: I WOULD AMEND MY MOTION TO INCLUDE THE FACT
09:15:43 THAT THERE COULD BE NO 24 HOUR MEDICAL FACILITIES ON THE
09:15:46 SITE AND THAT THE CITY COUNCIL WOULD RECOMMEND A MINIMUM
09:15:51 PERCENTAGE OF USE DURING OPERATING HOURS FOR THE CIVIC

09:15:55 STRUCTURE TO BE QUALIFIED AS A CIVIC STRUCTURE.
09:15:58 >>Jim Wallace: HOW ABOUT A MAXIMUM FOR THEM RATHER THAN A
09:16:01 MINIMUM FOR CIVIC USE.
09:16:04 >>Barry Jones: IT'S THE SAME NUMBERS, JUST THE OPPOSITE SIDE
09:16:07 OF THE COIN.
09:16:07 >>Jim Wallace: 20% FOR CIVIC USE BUT THEN IT'S 90%.
09:16:11 IF I WAS THE VILLAGE, I WOULD SAY, WELL, YEAH, MINIMUM OF
09:16:13 20, SO I'LL DO IT 90.
09:16:15 >>Barry Jones: HAVE MORE AVAILABLE THAN THEY NEED.
09:16:18 THEY MAY MAKE IT AVAILABLE OR THEY HAVE A BLOCK RESERVATION
09:16:21 WHERE THEY RESERVE IT FOR CERTAIN AMOUNTS OF TIMES AND THEY
09:16:24 CAN RESERVE NO MORE THAN THIS AND ANY OTHER TIME THAT IT'S
09:16:27 NOT RESERVED MAYBE THEN IT'S OPEN FOR PUBLIC USE.
09:16:31 >>James Tatooles: WHY DO WE HAVE TO RESTRICT IT AT THIS
09:16:33 TIME?
09:16:33 >>Barry Jones: WE DON'T.
09:16:34 I WAS JUST TRYING TO GUARANTEE A MINIMUM FOR THE PUBLIC AND
09:16:38 THAT WAY IT'S NOT A MAXIMUM FOR THE PUBLIC.
09:16:41 YOU CAN HAVE UP TO --
09:16:43 >>Rich Yovanovich: YOU'RE BASICALLY PUNTING IT TO THE CITY

09:16:45 COUNCIL TO DETERMINE HOW MUCH OF THE OPERATING HOURS HAVE TO
09:16:48 BE AVAILABLE TO THE PUBLIC.
09:16:49 >>Barry Jones: CORRECT.
09:16:50 BECAUSE I DON'T THINK YOU'RE IN A POSITION NOW TO BE ABLE TO
09:16:55 DEFINE THAT AND I DON'T KNOW THAT I WANT TO DEFINE IT FOR

09:16:58 THEM BECAUSE SOMEBODY NEEDS TO TELL ME WHAT IT NEEDS TO DO
09:17:03 TO MEET CIVIC USES.
09:17:06 >>Nancy Stroud: THE LAST THING I HAD, MR. CHAIR, WAS
09:17:09 SHIELDING THE FENCE IN THE BUFFER FROM THE ADJACENT
09:17:15 COMMUNITY.
09:17:15 >>Barry Jones: CORRECT.
09:17:18 THE PROPOSED FENCE WOULD BE INSTALLED IN SUCH A MANNER AS TO
09:17:22 NOT BE VISIBLE FROM THE EXTERIOR PERIMETER, AND IT CAN BE
09:17:26 SHIELDED WITH THE PRESERVE AND ROUTED ALONG WHATEVER LINES
09:17:30 THEY WANT IT TO IN ORDER TO SHIELD IT FROM THE ADJOINING
09:17:34 NEIGHBORS.
09:17:37 >>Nancy Stroud: THAT'S WHAT I HAVE.
09:17:40 >>Mary Gibbs: I HAD A NOTE ABOUT THE PERIMETER BUFFERS, AND
09:17:43 I THOUGHT YOU SAID YOU WANTED THE PERIMETER BUFFERS ON THE
09:17:48 NORTH AND WEST OF PHASE ONE.
09:17:49 >>Barry Jones: ALONG U.S. 41 AND ADJACENT TO THE POND SITE
09:17:53 WOULD BE INSTALLED AT TIME OF FIRST DEVELOPMENT ORDER.
09:17:55 YEAH, I TOLD YOU I DIDN'T TAKE ENOUGH NOTES.
09:18:06 >> DID YOU SAY INSTALLED AT TIME OF FIRST DEVELOPMENT ORDER.
09:18:10 >>Barry Jones: ALONG U.S. 41 AND ALONG THE LAKE.
09:18:13 SO THIS STRETCH HERE AND ACROSS THE LAKE PORTION.
09:18:16 THE ONES WHERE YOU'RE ABUTTING BUILDINGS YOU'RE NOT GOING TO
09:18:19 HAVE --
09:18:20 >> FIRST PHASE.
09:18:22 >>Barry Jones: FIRST PHASE, YES.

09:18:24 >> WHEN WE GET THE DEVELOPMENT ORDER --
09:18:28 >>Barry Jones: YOUR FIRST PHASE OF CONSTRUCTION WILL INCLUDE
09:18:30 THE BUFFERS ALONG U.S. 41 AND THE ADJOINING LAKE FACING
09:18:33 COCONUT POINT.
09:18:38 >>Jim Wallace: THIS IS GOOD.
09:18:39 YOU'RE GETTING THE FLEXIBILITY YOU NEED AND THE VILLAGE IS
09:18:41 GETTING --
09:18:42 >>Barry Jones: AND YOU'RE GETTING THE CERTAINTY YOU NEED.
09:18:44 AND I UNDERSTAND THE NEED FOR THAT.
09:18:48 WE'RE TRYING TO FIND A WAY TO MAKE THINGS MOVE FORWARD WITH
09:18:51 FLEXIBILITY.
09:18:54 >>Kristin Jeannin: DO WE NEED TO READ THAT BACK OR CAN I
09:18:56 SIMPLY SECOND THAT?
09:18:59 >>Jim Wallace: ANYTHING ABOUT UNDERPLANTINGS.
09:19:00 >>Barry Jones: WE TALKED ABOUT FOUNDATION PLANTINGS FOR THE
09:19:04 RESIDENTIAL STRUCTURES EXCEEDING THE MINIMUM 10%.

09:19:09 AND THAT'S SOMETHING THAT THE BOARD CAN ASK FOR.
09:19:13 THAT'S NOT SOMETHING WE CAN FORCE YOU TO DO.
09:19:16 WE SEE A LOT OF HARD EDGES HERE, IF YOU WILL, WHERE YOU GOT
09:19:22 -- WELL, MAYBE JUST IN THE MAIN BUILDING.
09:19:25 >>Jim Wallace: -- DOWN THE STREET AND STUFF, THE MEDIANS,
09:19:28 THEY HAVE NO COLOR, NO UNDERPLANTINGS, NO INTEREST.
09:19:31 DO YOU DISAGREE?
09:19:35 >>Kristin Jeannin: NO.
09:19:37 I THINK THEY WILL BRING IT TO US AT FIRST DEVELOPMENT ORDER.

09:19:39 >>Jim Wallace: BUT YOU'RE COMFORTABLE DOING THAT.
09:19:42 >> YEAH.
09:19:43 >>Barry Jones: SO THE MOTION WOULD INCLUDE A COMMITMENT BY
09:19:48 THE DEVELOPER TO EXCEED THE MINIMUM FOUNDATION PLANTS
09:19:51 REQUIRED FOR RESIDENTIAL AND COMMERCIAL STRUCTURES.
09:19:55 IS THAT FAIR?
09:19:56 THIS IS ALL RECORDING SOMEWHERE, RIGHT?
09:20:10 >> WRITE A BOOK.
09:20:11 >>Barry Jones: -- SO WE HAVE A MOTION.
09:20:16 DO WE HAVE A SECOND?
09:20:17 >>Kristin Jeannin: SECOND.
09:20:19 >>Mary Gibbs: WHO MADE THE MOTION.
09:20:21 >>Barry Jones: I DID.
09:20:21 CAN WE GET A ROLL CALL ON THIS ONE?
09:20:27 >>Kristin Jeannin: YES.
09:20:29 >>Barry Jones: YES.
09:20:31 >>James Tatooles: YES.
09:20:33 >>Jim Wallace: YES.
09:20:36 >>Rich Yovanovich: ALL RIGHTY.
09:20:37 WELL, THANK YOU.
09:20:38 >>Barry Jones: MOTION PASSES 4-0.
09:20:41 >>Jim Wallace: IT'S GOING TO BE A WONDERFUL PROJECT.
09:20:44 >>Barry Jones: IS THERE ANYTHING ELSE BEFORE WE HAVE --
09:20:47 BEFORE WE CAN MAKE A MOTION TO ADJOURN.
09:20:50 DO WE HAVE A MOTION TO ADJOURN?

09:21:04 >>James Tatooles: I'LL MAKE A MOTION TO ADJOURN.
09:21:08 >>Kristin Jeannin: SECOND.
09:21:09 >>Barry Jones: ANY OTHER BUSINESS ITEMS WE NEED TO DISCUSS,
09:21:11 MARY?
09:21:12 NO, GOOD.
09:21:12 MOTION TO ADJOURN, MOTION AND SECOND, ALL IN FAVOR SAY AYE.
09:21:15 AYE.
09:21:16 ALL OPPOSED NO.
09:21:17 NO.
09:21:19 [SOUNDING GAVEL]
09:21:20

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CAPTIONING WHICH SHOULD NEITHER BE RELIED UPON FOR COMPLETE
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ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE
PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

Final Action Agenda/Minutes are supplemented by audio and video recordings of the meetings, as well as transcripts. Video recordings of Design Review Board meetings from June 8, 2016, forward, as well agendas, staff reports, resolutions, ordinances, and other documents related to the meetings can be viewed online at https://estero-fl.gov/agendas/ at the corresponding meeting date.

DRAFT MINUTES

Planning Zoning and Design Board Meeting

Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928
May 9, 2023 5:30 p.m.

1. CALL TO ORDER: 4:38 p.m.

2. PLEDGE OF ALLEGIANCE:

3. ROLL CALL:

Present: Chairman Scotty Wood, Vice Chairman Anthony Gargano, Board Members James Tatooles, Barry Jones, Jim Wallace, and Kristin Jeannin (left at 8:00 pm). Absent Board Member Michael Sheeley.

Also present: Village Land Use Counsel Nancy Stroud (via Zoom), Community Development Director Mary Gibbs, Development Review Manager Jim Hart, and Deputy Village Clerk Tammy Duran.

4. APPROVAL OF AGENDA:

A motion to approve the agenda was made and duly passed.

5. BUSINESS:

(a) Consent Agenda

(1) Approval of April 11, 2023, meeting minutes.

A motion to approve the consent agenda was made and duly passed.

6. PUBLIC HEARINGS (Quasi-Judicial)

Chairman Wood provided information regarding Board business and quasi-judicial hearings. All audience members and staff providing testimony for the hearing were sworn in by Village Land Use Counsel Stroud.

(a) Corkscrew Pines Self-Storage - Development Order (DOS2022-E008) (District 5)
Located on the south side of Corkscrew Road, east of Stoneybrook Golf Drive and west of Firehouse Lane.

Applicant is proposing to construct 3 storage buildings totaling ±150,000 square feet.

Public Information Meeting was held October 25, 2022, and a Workshop was held March 14, 2023.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Jim Hart, Development Review Manager

Presentation/Information by
Al Quattrone, PE, Quattrone & Associates
Brandon Kline, Geis Companies
Joseph Kelley, ASLA, Joseph H Kelley, RLA, LLC

Public Comment
None.

Board Questions or Comments
Board Members Jones, Jeannin, Tatooles, Wallace, Vice Chairman Gargano, and Chairman Wood.

Motion: Motion to approve the Development Order with the conditions as follows: columns 7, 8, 13, and 14 has an 8-inch projection forward, There will be a minimum 4-foot additional depth in the center of the building columns 8 through 11, the landscape buffer will be clustered and add depth and break up the linear run of the landscape buffer in general, the tower height is going to have a vertical differential minimum of two feet from the parapet of the building, the plants around the lift station and the garbage dumpster are going to be increased to a 48-inch minimum size, the cluster of trees at the west end of the building will go to a 14 to 16-foot minimum, and the west side of the building was going to have red maples instead of cypress, and we were going to add foundation plantings along the east, west, and north side of building one.

Motion by: Board Member Jones
Seconded by: Board Member Jeannin

Action: Approved the Development with the conditions as follows: columns 7, 8, 13, and 14 has an 8-inch projection forward, There will be a minimum 4-foot additional depth in the center of the building columns 8 through 11, the landscape buffer will be clustered and add depth and break up the linear run of

the landscape buffer in general, the tower height is going to have a vertical differential minimum of two feet from the parapet of the building, the plants around the lift station and the garbage dumpster are going to be increased to a 48-inch minimum size, the cluster of trees at the west end of the building will go to a 14 to 16-foot minimum, and the west side of the building was going to have red maples instead of cypress, and we were going to add foundation plantings along the east, west, and north side of building one.

Vote:
Aye: Board Members Tatooles, Jones, Jeannin, Wallace, Vice Chairman Gargano, and Chairman Wood
Nay:
Abstentions:

(b) The Brooks Commons Club – Pickleball Court Expansion Limited Development Order (LDO2022-E051) (District 6)

Applicant is seeking approval for the redevelopment of a portion of the community's property on Coconut Road adjacent to the Commons Club. The park's development will occur in three phases and include a total of 16 pickleball courts.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Jim Hart, Development Review Manager

Presentation/Information by
Ken Gallander, AICP, RWA/The Neighborhood Company
Dale Van Scoyk LLC, Pickleball Sound Mitigation
Mike Pappas, PE, RWA

Public Comment
eComments
Roberta Aiani, Spring Run
Stephen Frayne, The Brooks
Mark Pomorski, Copperleaf
Marc and Sandra Teaberry, Shadow Wood
Edward Franklin, Shadow Wood
Josepha, The Brooks
Barbara Schafer, Spring Run
Russell Achzet, The Brooks
Betsy Kenniston, Copperleaf

In Person
Andrew Bregman, Shadow Wood
Joann Blazek, Shadow Wood
Randy Kemnitz, Shadow Wood

Board Questions or Comments
Board Members Tatooles, Jones, Wallace, Jeannin, Vice Chairman Gargano, and Chairman Wood.

Motion: Motion to approve the Development Order with the following conditions: to delegate where the bicycle spaces will be in proximity to the courts, they have three months to remediate any sound violations, the sound violations will be set off Ansi standards of 55 decibels, and staff will work with the applicant to meet the lighting requirements.

Motion by: Board Member Jones
Seconded by: Vice Chairman Gargano

Action: Approved the Development with the following conditions: to delegate where the bicycle spaces will be in proximity to the courts, they have three months to remediate any sound violations, the sound violations will be set off Ansi standards of 55 decibels, and staff will work with the applicant to meet the lighting requirements.

Vote:
Aye: Board Members Tatooles, Jones, Jeannin, Vice Chairman Gargano, and Chairman Wood
Nay: Board Member Wallace
Abstentions:

Recess at 7:04 pm and Convene Workshop Item 7:13 pm

7. PUBLIC INFORMATION MEETINGS

(a) Estero 4.2 – Development Order (District 2)
19950 S. Tamiami Trail, located across US 41 from Wal-Mart and north of the Cayo de Estero Shoppes.

Applicant seeks to construct 2 non-residential buildings and supporting infrastructure on 4.2 acres. The development will include a ±4,000 S.F. dental office and a ±18,000 S.F. commercial shell building.

Staff Presentation/Comments
Mary Gibbs, Community Development Director

Presentation/Information by
John Wojdak, PE, Delisi Fitzgerald, Inc.
Greg Diserio, David M Jones & Associates
Ramon Acevedo, GMA Architects

Public Comment
eComments
Bob Distad, Breckenridge
Leann Craig, Breckenridge
Ernie Settanni and Jerry Conner, Breckenridge
Don Atkinson, Breckenridge
Vance and Joann Hazzard, Breckenridge

In Person
Katy Errington, Breckenridge
Steadmon Allen, Breckenridge
Garth Errington, Breckenridge
Jim McCormick, Breckenridge
Donna Atkins, Breckenridge
Vicky Winkle, Breckenridge
Gary Green, Breckenridge

Board Questions or Comments
Board Members Jones, Wallace, Tatooles, Vice Chairman Gargano, and Chairman Wood

(b) RiverCreek Phase 3 and Recreation Site Development Orders (District)
(DOS2023-E003 & Pending DO for Phase III)
12840 Corkscrew Road and 20161 Camellia Crosse Lane

Applicant seeks to construct 200 single family homes on 56.25 acres as Phase III of the RiverCreek Development.

Applicant also seeks to review the recreational campus located on Tract "A". Recreational amenities include a 14,546 S.F. clubhouse, pickleball, tennis, basketball and bocce courts, play area and associated parking.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Jim Hart, Development Review Manager

Presentation/Information by
Rick Elsner, GL Homes

Public Comment
None.

Board Questions or Comments
Board Members Jones, Wallace, and Chairman Wood

(c) Genova Gate Access Modification – Zoning Amendment (District 4) (DCI2023 E001) 21530 Strada Nuova Circle, southeast corner of Corkscrew Road and Via Coconut Point

Applicant is requesting a Minor Zoning Amendment to eliminate a condition requiring the existing security gate to be manned 24 hours a day and replace with an automated gate.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Nancy Stroud, Village Land Use Attorney

Presentation/Information by
Dan Olson, Virtual Gate Committee Co-Chair
Jeff Hyatt, Envera
Keith Mathias, Gate Manager
Bill Warren, Genova

Public Comment
eComments
Scott Imber, Genova
Debbi Wallace, Genova
John Chickerillo, Genova
Cathy Williams, Genova
Linda Nelson, Genova
Donna Brown, Genova
Susan Majka, Genova
Anthony Lobat, Genova
Janice Lobat, Genova
Scott Imber, Genova
Laura Scott, Genova
Cindy LoMonaco, Genova
Robert Anderson, Genova

In Person
Patty Anderson, Genova
Robert Grumly, Genova
Bob Girsch, Genova
Scott Ember, Genova
Debbi Wallace, Genova

Board Questions or Comments
Board Members Jones, Wallace, Vice Chairman Gargano, and Chairman Wood.

A motion to approve the meeting to continue past 9:00 pm was made and duly passed.

8. PUBLIC HEARING (Not Quasi-Judicial)

(a) Ordinance Review - Capital Improvement Schedule Update

Review Ordinance 2023-05, updating the Capital Improvements Element which includes the Capital Improvement Program approved for Fiscal Year 2022/2023.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Nancy Stroud, Village Land Use Attorney

Board Questions or Comments
Board Members Jones and Wallace

Motion: Motion to make a recommendation to Council to approve Ordinance.

Motion by: Vice Chairman Gargano
Seconded by: Board Member Tatooles

Action: Recommended to Council to approve Ordinance.

Vote:
Aye: Board Members Tatooles, Jones, Jeannin, Vice Chairman Gargano, and Chairman Wood
Nay: Board Member Wallace
Abstentions:

9. PUBLIC INPUT

10. BOARD COMMUNICATIONS

Community Development Director Mary Gibbs recommended we have two meetings in July due to the number of cases pending.

(a) Next meeting – June 13, 2023

11. ADJOURNMENT: 9:26 pm.

_____
Tammy Duran
Deputy Village Clerk

Coconut Road EPD Rezoning
Zoning Staff Report

Planning Zoning and Design Board

June 13, 2023

PROJECT NAME:	**Coconut Road EPD**
CASE TYPE:	**Planned Development Rezoning**
CASE NUMBERS:	**DCI2022-E005**
PLANNING ZONING & DESIGN BOARD DATE:	**June 13, 2023**

SUMMARY OF REQUEST

The applicant is requesting a rezoning, with deviations, from Mixed Use Planned Development to Estero Planned Development (EPD) for a 45.6-acre parcel on the northwest corner of US-41 and Coconut Road.

The proposal is for a Tier 3 development that would allow a mixed-use project consisting of:

- 596 dwelling units (538 multi-family apartment and 58 townhome units)
- 42,000 square feet of general and medical office use
- 82,000 square feet of retail and dining uses
- Hotel with 260 rooms
- 3,000 square feet of civic use
- Public park areas

STAFF RECOMMENDATION

Staff recommends approval of the request with the conditions in the Ordinance.

GENERAL INFORMATION

Applicant
Coconut Road Apartments, LLC – Ross Abramson

Owners
Coconut Road Estero Apartments
7474 Creedmoor Rd #306
Raleigh, NC 27613

Authorized Agent
Alexis Crespo, AICP
RVi Planning and Landscape Architecture
28100 Bonita Grande Dr, Suite 305
Bonita Springs, FL 34135

Location
4.5 acres at the northwest corner of US-41 and Coconut Road. STRAP Nos: 09-47-25-E2-U1902.2012, 09-47-25-E2-U1900.2033, 09-47-25-E2-U1908.2037, 09-47-25-E2-U1908.2404; 09-47-25-E1-U1874.2023 and 09-47-25-E1-U1877.2039,

Surrounding Zoning and Land Use
North Marsh Landing residential development zoned RPD

East US-41, then Coconut Point Mall (zoned MPD)

South Coconut Road, then Pelican Landing, zoned RPD/CPD

West FPL easement, then Coconut Shores zoned RPD

Zoning
Mixed Use Planned Development (MPD). The property was rezoned from Residential Planned Development, Commercial Planned Development and Agriculture, to Mixed Use Planned Development by Lee County in 1998 through Zoning Resolution Z-98-075. Minor administrative amendments were subsequently approved by Lee County.

Comprehensive Plan Land Use Category
Village Center

Public Information Meeting
A Public Information Meeting was held at the Planning Zoning and Design Board on February 21, 2023.

The applicant recently held neighborhood meetings with Marsh Landing, Pelican Landing and Coconut Shores.

STAFF ANALYSIS

Project History
This property was rezoned for a “Mixed Use” Planned Development by Lee County in 1998. The master Concept Plan at the time was unimaginative, with strip commercial uses along the frontage of US-41 and Coconut Road, and light industrial uses on the western half of the site. A development order (site plan) was approved years later but nothing was ever built and that development order has expired. The property is currently mostly cleared and vacant except for a preserve area on the north and west edges of the site. A road was installed years ago but never completed nor accepted by Lee County.

The property went into foreclosure at one point in time. The property was later purchased by Lee Health, who explored development opportunities. Lee Health hired a well-known new urbanist planning consultant, Dover Kohl, to prepare plans for the site. Numerous focus groups and community meetings were held over a period of time to develop these plans. Subsequently, Lee Health decided to sell the property.

The site was purchased by Woodfield Development, who agreed to use the work done on the Dover Kohl plans with some modifications for their proposed mixed use development.

The site, which is mostly cleared and vacant, has most recently been used through interlocal agreement with Lee County for a temporary disposal site for Hurricane Ian debris.

Request
The applicant is proposing a rezoning to Estero Planned Development (EPD). This is the specific zoning district that is required in the Village Center Land Use category.

The applicant is requesting Village Center Tier 3 Development which allows for mixed use and:

- A base residential density of 10-15 units per acre with a maximum of 20 units per acre based upon accepted incentive offers;
- Higher non-residential intensity; and
- Maximum building heights between 60 and 70 feet.

This project proposes 596 units which is a residential density of approximately 13 dwelling units per acre (based on 45.6-acre total project site), 82,000 square feet of retail and dining use, hotel with 260 rooms, 3,000 square feet of civic uses, and 42,000 square feet of general and medical office use. Maximum height proposed is 70 feet, excluding architectural features.

The Village Center standards include goals such as creating socially vital centers; safe streets for walking and bicycling; fostering interconnection and walkability; and human scale. These standards, along with Comprehensive Plan policies and Land Development Code standards, are the basis of analysis of the proposal.

MASTER CONCEPT PLAN

The applicant has provided a Master Concept Plan that shows:

- 10 Development Tracts (called Blocks)
- Two lakes, neighborhood park and central green
- 4 parking garages
- A pedestrian paseo linking Crescent Lake with the Central Green
- Hotel
- Vertical mixed use (multi family and commercial)
- An area of existing indigenous native vegetation and proposed lake along the north and west property boundaries to serve as a buffer to the adjacent residential developments

PATTERN BOOK

The applicant has requested a “Tier 3” development.

A Tier 3 development is required to provide a detailed Pattern Book with illustrative site plan and facade detailing. The applicant's Pattern Book is extensive and is somewhat similar to a Regulating Plan prepared for form-based codes. The Pattern Book contains information on:

- Landscaping
- Open space
- Connectivity
- Architecture
- Parking
- Street network and cross-sections
- Height
- Development phasing program

ARCHITECTURE

The architectural style is described by the applicant as "Spanish Colonial Revival", similar to the style in Palm Beach, Florida and Santa Barbara, California. The Land Development code describes Spanish Revival and Spanish Colonial as two separate styles, not a combined style. However, the Pattern Book does indicate that other styles may be used to create a variety in neighborhoods.

The palette consists of warm, natural tones, with hints of limestone to create a timeless aesthetic.

The Pattern Book does not contain any information on signage. Staff suggests a condition that a signage plan be submitted with the first development order.

BUILDING HEIGHT

According to the applicant's Pattern Book, building height for the western half of the project is 34-45 feet (3-4 stories) maximum, with an additional 15 feet for architectural features. The uses in this area are primarily multiple family residential: on the eastern half of the site, building heights range from 35 to 45 feet along US-41 to 45-60 feet in the center of the project (which include office and commercial), and with the maximum 70 feet for a hotel. An additional 15 feet is requested for architectural features such as towers.

Staff requested clarification of the number of stories, and the applicant submitted a Master Concept Plan with the number for stories for each tract. The western portion of the property is limited to 3 stories, with 3 stories adjacent to US-41, and with 4 to 6 stories internal to the site.

The line of sight diagram provided in the Pattern Book shows a distance of more than 200 feet from the closest building in Marsh Landing to the project buildings, and a larger distance from Coconut Shores. These drawings are being revised to show the view line which is not indicated on the drawings.

SCHEDULE OF USES

The proposed Schedule of Uses includes a variety of residential, commercial and civic uses, and a summary is provided below:

- Residential uses include Live-Work, Multi-Family, and Townhomes.
- Commercial Uses include a variety of Retail, General and Medical Office, Restaurant, and Personal Service uses.

PROJECT PHASING

The applicant has included a Conceptual Phasing description in the Pattern Book with 4 phases. The applicant has verbally indicated that the project may be developed in one phase. A project of this intensity may require more than one phase.

The Phasing Schedule has been provided to ensure that the project does develop as a Tier 3 mixed use development with residential, commercial and park uses being developed concurrently.

The applicant's Phasing Schedule shows a general mix of uses. The civic use is shown in Phase 3, because construction is planned to occur later in that area. Staff has proposed a project phasing condition in the Ordinance. It should be noted that the applicant has verbally indicated that the first phase may consist of "infrastructure" which means roads, utilities, and lakes, before any vertical construction. The staff condition includes this as Phase I.

TRANSPORTATION

This project is located at a major intersection in the Village; US-41 and Coconut Road. Coconut Road is a collector road maintained by the Village of Estero. US-41 is an arterial road maintained by FDOT. The applicant submitted a detailed traffic analysis of the proposed project (64 pages and technical appendix). The analysis looked at roadway segments and intersections, and also evaluated traffic impacts with and without the project, including background traffic and pending projects along Coconut Road.

The analysis indicates that the project will generate between 10,400 to 11,800 daily trips per day when built out, depending on the traffic model used and accounting for pass-by trips and internal capture. The site is vacant now so any additional development will increase traffic, but it should be noted that Lee County approved mixed use zoning on the property which the applicant has stated could generate a greater amount of vehicle trips on the roadways.

The traffic analysis identifies problem areas in the "near-term" (including approved projects in the study area that are expected to be occupied within the next 5 to 10 years) on several road segments:

- Coconut Road from Walden Center Drive to US-41 – LOS F with and without project (EB/NB)
- US-41 from Estero Parkway (Pelican Colony Blvd) south of Coconut Road. All segments LOS F with and without project (EB/NB)

The intersection of Coconut Road and US-41 is expected to degrade to LOS E from approved and pending projects in the area.

No widening of US-41 or capital improvements beyond six lanes are planned through 2045 by FDOT, Lee County or the MPO. Possible improvements to I-75 as part of the I-75 Southwest Connect Project could help alleviate traffic impacts on US-41. The Village is planning a roundabout on Coconut Road at Coconut Shores, but no other improvements are planned at this time.

Based on the results of the applicant's analysis, they recommend:

- US-41 and Village Shops Way (signal timing modification)
- Coconut Road and Walden Center Drive (install traffic signal)
- Coconut Road and US-41 (signal timing modifications – needed for existing conditions)

Staff did not agree with the applicant's traffic distribution which indicates that the vast majority of the US-41 northbound traffic from the project will go through internal roads with multiple stop signs through Lyden Drive to the Vandenburg Way traffic light at US-41, in lieu of a more direct route to Coconut Road and a left turn northbound onto US-41. Consequently, staff recommends that the applicant add a left turn lane on eastbound Coconut Road to northbound US-41, and an additional left turn lane on US-41 westbound to Coconut Road.

The applicant will pay impact fees in effect at the time building permits are issued. The applicant will also be responsible for installation of a traffic light at the development's entrance on Coconut Road.

The applicant has met with FDOT throughout this process and the staff has also met with FDOT. No written comments have been received from FDOT. It is more likely that comments may be received when the development order is submitted for review, as more specifics will be available at that time.

It should be noted that there are policies in the Comprehensive Plan encouraging connections to adjacent properties. The applicant originally proposed a pedestrian connection to the FPL powerline path to the west. This path is currently only utilized for FPL to access their powerlines. It is not used by pedestrians. The proposed connections were removed until/unless the FPL powerline path is converted to a pedestrian path. A condition is proposed to provide a pedestrian connection to the FPL easement if it becomes a multi-use path.

There will be a sidewalk along Coconut Road that will be widened into a multi-use pathway.

Vehicular and Pedestrian Connections/interconnections
Two new access points are proposed on US-41 to the site, as well as a new access point on Coconut Road. The new access points on US-41 are subject to approval by FDOT. There is an existing access point on Coconut Road that will need to be signalized. There is also a connection from the traffic light at Coconut Point to the Lyden Drive reverse access road. Connections must be provided consistent with the Framework Plan in the Land Development Code.

Parking
The majority of parking will be provided in four parking garages. The garages for the most part will be encircled by the multifamily buildings and not visible from US-41 or Coconut Road. Additionally, there will be some surface parking lots in the center of the blocks, and on-street parking. Parking is proposed to be provided in proximity to the various uses. More specifics will be provided at time of development order. The applicant has not determined at this time if parking will be assigned for residential units or if the parking garages will charge fees or be open to the public for nonresidential uses.

A LeeTran bus stop and shelter is recommended for the project along US-41 and a condition is included in the rezoning ordinance.

A parking deviation has been requested to reduce the total required parking from 2,036 to 1,872 spaces. This will be discussed in the Deviations section of the staff report.

PERIMETER BUFFERS AND LANDSCAPING
The project plan shows an indigenous vegetation area to be preserved on the northern and western edges of the site. This area was identified as preserve on the previous Zoning Master Concept Plan approved by Lee County, and it has not been cleared. This area is over 7 acres in

size. Landscaping is proposed to be supplemented to create a Type “F” 50-foot buffer along these boundaries.

Coconut Road will have a Type “D” 20’ wide landscape buffer with 14-18-foot tall trees at installation.

US-41 will have a Type “D” enhanced buffer that will be 32-45 feet wide, with 14-17-foot tall trees at installation.

Internal areas will be landscaped, and streetscape will be provided. Details of plantings will be established at time of development order.

Approximately half of the site is open space, with the largest area being the indigenous preserve on the north and west sides of the project.

OTHER ISSUES

Environmental
The project area includes an indigenous preserve on the west and northern parts of the property (approximately 7 acres). The remainder of the property has been cleared. The site contains a 0.6-acre wetland that was previously permitted to be impacted per the South Florida Water Management District Permit 36-03587-P.

Flood Issues
The majority of the site is located in the X Zone which is outside the Special Flood Hazard Area as shown on the Flood Insurance Rate Maps. A small segment of the northern portion of the property falls within the AE Zone (approximate elevation 13.9 feet NAVD).

This development will need to provide mitigation for hurricane sheltering due to its location in the hurricane storm surge area. This will be determined at development order.

Stormwater Management
The project engineer has submitted a drainage statement that indicates that the site is within the Estero Bay Watershed.

Runoff will be collected in the Surface Water Management System via storm inlets and pipes and will be conveyed to onsite wet retention ponds and existing dry detention areas for the northern and western portions of the property.

The site will discharge via a proposed outfall to the existing ditch within the FPL easement west of this site to an existing roadway swale along Coconut Road and ultimately outflow to Halfway Creek.

Utilities
This project is in the franchise area of Bonita Springs Utilities for wastewater service. A condition requiring connection is included in the Ordinance. No comments from BSU have been received at this time. Underground electric utilities are required in the Village Center, and a condition to this effect is included in the Ordinance.

Fire
Estero Fire has reviewed the proposal and requested an auto-turn for the entrance and exits of the property, as well as the proposed road surface to ensure that a large fire apparatus can maneuver the roadways. The Applicant has provided this documentation and confirmed that the surface will take the weight of a large fire truck.

Estero Fire also requested an assessment model to determine necessity of radio enhancement regarding adequacy of signal strength. Staff recommends a condition to ensure that this requirement is part of the review at development order.

ESTERO PLANNED DEVELOPMENT ANALYSIS
The Land Development Code contains criteria for Estero Planned Developments, dependent upon the specific Tier.

Section 3-707
The goals of the Village Center area include creating an active and social neighborhood environment with mixed uses and a focus on walking and biking, both within and to the development.

Development Tier, Density, And Height
The project is proposed as a Tier 3 development which allows for higher residential and commercial density mixed-use neighborhoods consistent with the goals for a "Village Center". The base density allows 10-15 units per acre, with 15.1 - 20 if incentive offers are accepted. The proposed development is requesting a density of 13 units per acre. (Mixed use can calculate density on the entire 46 acres.) The request for additional density above 15 requires a determination by the Council regarding the incentive offers and public benefits commensurate with the additional density. The applicant is not requesting additional density above 13 units per acre. The proposed density is in the mid-range of the standard base density.

The applicant outlines the proposed incentive offers in its Pattern Book. Upon evaluation, staff believes the more significant offers include:

- Vertical mixed-use
- Parking garages to conceal parking
- Ungated development
- Central Green with outdoor stage
- Neighborhood Park
- Civic Building (3,000 s.f.)
- Paseo Plaza area

Non-residential intensity includes 42,000 square feet of office uses, 82,000 square feet of retail and dining uses, some of which is comprised of vertical mixed use along the Paseo/Restaurant Row area, as well as a proposed hotel and small civic building.

The mix of uses is an important aspect of a Tier 3 development and therefore needs to be assured from the outset through the phases of construction. Staff is suggesting a condition in the Ordinance to ensure that the project develops as proposed.

Tiers 2 and 3 anticipate a greater variety of housing types. This development proposes primary multi-family units (538 apartments) with only a small amount of townhome units (58).

Height – The buildings transition in height from 45 feet at the western half of the site to 60 and 70 feet in the center. A Tier 3 development is allowed a base building height of up to 60 feet and increases up to 70 feet based upon incentive offers. The applicant has requested that architectural features include an additional 15 feet above the maximums requested.

Transportation Framework Plan
The Code includes a "Framework Plan" which provides for a street network connecting properties in the Village Center. The purpose is to ensure a basic street network. The applicant's Master Concept Plan conforms to this requirement.

COMPREHENSIVE PLAN ANALYSIS

The project is located in the Village Center, an area that the Comprehensive Plan describes as the heart of the Village of Estero. This area has specific goals to create socially vital centers which could support relatively intense commercial and residential development. The walkable, mixed use areas have anticipated uses that include housing, employment, hospital, shopping, office, hotel, recreation, park and civic uses.

Comprehensive Plan Policies

FLU-1.1.1 This policy in summary supports high quality development standards for architecture, landscape and other elements, pedestrian circulation, and community amenities including public spaces and parks; and encourages higher density, compact mixed-use development in designated locations;

Staff Comment: This project is a higher density development (13 du/ac) that proposes compliance with the high quality and visual appearance desired by the Village. The mix of uses includes non-residential commercial and park use, but the development is primarily a residential development. There are elements of vertical mixed use to support the Tier 3 designation.

FLU 1.2.10 Village Center
Village Center is that area in the heart of the Village that is intended to include a hub of activity and commercial/residential mixed uses that create a social center that is walkable, safe, and attractive, and located proximate to existing residential neighborhoods, state parks and the Estero River, and major transportation corridors.

Staff Comment: The policy defines the future development of the center of the Village, and the project is in compliance with many of the goals of this policy. The proposed Tier 3 development includes:

- Interconnected neighborhoods and mixed-use of low to midrise residential and commercial buildings in an urban form.
- The provision of public benefits, including a Central Green, neighborhood park, parking garages, paseo corridor and civic building.

FLU-1.9.1 Mixed Use Development Form. The Village encourages mixing of complementary residential and nonresidential uses on a single site to reduce vehicle miles travelled, support pedestrian, bicycle and transit opportunities and activate street and public spaces with pedestrians for greater economic, recreational and social opportunities resulting in built environments and landscapes that provide a true sense of place

Staff Comment: The project proposes residential and nonresidential uses, with streets designed for pedestrian use. The Central Green is intended to promote social opportunities for those within the development as well as the general public.

DEVIATIONS

The applicant requested five deviations from the Village's Land Development Code. Discussion of each request along with the applicant's explanation and staff recommendations are below.

Deviation 1: Request to deviate from Land Development Code (LDC) 5-408.1.6 which states that hardened shoreline structures may comprise up to 20 percent of an individual lake shoreline, to allow hardened shoreline structures to comprise up to 26 percent.

The applicant is requesting this deviation to provide a seawall or bulkhead for a portion of the westernmost lake, adjacent to the residential amenity building so that the recreation area will provide a closer view of the lake. The development will incorporate a compensatory littoral zone equal to the linear footage of the shoreline structure so that most of the area will remain natural.

Staff recommends approval of the 26 percent subject to providing the compensatory littoral zone.

Deviation 2: Request to deviate from Land Development Code Section 5-204.B.1., minimum number of off-street parking spaces which requires a total of 2,107 parking spaces, to be reduced to 1,872 parking spaces.

The applicant has requested this reduction in parking based on the mixed-use nature of the development. The applicant refers to the Urban Land Institute Shared Parking Study. These types of studies indicate that mixed-use projects by their nature would not require the total number of spaces typical of single uses, because some uses will occur at different times of the day. The applicant's analysis indicates that peak parking demand with full occupancy of all sites would be 1,628 spaces.

LDC Section 3-707.R.7.B regarding public benefits and Incentive Offers in Tier 3 states:

> "Off-street parking. (Medium-High Value). Development plans with deviation requests for reduced on-site parking levels which are accompanied by plans for either centralized off-street parking or structured parking facilities especially in non-residential areas will be viewed as high value offers. Such plans may include requests for deviations to reduce the required number of on-site parking requirements under the Land Development Code."

As such, staff recommends approval of the parking deviation.

Deviation 3: A request for relief from Land Development Code Section 7-206.G.3.A.1. which requires excavation to occur no less than 50 feet from existing property lines and collector or arterial streets, to allow excavation to occur no less than 25 feet from existing property lines (see LDC 2-506.C.)

The applicant is requesting this deviation for the Lakeside Street, to allow driving, biking and walking along the proposed 10-foot-wide multi-use path adjacent to the street. The multi-use path is 15 feet from the waters edge but the face of the curb is set 35 feet from the waters edge. There

will be street trees and a landscape buffer between the roadway and lake to serve as a natural barrier between any wayward cars.

The deviation is also requested along Coconut Road and US-41 by Crescent Lake, the retention lake at the southeast corner of the site.

Staff recommends approval of both requests based on the justification provided and the low speeds in these areas. At time of development order, staff will evaluate if additional protective measures are needed.

Deviation 4: A request to deviate from Land Development Code Section 5-304(1)(A) which requires 125 feet between intersections on local roads to allow a minimum separation of 46' to 109' for 3 intersections within the project.

This deviation is needed to implement a smaller, more walkable scale of development and to create active block frontages. The deviations are shown in the Pattern Book and are:

109 feet at Intersection A (west of US-41/Cerise Drive)
106 feet at Intersection B (internal to project)
46' at Intersection C (US-41 at access point north of Coconut Road)

Staff recommends approval as shown in the Pattern Book.

Deviation 5: A request to deviation from Land Development Code 3-707.H.3.A. which encourages connecting streets to follow the typical sections of Figure 3-707.TZ.3. to allow connecting streets to be provided per the cross-sections in the Pattern Book.

The applicant is proposing 8 different street types with different rights-of-way and street features. Variations of cross-sections are allowed as long as they meet the goals of connectivity and walkability. These cross-sections follow best practices to ensure slow vehicle speeds.

Staff recommends approval.

FINDINGS OF FACT

Staff has proposed findings of fact below for Council consideration depending on Council's determination:

1. The applicant has (has not) provided sufficient justification for the rezoning by demonstrating compliance with the Comprehensive Plan and the Land Development Code.

2. The request with the proposed conditions will (will not) meet or exceed all performance and locational standards set forth for the potential uses allowed by the request.

3. The request is consistent with the densities, intensities and general uses set forth in the Village of Estero Comprehensive Plan.

4. The proposed uses with the conditions in the Ordinance are (are not) compatible with existing and proposed uses in the surrounding area.

5. Adequate public facilities are (are not) available to serve the proposed use (Transportation).

6. The request will not adversely affect environmentally critical areas and natural resources.

7. The development should not adversely affect property values in the area.

8. The project will (will not) result in an orderly development pattern and address a community need for mixed-use development patterns.

9. The proposal, as conditioned, is (is not) consistent with the general criteria of the Estero Planned Development zoning district as follows:

   a. Goals. The mixed-use nature of the site will promote social vitality in the area and create a walkable community as well as streets that are safe and attractive for walking or bicycling.

   b. Reasonable Standards. The applicant has used physical form and the relationship of the building with the landscaping and public space to meet the Village Center goals.

   c. Accessibility. Public spaces are accessible, physically connected and walkable.

   d. Streets. A connected and continuous street network has been designed to encourage the mix of uses within the project.

   e. Street Design. Distances between intersections enhances the walkability and connectivity of streets.

   f. Lots and Blocks. A network of streets has been provided to create blocks and lots.

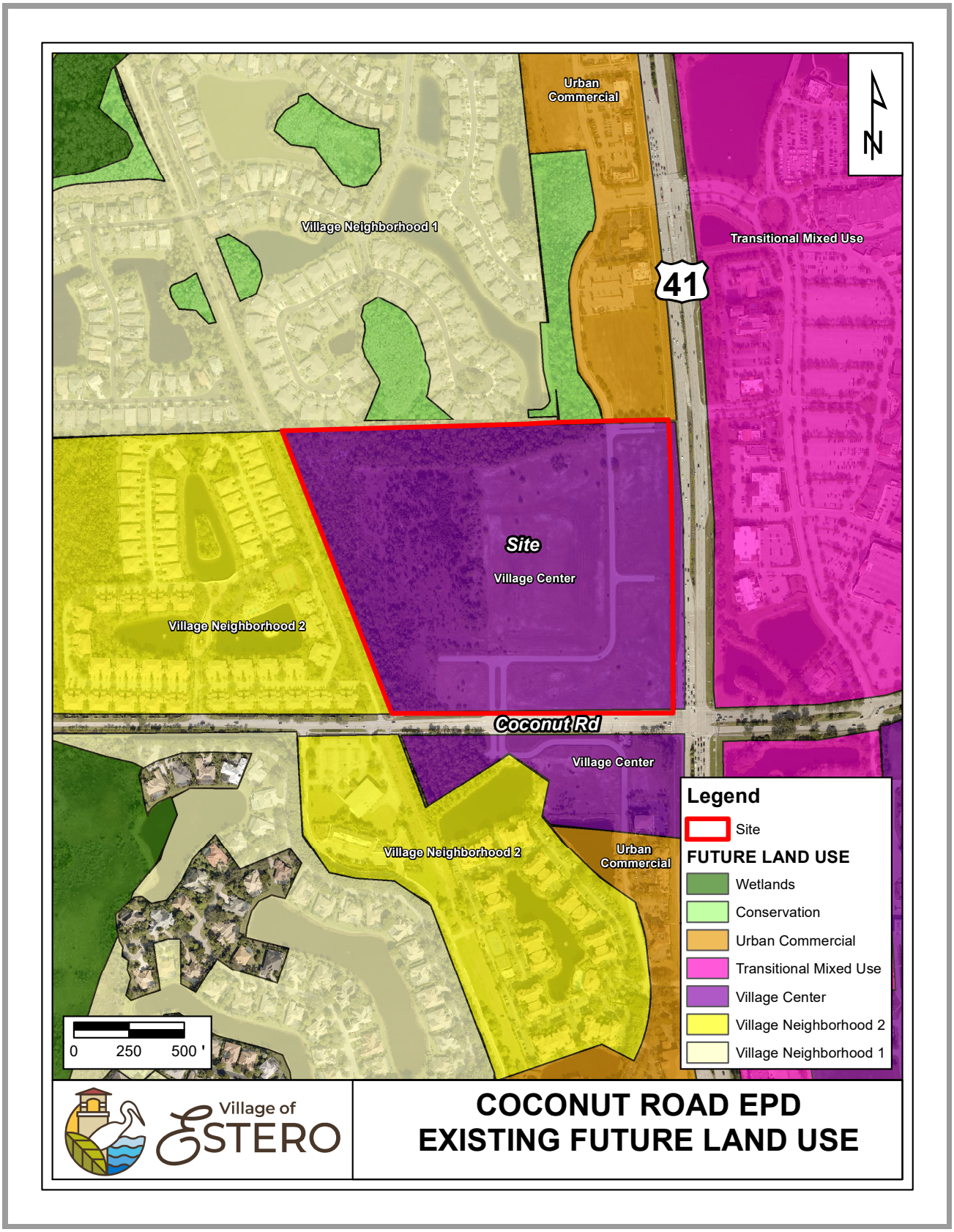
   g. The Visual Edge. A visual edge is created by the project design.

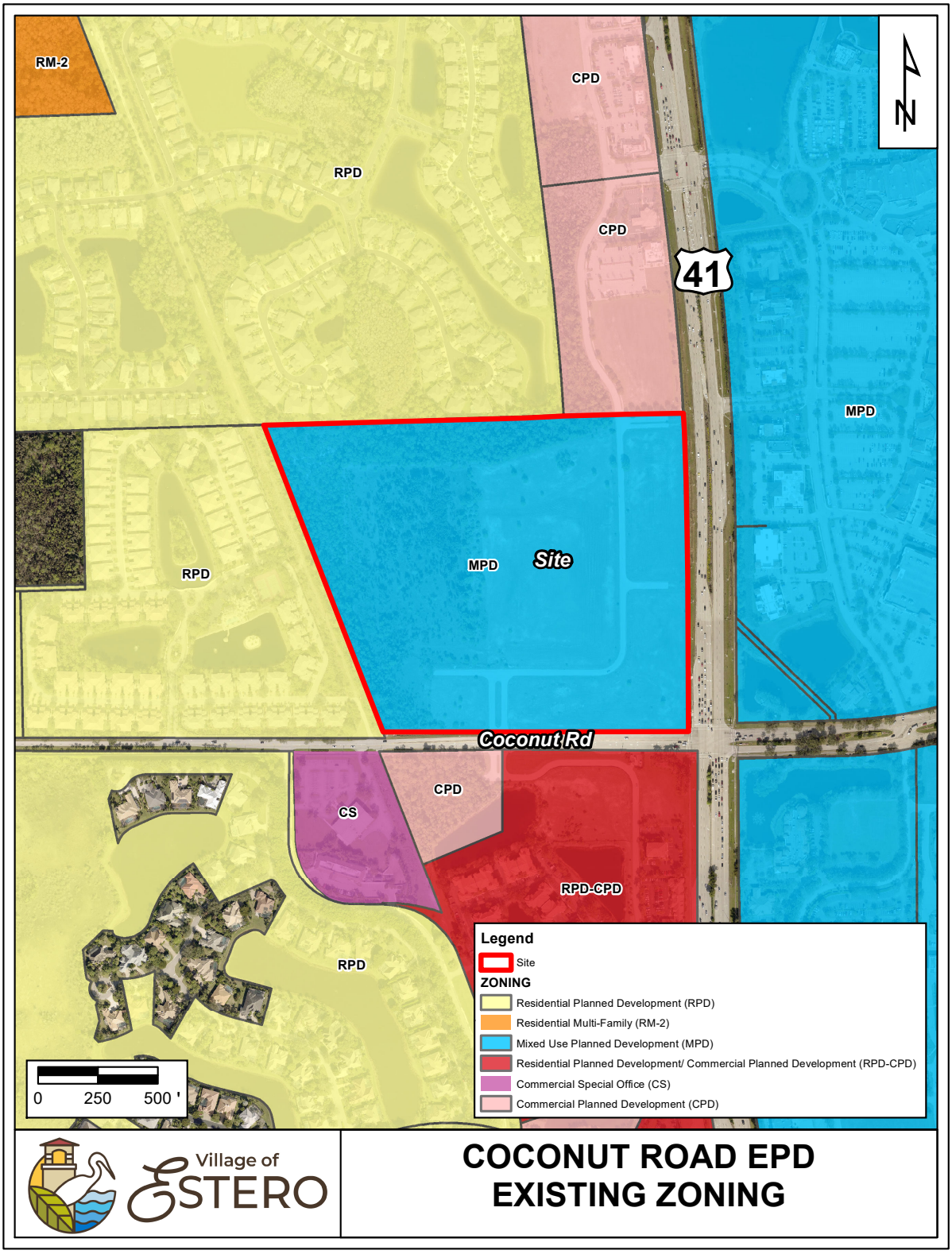
   h. Architecture. The building design is consistent with the Village architectural standards and will create a distinctive project.

   i. Quality of Buildings. Concrete block construction is proposed.

ATTACHMENTS

A. Future Land Use Map
B. Zoning Map
C. Applicant Information


Urban Commercial
Village Neighborhood 1
Transitional Mixed Use
41
N
Site
Village Center
Village Neighborhood 2
Coconut Rd
Village Center
Village Neighborhood 2
Urban Commercial
0 250 500 '
Legend
Site
FUTURE LAND USE
Wetlands
Conservation
Urban Commercial
Transitional Mixed Use
Village Center
Village Neighborhood 2
Village Neighborhood 1
Village of ESTERO
COCONUT ROAD EPD
EXISTING FUTURE LAND USE


RM-2
CPD
RPD
CPD
41
MPD
MPD
Site
RPD
Coconut Rd
CPD
CS
RPD-CPD
RPD
N
0 250 500 '
Legend
Site
ZONING
Residential Planned Development (RPD)
Residential Multi-Family (RM-2)
Mixed Use Planned Development (MPD)
Residential Planned Development/ Commercial Planned Development (RPD-CPD)
Commercial Special Office (CS)
Commercial Planned Development (CPD)
Village of ESTERO
COCONUT ROAD EPD
EXISTING ZONING

WOODFIELD ESTERO EPD
NARRATIVE STATEMENT

Rezone Request

The Applicant, Coconut Road Estero Apartments, LLC, is requesting to rezone the 45.6+/-acre subject property from Mixed Use Planned Development (MPD) to Estero Planned Development (EPD) to allow for a dynamic mix of residential and non-residential uses in a compact urban form. The site is located at the northwest corner of U.S. 41 and Coconut Road, the last undeveloped quadrant of land at this major node within the Village of Estero. The subject property is located within the Village Center Future Land Use Category and the entire project is proposed as a Tier 3 mixed-use development comprised of 596 residential dwelling units, consisting of both multi-family and townhouse dwelling types, as well as general and medical office, retail, restaurants, a hotel, amenity/wellness center, and civic uses. The project will also feature a preserve area, stormwater management, connected open spaces, and extensive walking trails. Proposed uses depicted on the Master Concept Plan and Pattern Book are as follows:

- 20,000 square feet of medical office
- 22,000 square feet of general office
- 82,000 square feet of retail/dining
- 3,000 square feet civic/cultural facility
- 20,000 square foot wellness center/private residential amenity
- 260-room hotel
- 596 residential units

Proposed ingress and egress to the site will be provided by one full access and two restricted accesses from U.S. 41, and one full access and one restricted access from Coconut Road. An internal roadway will also connect with Lyden Drive to the north. Vehicle parking for the project will be provided by a mixture of structured, surface and on-street facilities.

Development History of the Subject Property

The subject property originally obtained MPD zoning approval from Lee County in November 1998 pursuant to Resolution Z-98-075. At that time, the MPD zoning was approved for 50,000 square feet of office space, 200,000 square feet of light industrial uses, 250,000 square feet of retail uses and 150 hotel rooms. Resolution Z-98-075 also approved 142 residential dwelling units as an alternative to the 200,000 square feet of light industrial uses. The MPD zoning approval has since been amended administratively four times (ADD2003-00056, ADD2005-00237, ADD2008-00116A and ADD2008-00116B) as indicated on the “List of Zoning Resolutions and Approvals” attached as part of this application.

A development order (DOS2003-00102) was granted by the County in October 2003. The development order reflected the approved Master Concept Plan depicting two large development tracts and seven outparcels accessed by a reverse frontage road. The property was then cleared in 2006 and the frontage road and utilities were constructed in 2007. Additional development orders were approved in 2007 and 2008 for a 150-room hotel (DOS2007-00169) and a department store (DOS2008-00023) on the easterly development tract and a bank (DOS2007-00205) on one of the outparcels. None of these projects were constructed and the property remains as an undeveloped

site with limited partially constructed infrastructure in place.

Since these original zoning approvals were obtained, the Village of Estero incorporated, and established a new vision for highly livable, walkable and urban nodes of development at key locations to provide public amenities, entertainment, employment and residential uses. The vision also includes a high-quality urban form characterized by enhanced architecture, integration of uses, pedestrian-scale development, and true elements of placemaking to create vibrant public spaces for the enjoyment of all of Estero's residents.

Comprehensive Plan Compliance

The proposed rezoning request is consistent with the following policies of the Village of Estero Comprehensive Plan:

> ***FLU-1.1.1 FUTURE LAND USE****. Support the unique character and quality of life within the Estero community by managing growth and development and by maintaining and executing comprehensive plan policies, Land Development Code (LDC) regulations, and other planning tools that:*
>
> *A. Implement and maintain high quality development standards for architecture, landscape architecture, hardscaping, site planning, landscaping and buffering, signage, lighting designs and visual appearance of developments, transportation facilities, pedestrian circulation and community amenities including public spaces and parks within mixed use and non-residential developments;*
>
> *B. Promote the use of low impact design, sustainable energy, water, and other environmental features;*
>
> *C. Encourage higher density, compact mixed-use development in designated locations as a means of increasing internal capture and reducing overall vehicle miles travelled;*
>
> *D. Promote targeted industries in appropriate areas of Estero—e.g.: healthcare, arts and culture, technology, and Class A office facilities;*
>
> *E. Encourage the redevelopment of underutilized commercial and residential lands for older properties seeking to comply with current comprehensive plan policies and LDC standards; and*
>
> *F. Facilitate public participation in the land development approval process by having the owner or agent applying for Planned Developments, Rezonings, Variances, Special Exceptions, Plan Amendments, and other amendments and Development Orders, within the Village, participate in a public information meeting pursuant to adopted Village regulations and policies.*

This proposed EDP rezoning significantly improves upon the MPD zoning approval by Lee County through an urban compact design, enhanced connectivity, significant civic space, and better integration of land uses. The rezoning will allow an underutilized site to be developed with a compact vertical mixed-use project with proposed uses that include high density residential, retail commercial, medical offices, a wellness center and a civic/cultural facility. The EPD rezoning process requires a public information meeting and other opportunities for public participation are provided at hearings before the Planning Zoning and Design Review Board and the Village Council.

> ***FLU-1.2.10 VILLAGE CENTER.*** *The Village Center area is characterized by primarily undeveloped or underdeveloped land lying near US 41 in the heart of the Village of Estero. The*

Village Center is intended to improve the quality of life for Estero's residents and visitors by providing a variety of neighborhood and housing types and more diverse economic activity in the heart of Estero. The specific goals of the Village Center include creating: socially vital centers supportive of business both big and small, a central location for a hospital with full range of medical services, neighborhoods and streets that are safe and attractive for walking and bicycling, the preservation of community history, and the protection of the environment, particularly along the Estero River. Urban services are in place or readily expandable to support relatively intense

commercial and residential development in the Village Center. The Village Center area has some of the larger undeveloped parcels of land left in the Village in close proximity to Village Neighborhoods, Transitional Mixed-Use areas, major attractions of the County and State parks and Estero River, and major corridors of the CSX Railway, US 41 and Corkscrew Road.

A. *Uses: Uses in the Village Center include housing, employment, hospital, shopping, office, hotel, recreation, park and civic uses. Public schools, assisted living, public and quasi-public uses are allowed in the Village Center future land use category.*

B. *Development type: Future development in this category is encouraged to be interconnected neighborhoods and mixed-use of low to midrise residential, commercial and mixed use building types in an urban form and including passive and active recreation facilities.*

C. *Density/Intensity: Landowners in the Village Center Area may develop within the standard density range with one dwelling unit per acre (1 du/acre) to six dwelling units per acre (6 du/acre); however the Village encourages land to be developed or redeveloped with a greater mix of uses and higher densities per a tiered system described further below, with up to a maximum of 27 dwelling units per acre when the highest degree of walkable mixed- use pattern is achieved, subject to the public hearing process. Commercial development must not exceed 2 FAR.*

D. *Implementation: The Village Center is implemented through LDC standards, plans, and incentives that address the community's need for a central civic and economic core that is connected to surrounding residential neighborhoods, commercial areas, the Estero River, the Old Estero area, the Estero Community Park, and other parks and recreational facilities.*

   1. *The Land Development Code establishes the Estero Planned Development Zoning District which contains tiered standards that apply to the Village Center Area and which may include sub-districts which may have specific policies applying therein. Rezoning to the Estero Planned Development Zoning District must be sought to take advantage of the new tiered standards and densities with respect to specific development tracts. The Village's intention is to use this new zoning district whenever increases in density and intensity are requested in the Village Center Area (as "increase in intensity" is defined in this Plan). The Village will coordinate with FDOT in the review of any new "Village Center" land development or redevelopment project to assess potential impacts of density increases on State and SIS transportation facilities, such as US 41 and 1-75.*

   2. *The Land Development Code provisions that implement the Village Center future land use category consider such reasonable guidelines as are necessary in order to foster predictable built results and higher quality public spaces by using physical form (rather than separation of uses) as the organizing principle for achieving such objectives. Such guidelines may consider designating locations where different building form standards apply, the relationship of buildings to the public space, public standards for such elements in the public space as sidewalks, travel lanes, on-street parking, street trees, street furniture, and other aspects of the urban built environment that may be applicable to foster interconnection, social vitality and walkability in the Village Center Area. The Land Development Code provisions may also consider other alternative types of*

reasonable guidelines that may accomplish such goals in a different or complementary manner.

3. *Properties in the Village Center Area which have vested rights under the law may proceed under such vested rights as otherwise provided in the comprehensive plan and Land Development Code, and shall not be required by virtue of this Policy to seek rezoning to the Village Center standards if the property owner seeks no increase in either intensity beyond such vested rights, or in density beyond 10% of vested dwelling units, as such terms "density" and "intensity" are defined in the Definitions section of this Plan.*
4. *The Land Development Code provides standards for four levels of development in the Village Center Area that will contribute to a walkable mixed-use environment in the Village Center Area:*
    a. *Tier 1 provides a minimum network of connecting streets that will allow the general public and residents to move by car, bike, or on foot within and through development tracts.*
    b. *Tier 2 accommodates residential neighborhoods with higher densities and a potential for a greater variety of housing types, as well as mixed-use neighborhoods with higher levels of non-residential uses, and, in each case, greater connectivity than Tier 1.*
    c. *Tier 3 accommodates mixed-use neighborhoods with similar attributes as Tier 2 but with higher levels of non-residential uses as well.*
    d. *Tier 4 allows an entire development tract to be planned as a compact community, as provided in Chapter 32 of the Land Development Code.*

E. *Public Benefits: The Land Development Code provides minimum standards for each tier and describes public benefits that developers may offer to obtain specified density/intensity incentives in each tier. Public benefits shall be calibrated to the needs of each Tier and the particular proposed development plan, and must meet or exceed the goals and objectives of the comprehensive plan; meet or exceed the general land development code criteria for the Village Center; and create significant public benefit appropriate to the tier and the particular development plan.*

Base and maximum residential densities will be set by the Village Council during the planned development rezoning process based on its determination of an application's compliance with this comprehensive plan and the specific standards and requirements for each tier. Increases in base residential densities may be allowed after consideration of incentive offers as provided in the Land Development Code. Densities cannot exceed the top of the following ranges:

1. *Tier 1: Base level is up to 6 dwelling units per acre of Tier 1-only land plus up to 3 additional dwelling units per acre of Tier 1-only land after consideration of accepted incentive offers, for a maximum of 9 dwelling units per acre of Tier 1-only land.*
2. *Tier 2: Base level is up to 10 dwelling units per acre of Tier 2 land plus up to 4 dwelling units per acre of Tier 2 land after consideration of accepted incentive offers, for a maximum of 14 dwelling units per acre of Tier 2 land.*
3. *Tier 3: Base level is up to 15 dwelling units per acre of Tier 3 land plus up to 5 dwelling units per acre of Tier 3 land after consideration of accepted incentive offers, for a maximum of 20 dwelling units per acre of Tier 3 land.*
4. *Tier 4: Base level is up to 21 dwelling units per acre of Tier 4 land plus up to 6 dwelling units per acre of Tier 4 land after consideration of accepted incentive offers, for a maximum of 27 dwelling units per acre of Tier 4 land.*

Additional density above the base level up to the maximum density may be granted through the planned development process based on accepted incentive offers providing specific

public benefits, such as enhanced interconnectivity, preservation of indigenous vegetation, innovative landscaping and street design, offsite improvements, dedication of onsite public spaces, public trails, gathering spaces, river trail easement, river buffer, civic building site, architectural excellence, enhanced parking design (under building parking), or other similar items as specified in more detail in the Land Development Code.

F. *Density Calculation: With respect to these base and maximum residential density calculations:*
   1. *For land in Tier 1-only, densities are calculated based on the definition of "Density" of the comprehensive plan, thus excluding non-residential land in Tier 1.*
   2. *For land in Tiers 2, 3, and 4, densities are calculated based on this definition except that non-residential land is included for these tiers only.*

The subject property is designated as Village Center on the Village of Estero Future Land Use Map and existing urban services are currently in place to support the proposed development. Access to the site will be provided from U.S. 41, a state-maintained arterial roadway, and from Coconut Road, a Village maintained major collector roadway. The subject property lies within the Bonita Springs Utilities franchise area for central sewer and potable water which has adequate capacity available to serve the proposed mix of uses. Additional existing community facilities and public services which are currently available include:

Fire Protection:	The property is within the Estero Fire District. Fire Station 42 is located at 8005 Sweetwater Ranch Road, approximately 0.9 miles away.
Police Protection:	A Lee County Sheriff's Substation is located at 8350 Hospital Drive, approximately 0.8 miles away.
Emergency Medical:	Medic Station 29 is located at Fire Station 42 at 8005 Sweetwater Ranch Road, approximately 0.9 miles away.
Solid Waste:	The property is within Lee County Solid Waste Franchise Area 3 and is served by Waste Pro.
Public Transit:	Lee Tran Route 240 runs along U.S. 41 from the Bell Tower Shops to Coconut Point Mall where it connects with Route 600. Route 600 connects with Collier Area Transit (CAT) routes at the Creekside Transfer Center on Immokalee Road to the south.

The entire project will be designed as a Tier 3 development and will comply with all applicable design criteria and incentives as outlined in the Land Development Code. The Tiered Development Plan depicts interconnected development blocks with midrise multi-family buildings, townhomes, commercial and civic buildings, and mixed-use buildings with ground floor non-residential uses and upper story residential for a bonafide vertically integrated mixed use project. The\ urban form is indicative of the buildings relationship to the internal and external streets, sidewalk seating areas, on-street parking, and multiple components of green space and civic areas connecting the pedestrian ways throughout the site. All proposed uses are consistent with those allowed within the Village Center Future Land Use Category. The proposed gross residential density of 13 dwelling units per acre complies with base density allowed in Tier 3 of up to 15 du/ac (596 du/45.6 acres). The proposed floor area ratio (FAR) for non-residential uses is 0.32, which complies with the maximum allowable intensity of FAR 2 per the Comprehensive Plan.

FLU-1.9.1 MIXED USE DEVELOPMENT FORM. *The Village encourages mixing of*

complementary residential and nonresidential uses on a single site to reduce vehicle miles travelled, support pedestrian, bicycle and transit opportunities and activate streets and public spaces with

pedestrians for greater economic, recreational and social opportunities resulting in built environments and landscapes that provide a true sense of place.

A. *The Village Center and Transitional Mixed Use future land use categories are intended to accommodate mixed use development patterns, and the Village Neighborhood categories allow for a limited mix of use in suitable locations, subject to compatibility standards.*

B. *Mixed use development shall be limited to uses that are complementary rather than conflicting, as those terms are specified in the definition of mixed use found in the Definitions section. The ultimate determination of allowable commercial uses will be through a public hearing process and will be based upon the needs of the Village, character of the surrounding area, the compatibility of the uses, and the characteristics of the transportation network.*

   1. *Carefully mixing complementary uses can reduce overall trip lengths, support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes. Mixed uses will be encouraged within individual buildings (e.g. residential above retail or office space) but may be located in separate buildings that can be easily reached using publicly accessible sidewalks and streets. Mixed Use areas will provide for placemaking including, without limitation, public gathering places, civic uses, such as green spaces or community centers, and other placemaking public amenities described further below. Mixed-use patterns will be integrated within an overall design framework to create a pedestrian friendly, human scale environment, through objective, measurable compatibility standards including size, scale, proportion, and materials detailed in the land development regulations. Flexibility in design will allow for choice and variety in architectural style.*

C. *Forms of mixed use development include horizontal mixed use, integrated horizontal mixed use, and vertical mixed use:*

   1. *Horizontal mixed use includes single use buildings on distinct parcels in one overall development project. This is the simplest form of mixed use in that basic proximity and pedestrian and bicycle connectivity between residences and nonresidential destinations affords the reduction of vehicle miles travelled. This form requires buffering between residential and nonresidential uses. Neighborhood commercial centers with direct pedestrian/bicycle infrastructure linking to residential areas is an example of horizontal mixed use.*
   2. *Integrated horizontal mixed use includes single use buildings on distinct parcels in one overall development project. Integration of the project is achieved through placement of nonresidential uses within ¼-mile walking distance to residences, and with placemaking design elements so that separate uses are perceived as unified live, work, play, and shop destinations. Placemaking design elements are spaces and infrastructure meant to function for public access, use, and interaction. Context driven and accessible to the public through dedication of a public access easement, examples of placemaking design elements include indoor or outdoor spaces, walkable streets, environmental features, or public art. Recognizing that integrated design is more challenging, incentives for this form of development include higher allowable density and intensity, and relief from development standards which shall be implemented in the land development code, such as: Buffering between uses is not required; cumulative parking requirements for integrated horizontal mixed-use projects could be reduced based on sharing of facilities for residential and nonresidential uses with alternating peak*

   demands; stormwater facilities, utility and transportation infrastructure, and common area

maintenance can also be shared.

3. *Vertical mixed use includes residential and nonresidential uses in the same building. A development project with vertical mixed-use buildings as the primary building type (fewer than half of the buildings are single use buildings) constitutes a vertical mixed- use development project. Vertical mixed-use projects shall be integrated with placemaking design elements that are context driven and accessible to the public, so that the development project is perceived as unified live, work, play, and shop destination. Recognizing the increased complexity of permitting, constructing, financing, and managing vertical mixed-use projects, the Village shall implement incentives for this form of development including the highest allowable density and intensity, and relief from development standards which shall be implemented through the land development code, such as: The allowable density per the Future Land Use category may be calculated using the gross acreage of the project; buffering between uses is not required; cumulative parking requirements for integrated horizontal mixed- use projects could be reduced based on sharing of facilities for residential and nonresidential uses with alternating peak demands; stormwater facilities, utility and transportation infrastructure, and common area maintenance can also be shared.*

The project is proposed as a vertical mixed-use development providing a variety of complementary uses intended to reduce overall trip lengths, support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscapes. Key placemaking elements that have been integrated into the overall design framework include:

- Urban green spaces featuring a large central green that can host outdoor events, two smaller parks along U.S. 41, and a 7.6 acre preserve area.
- Pedestrian enhancements including “Restaurant Row” or an internal main street providing for a pedestrian paseo that serves access to outdoor dining and connect to sidewalks and trail systems throughout the site. Sidewalks are provided along every internal and external street.
- Off-street parking with two parking garages located in the center of blocks and hidden by liner buildings. The remaining off-street parking consists of surface parking lots which are also located in the center of blocks behind buildings and building integrated parking for townhouses in the northwest corner of the site.
- Multi-modal transportation design elements include a Lee Tran bus shelter along U.S. 41, internal bike racks and sidewalks, internal trail system, and connectivity to the multi-use pathway along U.S. 41 and Coconut Road.
- Traffic calming features include ten-foot traffic lanes on most of the internal roadways.
- A landmark hotel with high quality and cohesive architecture contributes to hierarchy of buildings within the project and adds to the sense of place.
- Dedicated sites for a future wellness center/private recreational amenity and a civic site for multi-purpose meeting space or other uses will be determined in concert with the Village of Estero Staff to provide key public benefits of health and culture.

FLU-1.9.2 MIXED USE DEVELOPMENT STANDARDS. *Development standards and criteria for mixed use development shall accomplish the following desired attributes:*

A. *Provisions for outdoor livability, including interconnected pedestrian and bike facilities, public plazas, and seating.*
B. *Well defined centers and edges with public or civic space creating an element around which other development is located. When necessary, development density and intensity will gradient from the center to the edge suitable to integrated surrounding land uses.*
C. *Development plans will create focal points of signature buildings, civic spaces, natural*

amenities, and other prominent features through placement or street layout.

D. *Local climate and history will dictate the architectural and landscape design and natural methods of cooling and heating will be encouraged. Evaluate Green Building techniques as an alternative way to provide open space.*

E. *Streets and roads will be fronted by design features including sidewalks which define and contribute to a pedestrian street character. Building design, placement, and entrances will be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.*

F. *The street system will be designed to provide safe access to, through (where feasible), and within each development in a way that equally serves automobile and non-automobile modes of transportation with the following considerations:*

1. *Narrow traffic lanes and other traffic calming techniques to maintain safe multimodal transportation.*
2. *An interconnected street system with a pedestrian circulation system to connect the nonresidential uses with residential uses and areas, extended to adjacent sites at the least intrusive locations, with interconnections. The intent is to provide multiple vehicular, bicycle, and pedestrian linkages to adjacent local destinations, including residential neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of natural environmental features. Link pedestrian routes and bikeways with the street system or other public space such as parks or squares avoiding routes through parking lots and other locations out of the public realm.*
3. *A system of alleyways for service vehicles and access to parking.*
4. *Convenient access to transit facilities.*
5. *Sidewalks shaded by rows of street trees.*
6. *Automobile-oriented uses will have a limited number of driveways, and drive-in or drive- up windows will be located to avoid conflict with pedestrian and bicycle traffic. Auto- centric uses may not be allowed as incompatible with residential uses or will be strictly limited especially relative to the interface of pedestrian and bicycle traffic with drive throughs.*
7. *Additional provisions to achieve the goals of development of walkable environments may be established in the Land Development Code.*

G. *Large scale development design techniques should integrate the establishment into the surrounding community. Such design techniques will include:*

1. *Creation of a series of smaller, well defined customer entrances to break up long facades and provide pedestrian scale and variety, that may be achieved through the use of liner buildings.*
2. *Limited number and size of signs.*
3. *Landscaping and use of pocket parks and courtyards and other placemaking design elements adequate to soften large building masses.*

H. *Crime Prevention Through Environmental Design (CPTED) guidelines will be incorporated to the maximum extent possible.*

I. *Parking areas will be designed to minimize intrusiveness and impacts on the pedestrian character, through the following techniques:*

1. *On-street parking with landscaping and design features, such as corner and midstreet bump outs, that afford traffic calming and produce a comfortable and safe pedestrian environment will be promoted.*
2. *Parking lot locations will not separate pedestrian areas including sidewalks, squares, and*

plazas from the front of buildings containing the primary entrance.

3. *Parking lots will be screened from all streets, sidewalks, and open spaces, and will be designed to maintain or enhance the street edge.*
4. *Parking lots will be designed with safe pedestrian connections to business entrances and public space to create a park-once environment.*
5. *Reduction of paved parking areas will be evaluated wherever practicable through measures such as provision of shared parking and parking structures to serve multiple uses and alternative paving materials. Large expanses of pavement will be discouraged. Reduced ratios of required parking for non-residential uses for integrated horizontal mixed use and vertical mixed-use projects will be evaluated in the land development regulations.*

J. *Public space and landscaping will be provided that includes:*
   1. *Public areas will provide adequate urban landscaping that includes street trees, planted areas, and street furniture.*
   2. *Required surface and storm water management facilities will be designed integrally with civic spaces, and as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas.*
   3. *Paved areas (including parking) will require overhead shading from tree canopy or building features based on factors such as scale of development and performance standards.*

K. *Connectivity and Buffering: Mixed use developments will be well integrated both internally and externally.*
   1. *Automotive, pedestrian and/or bicycle connections to adjacent commercial development will be provided.*
   2. *Connections to existing residential neighborhoods will be encouraged and will not be precluded by the Mixed Use Development's design.*
   3. *Buffering of uses internal to an integrated horizontal mixed use or vertical mixed use development are not required.*
   4. *Buffering from adjacent developments, when deemed absolutely necessary, will not preclude future interconnectivity.*

The Tiered Development Plan and Pattern Book submitted as part of this application indicate that the project is consistent with the mixed-use attributes outlined above, specifically:

- An interconnected street system with narrow traffic lanes and wide sidewalks providing multiple vehicular, bicycle, and pedestrian linkages within the project and to adjacent local destinations.
- Focal points for the public including open spaces, preserve areas and signature buildings such as the hotel and civic site.
- Creative use of open space and placemaking design elements to soften large building masses.
- Reduction of pavement areas through the use of parking structures and shared parking to serve multiple uses. See also requested parking deviation.
- Stormwater management facilities that incorporate on-site lakes and preserve areas as visual amenities.
- Landscaping, buffering and open space areas that meet or exceed the requirements of the Land Development Code.
- A 7.6-acre indigenous preserve area along the northern and western boundaries of the site that will serve as buffer between the two abutting residential developments, and integrated into the site’s natural amenities for residents and visitors.

FLU-1.12.1 *Along the Village's major corridors (Estero Parkway, U.S. 41, Corkscrew Road, and Three Oaks Parkway) and along the minor corridors (Broadway, Williams Road, Coconut Road, and Via Coconut Point), consider establishing corridor conscious development standards for the built environment that provide a pleasing and safe public realm for motorists, bicyclists, pedestrians and transit users. Such development standards should be based on planning for the various corridors to ensure these routes are functional and safe while identifying opportunities for enhanced conditions along the roadways to include, where appropriate: buildings oriented toward the street, bicycle racks, shaded pedestrian links and trails, plazas connecting from the right-of-way to buildings, transit stop accommodations, and buffering.*

The project includes the following design elements to promote a pleasing and safe realm for motorists, bicyclists, pedestrians and transit users:

- Sidewalks, bike paths and nature trails connecting to the existing multi-modal paths along U.S. 41 and Coconut Road.
- A pull-out for Lee Tran bus stop/shelter along U.S. 41.
- Two parks and a lake along the U.S. 41 frontage.
- A roundabout on Coconut Road that aligns with Walden Center Drive to the south.

TRA-1.2.4 *During the review of comprehensive plan amendments, rezonings, zoning amendments, and development order applications, applicants must provide an evaluation addressing potential for addition of new interconnections between communities, creation of pedestrian and vehicular interconnection, and addition of new connections to the surrounding road network.*

The proposed project will continue to utilize Lyden Drive to provide a vehicular interconnection to the property to the north. In addition, the access point on Coconut Road that lines up with Walden Center Drive which serves as a frontage road to the south along U.S. 41. Pedestrian and bicycle connections will be made to the multi-use pathways along U.S. 41 and Coconut Road.

TRA-1.2.6 *Discourage cul-de-sacs in new development and redevelopment.*

No cul-de-sacs are being proposed as part of the development. The proposed design provides true urban form with integrated mixed-use buildings and a connected street network.

HOU-1.1.3 *New development must be compatible with existing residential uses.*

HOU-1.1.4 *Protect residential neighborhoods from encroachment and detrimental impacts from other more intensive land uses and continue to enforce existing regulations that provide buffering from more intensive uses.*

The project has been designed to promote compatibility with the existing residential uses to the north and west and protect them from encroachment or detrimental impacts from the proposed development. Most of the more intensive non-residential uses are proposed on the eastern portion of the property and will set back approximately 160-200 feet from the northern property where the property abuts Marsh Landing. Proposed development on the western and northwestern portion of the property is predominantly townhome and multi-family uses with a minimum building setback of 60 feet from the western property line. Additional building separation is provided a 100 foot wide Florida Power & Light easement between the subject property and Coconut Shores to the west. Further protection of these existing residential neighborhoods to the north and west will be provided by a 7.6 acre indigenous preserve area along the northern and western boundaries of the site which

provides a vegetated buffer averaging over 100 feet in width.

HOU-1.5.2 *Encourage a mix of housing types in areas designated for mixed use.*

A mixture of multi-family dwelling units (condominiums and/or apartments) and townhouses are proposed to ensure diversity of housing in the project.

INF-1.3.1 *No building permit will be issued unless potable water supply will be available to meet current and projected growth demands, or surety is given that it will be available prior to occupancy.*

The subject property is within the Bonita Springs Utilities water franchise. Capacity is available to provide service to the proposed development per the letter provided herein.

INF-1.4.5 *No development order for new development, or change in use or intensity in an approved development order, will be issued unless sanitary sewer service is available at the minimum acceptable level of service within 1/4 mile of the development, or surety is given that it will be installed prior to occupancy.*

INF-1.5.4 *No development order for new development will be issued unless potable water service, at the minimum acceptable level of service, is available at the property line, or surety is given that it will be installed prior to occupancy.*

The subject property is within the Bonita Springs Utilities water franchise. Capacity is available to provide service to the proposed development per the letter provided herein.

REC-1.6.1 *Encourage the incorporation of pocket parks, linear parks, neighborhood parks and/or open space in the design of all new developments. Open space can be provided for spaciousness along streets, in private common areas, and in public areas.*

The proposed development will include a large central green that can host outdoor events, two smaller parks along U.S. 41 frontage, and a 7.6-acre preserve area.

Compliance with the EPD Standards of the Land Development Code

The Land Development Code (LDC) requires that any rezoning or zoning amendment within the Village Center Area shall be to either Compact Community Planned Development (CCPD) or Estero Planned Development (EPD). The proposed rezoning request includes a Tiered Development Plan depicting a Tier 3 vertical mixed-use project that will comply with the following requirements for EPD zoning district established pursuant to Section 3-707 of the Estero Land Development Code:

Density: The proposed gross residential density is 13 dwelling units per acre. Tier 3 developments permit a maximum base density of up to 15 dwelling units per acre and a maximum density of 20 dwelling units per acres with incentive offers providing public benefits. Thus, the EPD is below the maximum allowable density.

Building Height: The proposed maximum building height is 70 feet. A deviation is requested to allow for the additional height to support the mixed use and intensive development program encouraged by the Village and consistent with the intent for the Village Center.

Pattern Books: A Pattern Book illustrating the anticipated visual character of the proposed development is included as part of the EPD rezoning application. The Pattern Book meets the standards outlined in LDC Section 3-707.G.2.

Streets: The project provides a network of Type A connecting streets in accordance with the EDP District Framework Plan. Proposed public and semi-public streets and cross-sections are depicted

on page two of the Tiered Development Plan.

Lots and Blocks: Proposed block perimeters depicted on the Tiered Development Plan range from approximately 1,300 to 1,500 linear feet. This complies with best practices criteria that block perimeters in the Village Center Area will not exceed 1,600 lineal feet for Tiers 2 or 3, as measured along the inner edges of each surrounding street.

Surface Water Management: Proposed surface water management facilities consist of lakes and natural areas providing dry detention. These facilities are located along the perimeter of the site to minimize impacts on connectivity and walkability. Best practices for compact stormwater management include reducing impervious areas through the use of structure garages and shared parking and bulkheads along portions of the lake banks. Enhanced littoral plantings are proposed where hardened shoreline exceeds 20% of the lake edge.

Visible Edges: Buildings will have their principal façade along the edge of the street with building entrances accessible from the street. Parking lots will be located in the center of blocks behind the buildings and be visually buffered from the street. Parking garages are also utilized to screen views of surface parking and maintain an urban form of development.

Tier 3 General Standards: The project will feature mixed use neighborhoods with a variety of housing types (multi-family and townhouses) and a high level of non-residential uses. Proposed public gathering places include a large central green that can host outdoor events, two smaller parks along U.S. 41, a pedestrian paseo that serves as access to outdoor dining and a trail through the preserve area. Opportunity for indoor public gathering places include the civic site, and a wellness center for residents of the project.

Architectural Diversity and High-Quality Development: The project will comply with Architectural, Form, and Design standards in accordance with LDC Section 5-703. Architectural styles will be predominantly Spanish Colonial Revival as depicted in the Pattern Book. Buildings will be constructed with high quality sustainable materials that are well suited for the climate of Southwest Florida.

Public Benefits and Incentive Offers: The requested maximum building height of 70 feet exceeds the Tier 3 base height allowance and requires acceptance of incentive offers providing public benefits. Incentive offers proposed by the project in exchange for the additional height include the following:

- **Interconnected street system** (Tier 1 High Value, LDC Sec. 3-7070.R.5.A): Type A connecting streets are proposed to be publicly dedicated.
- **Best practices** (Tier 1 High Value, LDC Sec. 3-7070.R.5.A): Compact stormwater management systems with lake bulkheading create an urban amenity, and block perimeters do not exceed 1,600 linear feet for a walkable environment in the Village Center.
- Enhanced Site Landscaping (Tier 1 Med.-High Value, LDC Sec. 3-7070.R.5.E): The US 41 and Coconut Road landscaping buffers will feature enhanced plantings to further beautify the public realm.
- **Enhanced street designs** (Tier 1 Med.-High Value, LDC Sec. 3-7070.R.5.F): The Rambla Street is proposed with an 8-foot wide linear public space down the center, and treelined sidewalks at a minimum width of 8 feet along both sides internal streets. All street cross sections provide for sidewalks and pedestrian amenities as shown in the Pattern Book.
- **Public civic spaces** (Tier 1 Med.-High Value, LDC Sec. 3-7070.R.5.G): The PD provides 5.5 acres of public parks, 0.8 acres of public plaza space, and 3.1 acres of public sidewalks and paths. Of the 5.5 acres of public park space provided, a +/-1.5 acre central park is designed at the heart of the project for programming of outdoor events, and two neighborhood parks accessible along U.S. 41 are designed to be dedicated for public use.

- **Public hike/bike trails** (Tier 2 High Value, LDC Sec. 3-7070.R.6.A): An 8-foot wide public hiking and biking trail is proposed through the preserve area and around the large lake, and connects to the FPL easement for off-site connectivity to trails.
- **Gathering places** (Tier 2 Med.-High Value, LDC Sec. 3-7070.R.6): In addition to three proposed public parks to serve as gathering places on the site, the pedestrian paseo provides access to businesses such as restaurants, outdoor dining and the central park. A gazebo overlooking the lake and another at the northeast edge of the Preserve Area also provide for outdoor gathering options.
- **Site for Civic Building** (Tier 2 Medium Value, LDC Sec. 3-7070.R.6.E): The proposed development includes a +/-1 acre site designated for civic use.
- **Architectural Excellence/Innovation Design** (Tier 2 High Value, LDC Sec. 3-7070.R.6.F): The enhanced architectural design is illustrated in the Pattern Book, inspired by Palm Beach and Mizner Mediterranean and Santa Barbara Spanish Colonial styles.
- **On-Street Parking** (Tier 3 Med.-High Value, LDC Sec. 3-7070.R.7.A): Broad connecting streets are provided with on-street parking.
- **Off-street Parking** (Tier 3 Med.-High Value, LDC Sec. 3-7070.R.7.B): Off-street parking is provided in centralized parking lots and structured facilities that are screened from view by liner building and that promote shared parking to reduce of the number of overall spaces.
- **Vertical Mixed Use** (Tier 4 High Value, LDC Sec. 3-7070.R.8.A): The features multiple buildings throughout the project with ground floor restaurant and retail space and upper floor multi-family units to achieve the urban feel intended by the EPD district.

Compliance with the Decision Making Guidelines

The rezoning to EPD meets the following criteria established as a basis for granting a rezoning pursuant to Section 2-501.C.2.A. of the Village of Estero Land Development Code:

- The request is consistent with and furthers the goals, objectives, and policies of the comprehensive plan as enumerated above and all other applicable Village adopted plans.
- The request is not in conflict with any portion of the LDC. The requested deviations improve the quality of the proposed development; promote the intent of the Code to protect the health, safety and general welfare of the public; contribute to compatibility with surrounding property and cause no undue burdens on essential public facilities.
- The request addresses a demonstrated community need for a mixed-use development project within the Village Center.
- The request is compatible with existing and proposed uses surrounding the subject land and is the appropriate zoning district for the land.
- The request will result in a logical and orderly development pattern.
- The request will not adversely affect the property values in the area.
- The request will result in development that is adequately served by public facilities (roads, potable water, wastewater, solid waste, storm water, schools, parks, police, and fire and emergency medical facilities.
- The request will not result in significantly adverse impacts on the natural environment—including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, environmentally critical areas, and the natural functioning of the environment.

Summary

Based on the documentation provided above, the rezoning request is consistent with the Comprehensive Plan, complies with the Land Development Code and meets the required criteria

established as a basis for granting a rezoning. The proposed uses are compatible with the uses and residential densities permitted in the Village Center Area and will not adversely impact environmentally critical areas or natural resources. Furthermore, the area has the necessary infrastructure and public facilities available to support the proposed development. Given these factors, the requested zoning change from MPD to EPD is appropriate at this location.

WOODFIELD ESTERO PLANNED DEVELOPMENT
SCHEDULE OF DEVIATIONS & JUSTIFICATIONS

REVISED APRIL 2022

Deviation 1: A request to deviate from Land Development Code (LDC) Section 5-408.I.6., which states that hardened shoreline structures may comprise up to 20 percent of an individual lake shoreline; to allow hardened shoreline structures to comprise up to 26% percent.

Justification: The proposed Tier 3 mixed-use development design incorporates compact design practices while incorporating several public amenities fostering social vitality and walkability in the Village Center Area. The subject request allows further compactness by allowing up to 26% hardened shoreline around the lake adjacent to the residential amenity area/wellness building in the western-most lake. This design will allow maximized usability of the hardened shoreline for recreational areas to more closely interface with the lake feature and enhance the public and private realm within the project. Utilizing typically functional spaces as part of the public realm in this regard is an extension of the overall development concept's array of usable outdoor spaces.

The development plan incorporates best practices for compact surface water management design by incorporating the features consistent with LDC Sec. 3-707.K including a unified surface water management system and compensatory littoral zone equal to the linear footage of the shoreline structure.

A compensatory littoral zone equal to the linear footage of the shoreline structure will be provided within the same lake meeting the following criteria:

a. A five-foot wide littoral shelf planted with herbaceous wetland plants to provide 50 percent coverage at the time of planting. To calculate the littorals for this shelf design, indicate the number of linear feet of shoreline multiplied by 50 percent for the plant coverage at the time of planting; or
b. An 8:1 slope littoral shelf with herbaceous wetland plants to provide 50 percent coverage at the time of planting; or
c. An equivalent littoral shelf design as approved by the Director.

Through these enhancements, the deviation will enhance the achievement of the objectives of the planned development and will preserve and promote the general intent to protect the public health, safety and welfare.

Deviation 2: A request to deviate from Land Development Code (LDC) Section 5-204.B.1. Minimum Number of Off-Street Parking Spaces, which requires a total of 2,107 parking spaces for the proposed mix of uses, density and intensity; to allow for a total of 1,872 parking spaces.

Justification: Please reference the Fehr & Peers Traffic Impact Statement and Shared Parking Analysis for further information (specifically page 58 provides the parking space analysis). The analysis presented in this section is based on the methods and rates developed by the Urban Land Institute (ULI) as presented in Shared Parking (3rd Edition, 2020).

ULI provides parking information for an assortment of land uses to estimate the number of parking spaces needed to adequately serve mixed-use projects, as well as single-use projects with common parking facilities. The Woodfield EPD project represents a mixed-use, master-planned development with integrated residential, commercial, office/employment and recreational uses. The proposed number of parking spaces provided represents current industry best practices and

meets the desired reduction strategy of centralized off-street parking and structured parking facilities as stated in the Estero Land Development Code. The following tables illustrate the application of a shared parking model, which offers a more appropriate estimation and analysis of parking demand for a mixed-use development of this size, intensity, and design.

The analysis results in Table 19 and Table 20 are reflective of peak weekday and weekend conditions. Peak weekday parking demand assuming full occupancy of all site uses would be approximately 1,628 spaces around 1 PM. On a Saturday, peak parking demand would decrease to approximately 1,544 spaces with peak parking demand occurring around 7 PM, when the restaurants are expected to have the most patrons.

It should be noted that the parking demand calculations presented in the following tables do not include the provision of a circulation efficiency factor. This factor is applied to parking demand estimates as a parking area is considered to be "full" if 85 to 95 percent of the spaces are occupied. It is typically desirable for the parking supply to be 5 to 15 percent greater than the peak demand so that vehicles do not have to circulate excessively to find available spaces and to accommodate slight variations in demand.

Although there is expected to be sufficient parking to accommodate overall demand, managing the parking supply can make finding available parking easier and reduce excessive circulation through the site. A variety of parking management strategies can be employed to manage parking operations, such as providing time limits on street parking to discourage employee parking and encourage higher turnover of these spaces.

LDC Section 3-707.R.4.B regarding public benefits and Incentive Offers in Tier 3 states:

> "Off-street parking. (Medium-High Value). Development plans with deviation requests for reduced on-site parking levels which are accompanied by plans for either centralized off-street parking or structured parking facilities especially in non-residential areas will be viewed as high value offers. Such plans may include requests for deviations to reduce the required number of on-site parking requirements under the Land Development Code."

The request is upheld by the stated intent of the Tier 3 Estero PD process to foster a more compact and urban form of development. Multiple parking garages are proposed in direct compliance with the above regulatory guidance.

Table 19: Shared Parking Demand Summary for Peak Weekday (Peak Demand)

Land Use	Time of Day															
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM
Office	2	8	28	53	61	57	47	49	58	54	47	33	14	8	3	2
Medical Office (employees)	0	4	22	22	22	22	22	22	22	22	22	22	15	7	3	0
Medical Office (Patients)	0	0	51	51	57	57	17	51	57	57	51	45	38	17	8	0
Retail	4	11	25	54	92	115	145	145	139	128	128	112	116	107	90	61
Restaurants	9	18	36	53	98	151	190	190	172	117	117	150	193	193	160	138
Civic Uses	2	2	2	2	2	2	2	2	2	2	2	3	3	2	2	1
Hotel	127	135	156	143	130	130	124	124	130	130	125	131	126	118	125	131
Residential (resident)[1]	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033
Residential Guest	0	6	11	11	11	11	11	11	11	11	11	23	34	57	57	57
Total Parking Demand	1,177	1,217	1,365	1,423	1,507	1,579	1,591	1,628	1,625	1,555	1,537	1,552	1,572	1,542	1,481	1,424
Parking Surplus	***859***	***819***	***671***	***613***	***529***	457	445	408	411	481	499	484	464	***494***	***555***	***612***

1. Space may not be occupied, but space is assumed to be reserved for residents.

Source: Fehr & Peers, 2023

Table 20: Shared Parking Demand Summary for Peak Weekend (Peak Demand)

Land Use	Time of Day															
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM
Office	0	1	3	4	5	6	5	4	3	2	1	1	0	0	0	0
Medical Office (employees)	0	1	4	4	4	4	4	0	0	0	0	0	0	0	0	0
Medical Office (Patients)	0	0	8	8	9	9	3	0	0	0	0	0	0	0	0	0
Retail	6	13	31	60	92	124	154	175	182	182	175	135	114	101	87	61
Restaurants	7	18	31	49	83	124	157	159	144	111	104	145	201	201	175	144
Civic Use	1	1	1	1	1	1	1	0	0	0	1	2	2	1	0	0
Hotel	127	135	156	143	130	130	124	124	130	130	125	131	126	118	125	131
Residential (resident)[1]	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033
Residential Guest	0	18	18	18	18	18	18	18	18	18	18	36	54	90	90	90
Total Parking Demand	**1,175**	**1,220**	**1,285**	**1,320**	**1,374**	**1,448**	**1,497**	**1,514**	**1,510**	**1,476**	**1,457**	**1,483**	**1,530**	**1,544**	**1,510**	**1,459**
Parking Surplus	***861***	***816***	***751***	***716***	***662***	***588***	***539***	***522***	***526***	***560***	***579***	***553***	***506***	***492***	***526***	***577***

2. Space may not be occupied, but space is assumed to be reserved for residents.

Source: Fehr & Peers, 2023

Deviation 3: A request relief from Village of Estero's LDC Section 7-206 (G)(3)(A)(1) which requires excavation to occur no less than 50 feet from existing property line and collector or arterial street, to allow for excavation to occur no less than 25 feet from existing property line. LDC Section 2-506 (C) allows for this deviation request.

Justification: To accommodate the Lakeside Street (see section below) within the development plan,

a deviation to Section 7-206.G.3.A.1 is needed. The intention of this street is to highlight the lake as a key feature of the neighborhood, allowing people to drive alongside it and walk or bike alongside it on the proposed 10' wide multi-use path adjacent to the street. While the face of the curb for the Lakeside Street is set 35' from the water's edge, the edge of the multi-use path is only 15' from the water's edge. A series of street trees and a landscaped buffer between the multi-use path and the roadway will act as a natural barrier between wayward cars and the water. If needed, depending on the final slope of the lake embankment, a low-impact physical barrier in the form of vegetation, a low curb, or a handrail may be added to protect cyclists and pedestrians from the water.

Additionally, this deviation is requested to allow 25-foot excavation activities from Coconut Road and along S. Tamiami Trail/US 41, where current conditions do not present a risk to the public's health, safety, and welfare. The proposed stormwater detention areas affected by this requirement are proposed in locations where abutting either an existing swale or drainage canal allowing for a proper buffer thus not creating any concern with excavations up to 25' within property lines or right-of-way lines in reference to existing or proposed structures. It shall also be considered that a proposed berm will be required along the property lines, acting as another buffer from any potential concerns. The location of the proposed detention area impacted by this deviation coincides with the locations of the existing detention areas along the other abutting developments at the intersection of Coconut Road and US41. In addition, due to the limited access points and geometry of property, the stormwater detention areas have been considered along the property boundaries of the site which pushes them closer to the property line. Proper protection along areas of concern will be addressed during the Development Order process meeting LDC requirements.



Deviation 4: A request to deviation from Land Development Code (LDC) 5-304(1)(A) which requires 125 feet between intersections on local roads to allow for a minimum separation of 46'-109' for 3 intersections within the project.

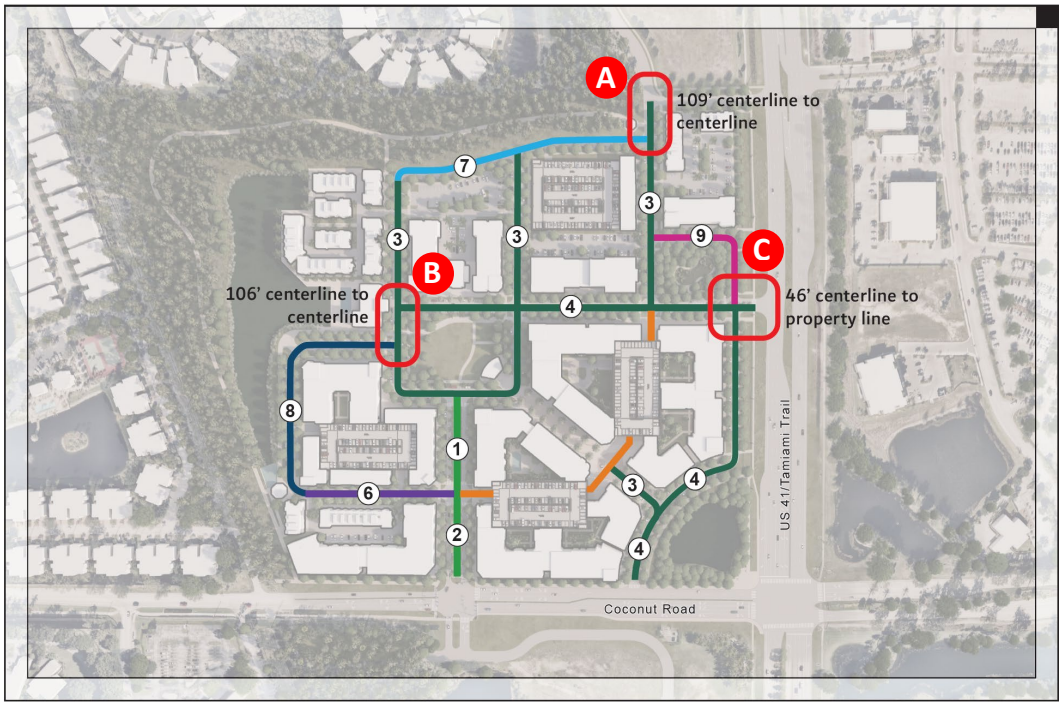
Justification: This deviation is recommended to implement the small, walkable scale of the development which creates more active block frontages for retail or walk-up units and enhances the public realm. The proposed deviations are 109' separation at Intersection A for the intersection

proposed west of the US 41/Cerise Drive; 106' separation at Intersection B on the west side of the site near the townhome development area; and 46' separation at Intersection C from the US 41 right-of-way at the access point located north of Coconut Road.

Intersection A is offset from the existing Cerise Drive in order to preserve existing indigenous trees to the west and to provide a wider buffer to the neighbors to the north of the site. The deviation will not negatively impact public health safety and welfare.

Intersection B is located at a unique area at the center of the Woodfield EPD. The central park is a focal point of the community with emphasis on superior urban design. The reduced intersection separation here encourages pedestrian connectivity and non-vehicular access.

Intersection C has been designed with a median prohibiting westbound left turns to be made towards Crescent Park, thereby eliminating stacking issues at that intersection as traffic will freeflow west into the site.



Deviation 4: A request to deviation from Section 3-707.H.3.A of the Estero Land Development Code which encourages connecting streets follow the typical cross-sections shown on Figure 3-707.T.3 to allow connecting streets to be provided per the cross-sections depicted on the proposed Tiered Development Plan.

Justification: The proposed cross-sections provided in the Pattern Book and Master Concept Plan follow the Land Development Code provision such that "Variations of such cross-sections may be allowed by

deviation depending on the uses along such streets and as long as the provisions of the General Criteria are met, including without limitation, the goals of connectivity and walkability." Eight different street types are proposed within the development with different rights-of-way and street features including sidewalks, on-street parking, a two-way bike cycle track, landscaped areas, and water features. The standards dimensions utilized, including 10-foot wide two-way travel lanes, 12-foot wide one-way travel lanes, 8-foot wide on-street parking spaces, 8-foot wide sidewalks, 10-foot wide multi-use paths, and 15-foot corner radii follow best practices for ensuring slow vehicle speeds to prioritize the movement of people walking, biking, and using other slow-speed mobility devices such as wheelchairs and electric scooters.

Woodfield Village
Transportation Assessment
April 2023

Executive Summary

This report presents the results of the Transportation Assessment (TA) prepared for the proposed Woodfield Village (project). This is an update to the TA prepared for a previously proposed project for the site in October 2021.

Project Description and Analysis Parameters

The project site is located on the northwest corner of Tamiami Trail (State Route 41) and Coconut Road. The 45.6-acre undeveloped site is designated as Village Center in the Village of Estero Comprehensive Plan, as Amended September 25, 2019. A mixed-use development was previously approved for the site.

Woodfield Village is envisioned to be an urban mixed-use development with office, medical office, hotel, dining, retail, and residential uses. The project site has potential to provide increased connectivity to neighboring developments, such as the Coconut Point Mall directly across South Tamiami Trail, Lee Health Hospital to the southeast, retail and medical offices to the south, a proposed trail adjacent to the western border of the project, and a residential neighborhood to the west. The project proposes to develop the site with the following uses:

- 42,000 square feet of office, including medical office
- 62,000 square feet of retail
- 20,000 square feet of dining
- 3,000 square feet of civic space
- 260-room hotel
- 596 residential units

As part of the project, eight development blocks, two parks, a linear park, and walking trails would be constructed, in addition to new connections to Tamiami Trail and Coconut Road. Vehicle parking for the site would be provided in a mixture of structured, surface lot, building integrated facilities, and on-street facilities, totaling 2,036 spaces. A detailed project description is provided in Chapter 3.

Potential project effects on the transportation network were evaluated based on the standards set forth by the Village of Estero, Florida Department of Transportation (FDOT) and Lee County. This evaluation includes assessments of the project's effects on pedestrian facilities, transit services, and bicycle facilities. In addition, intersection levels of service were calculated to assess the project's consistency with operational thresholds. This was determined by measuring the effect project traffic would have on site access intersections and roadway segments connecting to the site during the evening (4:00 to 6:00 PM) peak period when the project

is expected to generate the most vehicle traffic. Conditions were evaluated under Existing and Near-term conditions without and with the project. The intersection analysis focused on the operation of intersections that would provide site access while the roadway segment analysis included segments where the project is expected to add more than 100 peak hour trips. Based on the evaluation, lane configuration and traffic control recommendations were developed.

Key Findings and Recommendations

Site Access

Based on the results of the intersection analysis and the Criteria presented in Chapter 1, Fehr & Peers recommends the following for each study intersection in addition to retiming of intersections along Tamiami Trail:

1. ***Village Shops Way at Tamiami Trail*** (existing signalized intersection) – this intersection is expected to operate at an acceptable vehicle level of service with the addition of project traffic in the existing condition. However, the eastbound left-turn queue could extend beyond the available storage. In the Existing with Project condition, vehicle queues could be managed through minor signal timing modifications.
2. ***Cerise Drive/Palma De Coco Drive at Tamiami Trail*** (unsignalized, restricted access) – this intersection is expected to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.
3. ***Right-in/Right-out Driveway at Tamiami Trail*** (proposed with project) – this intersection would operate acceptably as right-in/right-out as it is expected to be a fairly low volume roadway connection. Based on the level of through traffic, and the expected turn volumes, a right-turn deceleration lane is not recommended.
4. ***Coconut Road at Walden Center Drive*** (existing unsignalized intersection, signalized with the project) – the intersection would operate acceptably under existing plus project and near-term with project conditions, with installation of a traffic signal as a part of the project. Under near-term without project conditions, the intersection is projected to operate at LOS F and meet the peak hour signal warrant with the addition of traffic from other approved projects.
5. ***Coconut Road at right-in/right-out driveway*** (proposed with project) – this intersection is projected operate acceptably as right-in/right-out. Based on the level of through traffic, and the expected right-turn volume, a right-turn deceleration lane is not recommended.
6. ***Coconut Road at Tamiami Trail (existing signalized intersection)*** – this intersection would operate acceptably under existing conditions with the addition of project traffic. In the existing condition, vehicle queues are expected to be manageable through signal timing modifications.

7. ***Coconut Road at Via Villagio/Health Center Boulevard (existing unsignalized intersection)*** – this intersection would continue to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.

Site Circulation

Based on our review of the project plans, we developed the following recommendations for consideration in the final project plans, as feasible:

1. As the project plans are finalized, determine if any of the end users would require regular deliveries from trucks with a wheelbase greater that 30-feet, and identify their path of travel from the public roadway system to designated loading areas; review those turn templates to determine if modifications need to occur at select intersections to accommodate the turn-movements of large trucks that would routinely access the site. Consider allowing loading to occur in on-street parking areas in the early morning hours, especially for restaurant users that may have frequent deliveries from small vendors at the start of each day.
2. Consult with the Fire Department to ensure that the site meets all applicable fire regulations.
3. Based on the potential level of TNC demand during peak hours, approximately 5 passenger loading spaces should be designated in the mobility hub area. Additional spaces may be needed over time and flexible designs should be used for parking and other roadway features in the mobility hub area such that the project can evolve with mobility options in the area.
4. As the final site plan is developed, identify pedestrian crossing locations, including connections to the paths on the north and west sides of the project.
5. Provide at least 1 bicycle parking space per residential unit in a secure area only accessible by building residents. For non-residential uses, provide a mixture of bicycle parking types, including long-term parking for site employees and short-term parking for patrons. Identify areas on the site that could be converted to bicycle parking as demand dictates, such as through the conversion of on-street parking spaces to a bicycle corral.
6. Work with LeeTran to identify the location for a transit stop to serve the site to encourage future site residents, visitors, and employees to utilize transit to access the site.

Woodfield EPD

Transportation Assessment

Prepared for:
Woodfield EPD
Woodfield Acquisitions, LLC

April 2023

OR22-0027

FEHR PEERS

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Executive Summary

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Project Description and Analysis Parameters

The project site is located on the northwest corner of Tamiami Trail (State Route 41) and Coconut Road. The 45.6-acre undeveloped site is designated as Village Center in the Village of Estero Comprehensive Plan, as Amended September 25, 2019. A mixed-use development was previously approved for the site.

Woodfield Village is envisioned to be an urban mixed-use development with office, medical office, hotel, dining, retail, and residential uses. The project site has potential to provide increased connectivity to neighboring developments, such as the Coconut Point Mall directly across South Tamiami Trail, Lee Health Hospital to the southeast, retail and medical offices to the south, a proposed trail adjacent to the western border of the project, and a residential neighborhood to the west. The project proposes to develop the site with the following uses:

- 42,000 square feet of office, including medical office
- 62,000 square feet of retail
- 20,000 square feet of dining
- 3,000 square feet of civic space
- 260-room hotel
- 596 residential units

As part of the project, eight development blocks, two parks, a linear park, and walking trails would be constructed, in addition to new connections to Tamiami Trail and Coconut Road. Vehicle parking for the site would be provided in a mixture of structured, surface lot, building integrated facilities, and on-street facilities, totaling 2,036 spaces. A detailed project description is provided in Chapter 3.

Potential project effects on the transportation network were evaluated based on the standards set forth by the Village of Estero, Florida Department of Transportation (FDOT) and Lee County. This evaluation includes assessments of the project's effects on pedestrian facilities, transit services, and bicycle facilities. In addition, intersection levels of service were calculated to assess the project's consistency with operational thresholds. This was determined by measuring the effect project traffic would have on site access intersections and roadway segments connecting to the site during the evening (4:00 to 6:00 PM) peak period when the project

is expected to generate the most vehicle traffic. Conditions were evaluated under Existing and Near-term conditions without and with the project. The intersection analysis focused on the operation of intersections that would provide site access while the roadway segment analysis included segments where the project is expected to add more than 100 peak hour trips. Based on the evaluation, lane configuration and traffic control recommendations were developed.

Key Findings and Recommendations

Site Access

Based on the results of the intersection analysis and the Criteria presented in Chapter 1, Fehr & Peers recommends the following for each study intersection in addition to retiming of intersections along Tamiami Trail:

1. ***Village Shops Way at Tamiami Trail*** (existing signalized intersection) – this intersection is expected to operate at an acceptable vehicle level of service with the addition of project traffic in the existing condition. However, the eastbound left-turn queue could extend beyond the available storage. In the Existing with Project condition, vehicle queues could be managed through minor signal timing modifications.
2. ***Cerise Drive/Palma De Coco Drive at Tamiami Trail*** (unsignalized, restricted access) – this intersection is expected to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.
3. ***Right-in/Right-out Driveway at Tamiami Trail*** (proposed with project) – this intersection would operate acceptably as right-in/right-out as it is expected to be a fairly low volume roadway connection. Based on the level of through traffic, and the expected turn volumes, a right-turn deceleration lane is not recommended.
4. ***Coconut Road at Walden Center Drive*** (existing unsignalized intersection, signalized with the project) – the intersection would operate acceptably under existing plus project and near-term with project conditions, with installation of a traffic signal as a part of the project. Under near-term without project conditions, the intersection is projected to operate at LOS F and meet the peak hour signal warrant with the addition of traffic from other approved projects.
5. ***Coconut Road at right-in/right-out driveway*** (proposed with project) – this intersection is projected operate acceptably as right-in/right-out. Based on the level of through traffic, and the expected right-turn volume, a right-turn deceleration lane is not recommended.
6. ***Coconut Road at Tamiami Trail (existing signalized intersection)*** – this intersection would operate acceptably under existing conditions with the addition of project traffic. In the existing condition, vehicle queues are expected to be manageable through signal timing modifications.

7. ***Coconut Road at Via Villagio/Health Center Boulevard (existing unsignalized intersection)*** – this intersection would continue to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.

Site Circulation

Based on our review of the project plans, we developed the following recommendations for consideration in the final project plans, as feasible:

1. As the project plans are finalized, determine if any of the end users would require regular deliveries from trucks with a wheelbase greater that 30-feet, and identify their path of travel from the public roadway system to designated loading areas; review those turn templates to determine if modifications need to occur at select intersections to accommodate the turn-movements of large trucks that would routinely access the site. Consider allowing loading to occur in on-street parking areas in the early morning hours, especially for restaurant users that may have frequent deliveries from small vendors at the start of each day.
2. Consult with the Fire Department to ensure that the site meets all applicable fire regulations.
3. Based on the potential level of TNC demand during peak hours, approximately 5 passenger loading spaces should be designated in the mobility hub area. Additional spaces may be needed over time and flexible designs should be used for parking and other roadway features in the mobility hub area such that the project can evolve with mobility options in the area.
4. As the final site plan is developed, identify pedestrian crossing locations, including connections to the paths on the north and west sides of the project**.**
5. Provide at least 1 bicycle parking space per residential unit in a secure area only accessible by building residents. For non-residential uses, provide a mixture of bicycle parking types, including long-term parking for site employees and short-term parking for patrons. Identify areas on the site that could be converted to bicycle parking as demand dictates, such as through the conversion of on-street parking spaces to a bicycle corral.
6. Work with LeeTran to identify the location for a transit stop to serve the site to encourage future site residents, visitors, and employees to utilize transit to access the site.

1. Introduction

This report presents the results of the Transportation Assessment (TA) prepared for the proposed Woodfield Village (project) in the Village of Estero, Lee County. The purpose of this report is to present the results of the peak hour intersection and roadway segment analysis, and a site access, and circulation assessment. This chapter discusses the study purpose, report organization, criteria used to evaluate the project, study area, and analysis methods.

Study Purpose and Project Understanding

The project site is located on the northwest corner of Tamiami Trail (State Route 41) and Coconut Road, as shown on **Figure 1.** The 45.6-acre undeveloped site is designated as Village Center in the Village of Estero Comprehensive Plan, as Amended September 25, 2019, and a mixed-use development was previously approved for the site.

Woodfield Village is envisioned to be an urban mixed-use development with office, hotel, dining, retail, and residential uses. A conceptual project site plan is shown on **Figure 2,** which proposes to develop the following uses:

- 42,000 square feet of office, including medical office
- 62,000 square feet of retail
- 20,000 square feet of dining
- 3,000 square feet of civic space
- 260-room hotel
- 596 residential units, including residential amenity spaces

As part of the project, eight development blocks, two parks, a linear park, and walking trails would be constructed, in addition to new connections to Tamiami Trail and Coconut Road. Vehicle parking for the site would be provided in a mixture of structured, surface lot, integrated building spaces and on-street facilities, totaling 2,036 spaces. A detailed project description is provided in Chapter 3.



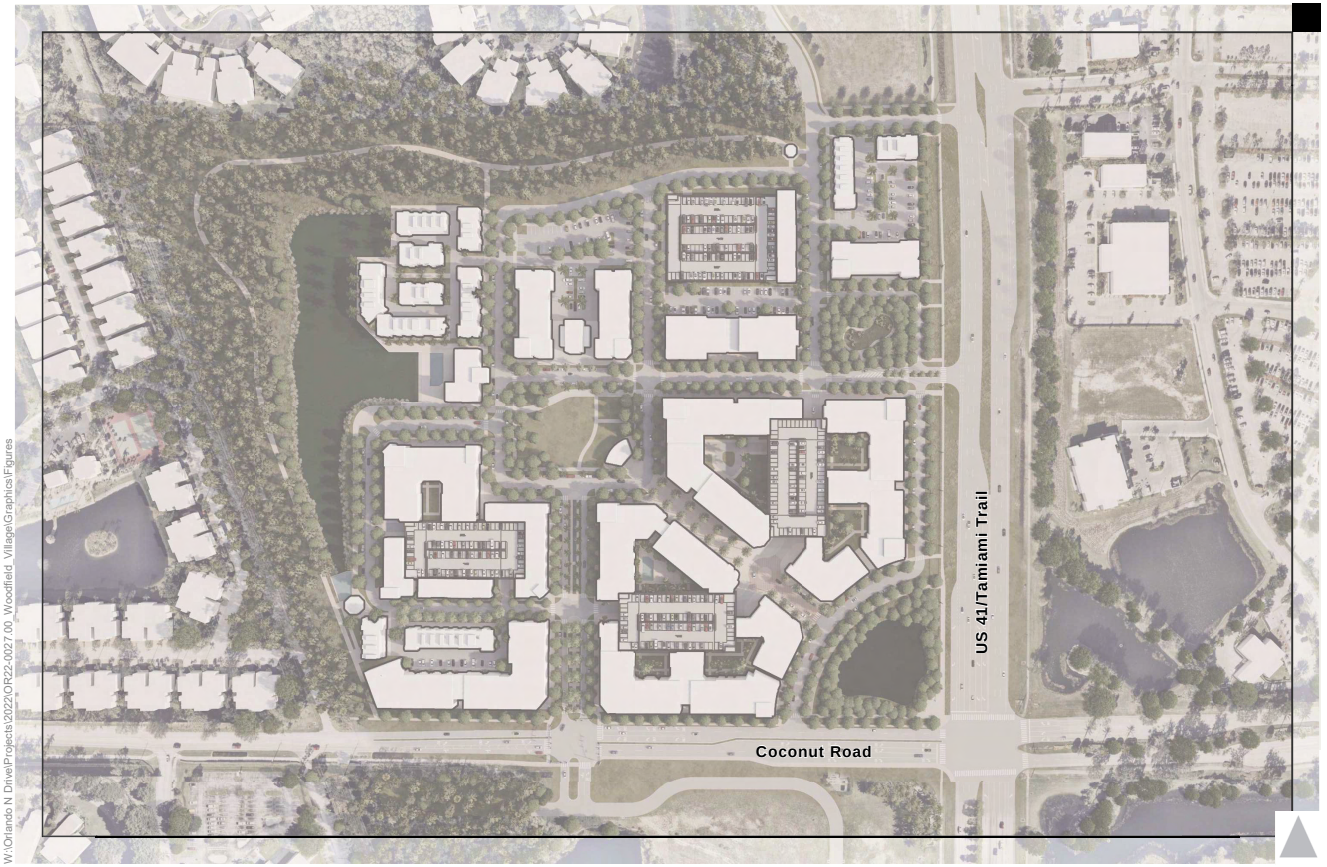
Project Site

Study Intersection Locations

Figure 1

Site Vicinity Map and Study Intersection Locations

OR22-0027_1_StudyArea



W:\Orlando N Drive\Projects\2022\OR22-0027.00_Woodfield_Village\Graphics\Figures

Site Plan provided by Dover, Kohl, & Partners

Figure 2

Conceptual Project Site Plan

OR22-0027_2_SitePlan

Report Organization

This report is organized into six chapters as described below:

- **Chapter 1 – Introduction** discusses the purpose and organization of the report.
- **Chapter 2 – Existing Conditions** describes the transportation system in the project vicinity, including the surrounding roadway network morning, existing bicycle, pedestrian, and transit facilities.
- **Chapter 3 – Project Characteristics** presents relevant project information, such as the project components and project trip generation, distribution, and assignment.
- **Chapter 4 – Intersection Operations** addresses the existing and near-term travel conditions in the vicinity of the project site without and with the project, including intersection levels of service and vehicle queues.
- **Chapter 5 – Roadway Segment Analysis** provides the results of a roadway link level analysis that compares the existing and forecast link vehicle volumes on roadways where the project is projected to add more than 100 peak hour trips to the vehicle travel demand.
- **Chapter 6 – Site Plan Review** describes project access and circulation for all travel modes. A parking assessment is also provided.

Regulatory Setting and Evaluation Criteria

The project was compared against relevant transportation goals within the *Village of Estero Land Development Code*, adopted January 27, 2021, the *Village of Estero Comprehensive Plan*, as Amended September 25, 2019, and the *Lee County Public Facilities Level of Service and Concurrency Report*, 2022. This review does not evaluate every policy, but provides a review of the project against key standards, including:

- Level of Service E is the standard for vehicle travel on both Tamiami Trail and Coconut Road; should planned development result in LOS F conditions, measures to reduce the amount of new vehicle traffic that could be generated in conjunction with refinements to the roadway system may be required.

The comprehensive plan identifies numerous objectives and policies related to the provision of a *well-designed, safe, and multi-modal transportation* (TRA-1.1.1) system, that *link neighborhoods, commercial and mixed use centers, and other open space and recreational facilities through an integrated system of bicycle, pedestrian, and roadways connections* (TRA-1.2.1) that *facilitates the development of an interconnected community that enables people to easily access Estero's neighborhoods, recreational areas, commercial and*



mixed-use centers as well as other areas within the county and region through an integrated transportation and mobility system (TRA-1.2). There are also numerous land use policies that support the envisioned transportation system, including numerous policies that *promote mixed-use development to reduce overall trip lengths, support pedestrian, bicycle and transit opportunities and create pedestrian friendly streetscape* (FLU-1.9.1).

To help support the objectives and policies of the Village of Estero, review of the project's effect on the transportation network considers the potential for trips to be internalized within the project, and the potential for the project to generate walk, bicycle, and transit trips from the surrounding area. More details are provided in the trip generation section. As the project proposes complementary uses, there is the potential for parking to be shared amongst the variety of uses to help promote efficient land use development and discourage excess vehicle trips when alternative travel modes may be available.

Roadway Operations Study Area

Project consistency with Comprehensive Plan roadway operational standards at study area roadway facilities were determined by measuring the effect project traffic would have on intersections during the evening (4:00 to 6:00 PM) peak period when the project is expected the generate the most traffic. A total of 7 intersections **(Figure 1)**, including 5 existing intersections, were selected as study locations because they provide direct access to the site, are the most likely to be affected by the proposed project, and are part of the coordinated traffic signal system on Tamiami Trail.

1. Village Shops Way at Tamiami Trail (existing signalized intersection)
2. Cerise Drive/Palma De Coco Drive at Tamiami Trail (unsignalized, restricted access)
3. Right-in/Right-out Driveway
4. Coconut Road at Walden Center Drive (existing unsignalized intersection, signalized with project)
5. Coconut Road at right-in/right-out driveway (unsignalized, proposed with project)
6. Coconut Road at Tamiami Trail (existing signalized intersection)
7. Coconut Road at Via Villagio/Health Center Boulevard (existing unsignalized intersection)

Roadway Operations Analysis Scenarios

Evening peak hour operations of study intersections above were evaluated for the following scenarios. For intersections, the analysis was conducted using the Transportation Research Board's (TRB) methodology as implemented by Synchro analysis software. For roadway segments, the peak hour segment volume was compared to capacity thresholds established by FDOT based on the facility type.

Scenario 1: Existing Conditions – Based on existing traffic volumes and roadway network.

Scenario 2: Existing with Project – Existing volumes obtained from traffic counts and the existing roadway system configuration plus traffic estimated for the project. The roadway system is the same as Scenario 1, except for changes proposed as part of the project.

Scenario 3: Near-term without Project Conditions – Existing volumes plus traffic estimates for approved developments and/or traffic increases due to regional growth. This scenario reflects planned improvements at the intersection of Tamiami Trail and Coconut Road. This scenario assumes that the project site remains in its current vacant state and does not consider development that was previously approved for the site.

Scenario 4: Near-term with Project – Scenario 3 plus land use and roadway network changes proposed as part of the project.

Intersection Analysis Methods

The operations of roadway facilities are described with the term "level of service" (LOS). LOS is a qualitative description of traffic flow from a vehicle driver's perspective based on factors such as speed, travel time, delay, and freedom to maneuver. Six levels of service are defined ranging from LOS A (free-flow conditions) to LOS F (over capacity conditions). LOS E corresponds to operations "at capacity." When volumes exceed capacity, stop-and-go conditions result, and operations are designated LOS F. The Village of Estero and the Florida Department of transportation (FDOT) strive to maintain LOS E operations at the intersections in the study area.

Signalized Intersections

Traffic conditions at signalized intersections were evaluated using methods developed by the Transportation Research Board (TRB), as documented in various editions of the *Highway Capacity Manual,* for vehicles using the analysis software Synchro 11.0. Different versions of the HCM were applied to different intersections due to limitations within the Synchro software to account for the signal phasing parameters and U-turn movements at some intersections, with the most current version of HCM applied as appropriate. The HCM methodologies calculate control delay at an intersection based on inputs such as traffic volumes, lane geometry, signal phasing and timing, pedestrian crossing times, and peak hour factors. Control delay is defined as the delay directly associated with the traffic control device (i.e., a stop sign or a traffic signal) and specifically includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The relationship between LOS and control delay is summarized in **Table 1** for signalized intersections.

Table 1: Signalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.	< 10.0
B	Progression is good, cycle lengths are short, or both. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10.0 to 20.0
C	Higher congestion may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level, though many still pass through the intersection without stopping.	> 20.0 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.	> 35.0 to 55.0
E	This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	> 55.0 to 80.0
F	This level is considered unacceptable with oversaturation, which is when arrival flow rates exceed the capacity of the intersection. This level may also occur at high V/C ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be contributing factors to such delay levels, and most cycles fail to clear the queue.	> 80.0

Source: Highway Capacity Manual.

Unsignalized Intersections

For unsignalized (all-way stop controlled and side-street stop controlled) intersections, the HCM method for unsignalized intersections was used. With this method, operations are defined by the average control delay per vehicle (measured in seconds). The control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in queue. **Table 2** summarizes the relationship between LOS and delay for unsignalized intersections. At side-street stop-controlled intersections, the delay is calculated for each stop-controlled movement, the left-turn movement from the major street, as well as the intersection average. The intersection average delay and highest movement/approach delay are reported for side-street stop-controlled intersections.

Table 2: Unsignalized Intersection LOS Criteria

Level of Service	Description	Delay in Seconds
A	Little or no delays	≤ 10.0
B	Short traffic delays	> 10.0 to 15.0
C	Average traffic delays	> 15.0 to 25.0
D	Long traffic delays	> 25.0 to 35.0
E	Very long traffic delays	> 35.0 to 50.0
F	Extreme traffic, delays where intersection capacity exceeded	> 50.0

Source: Highway Capacity Manual.

2. Existing Conditions

This chapter describes the existing transportation conditions in the study area, including the roadway network and the transit, pedestrian, and bicycle facilities in the vicinity of the project site.

Roadway System

Regional access to the project site is provided by ***Interstate 75 (I-75)*** and ***Tamiami Trail (US 41),*** which is known as the Tamiami Trail in the project area.

Regional Roadways

I-75 is a north-south freeway on the eastern edge of the Village of Estero that extends from the Miami in the southeast through the western edge of Florida, ultimately extending to the Canadian border in Michigan. Through Lee County, three general purpose travel lanes per direction are provided and the facility carries approximately 110,000 vehicles per day, based on information provided by the Florida Department of Transportation (FDOT) from counts collected in 2019; more recent counts from 2021 are slightly lower than 2019 data. Access to the study area is provided by full interchanges at Corkscrew Road and Bonita Beach Road, which are about 7 miles apart.

Tamiami Trail (US 41) is a north-south principal arterial that forms the eastern boundary of the project site. In the project area, three travel lanes in each direction are provided in addition to added capacity at intersections through the provision of turn pockets. The average annual daily traffic on this roadway is approximately 55,500 vehicles per day, based on data collected in 2019; recent data from September 2022 indicates that the average daily volume is about 50,800 vehicles per day. The posted speed limit is 50 miles per hour, and the provision of a center median restricts vehicle access along the corridor. A bicycle lane is also provided along the roadway. Signalized pedestrian crossings of Tamiami Trail in the area are spaced at half-mile to mile intervals, which impedes the ability of people to cross the street as significant deviations from planned paths of travel may be required to access a signalized crossing location. No parking is permitted along the roadway.

The FDOT Context Classification Guide currently classifies this roadway as a C3C – a suburban commercial roadway, characterized by mostly non-residential uses with large building footprints and large parking lots within large blocks, and a disconnected or sparse roadway network. With construction of the project, the roadway context is expected to change to more of a C4-Urban General classification that would contain a mix of uses within small blocks with a well-connected roadway network. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the

roadway. Development of the project would not preclude the Village of Estero from working with FDOT to reclassify the roadway to a C4-Urban General designation.

Local Roadways

Coconut Road is a major collector that forms the southern boundary of the project site. To the west of the site, Coconut Road is a 2-lane roadway; east of Tamiami Trail, Coconut has been fully improved to a 4-lane roadway with bicycle lanes. Coconut Road has a posted speed limit of 40 miles per hour along the project frontage, and a 45 mile per hour limit to the east of Tamiami Trail. The provision of a center median restricts access along the corridor. No parking is permitted along the roadway.

Lyden Drive is a two-lane local street that currently traverses the project site, connecting Tamiami Trail and Coconut Road at the signalized intersection of Vandenberg Way at Tamiami Trail, and Walden Center Drive at Coconut Road. As part of site development, this roadway would be reconfigured.

Cerise Drive is two-lane local street that currently extends east from Lyden Drive about 150 feet and terminates before it can intersect with Tamiami Trail. As part of the project, it would be reconstructed to connect with Tamiami Trail at Palma De Coco Drive.

Saffron Drive is two-lane local street that currently extends east from Lyden Drive about 150 feet and terminates before it can intersect with Tamiami Trail. As part of the project, it would be reconstructed to connect with Tamiami Trail.

Walden Center Drive two-lane local street that currently connects Lyden Drive to Coconut Road. As part of the project, it would be extended into the site.

Transit Service

LeeTran provides transit service in Lee County and provides transit service in the vicinity of the project. Three routes serve the area – Routes 140, 240 and 600. Route 140 connects Coconut Point Mall to Merchant Crossing, serving major destinations in Ft. Myers. Route 240 connects Coconut Point Mall to the Bell Tower Shops in the north, where transfers to many other routes can be made. Route 600 connects the Coconut Point Mall to the Creekside Transfer Center in the south. Individual trips cost $1.50; the TropiCard allows riders to purchase daily, multi-day or monthly passes. A non-discounted monthly pass costs $40.00, with discounts available to students, those aged 65 and older, or those with disabilities.

Route 140 generally operates on 15 to 30-minute headways between 5 AM and 10 PM on weekdays and Saturdays, and on 65 to 70 minute headways between 6 AM and 9 PM on Sundays. In 2019, approximately 760,000 trips were made on this route, an average of 2,090 riders per day. ***Route 240*** generally operates on 60-minute headways between 5 AM and 10 PM on weekdays and Saturdays. In 2019, approximately 139,000



trips were made on this route, an average of 450 riders per day. ***Route 600*** generally operates on 60 to 70-minute headways between 6 AM and 9 PM on weekdays and Saturdays, and on 90-minute headways between 7:30 AM and 6 PM on Sundays. In 2019, approximately 75,000 trips were made on this route, an average of 210 riders per day.

Transit stops are located on the east and west sides of Tamiami Trail in close proximity to the project site. The transit stop on the east side of Tamiami Trail is approximately 400 feet north of the signalized intersection of Coconut Road at Tamiami Trail. The transit stop on the west side of Tamiami Trail is located about 650 feet south of the signalized intersection of Coconut Road at Tamiami Trail. Existing sidewalks connect the site to these transit stops. A stop is located on Coconut Road, approximately 400 feet east of Tamiami Trail – there is no direct sidewalk connection to this stop from the project site.

A stop is provided within Coconut Point Mall for Routes 140, 240 and 600, approximately ½ mile from the northern project boundary. There is not a continuous sidewalk connection from the project site to the transit center within Coconut Point Mall.

Pedestrian and Bicycle Facilities

This section presents the existing pedestrian and bicycle facilities in the vicinity of the project site.

Pedestrian facilities include sidewalks, pathways, crosswalks, and pedestrian signals. Pedestrian facilities are provided on Tamiami Trail and Coconut Road. Pedestrian facilities on Tamiami Trail are generally separated from vehicle travel by a grass area, except for along the project frontage on the approach to Coconut Road, where the sidewalk abuts the travel lane.

On Coconut Road, sidewalks are not consistently provided. On the north side of the Coconut Road, east of Tamami Trail, the sidewalk terminates approximately 250 feet west of Via Villagio, about 400 feet from Tamiami Trail. To the west of Tamiami Trail, sidewalks are provided on the north and south side of the street. On the north side of the street, the sidewalk terminates about 425 feet west of Walden Center Drive.

Signalized pedestrian crossings are provided on all legs of the Tamiami Trail at Coconut Road and Tamiami Trail at Vandenberg Way/Village Shops Way intersections, which are approximately ½-mile from each other. Where sidewalks are provided in the area, they are typically 5 to 6 feet wide.

Bicycle facilities in the Village of Estero include the following:

- Bike paths – Paved trails that are separated from roadways. These facilities are typically shared with pedestrians, although people bicycling must yield to people walking.



- Bike lanes – Lanes on roadways designated for use by people bicycling through striping, pavement legends, and signs. In the Village of Estero, no parking is allowed on roadways with bicycle lanes and a buffer is not provided.
- Bike routes – Designated roadways for bicycle use by signs only; may or may not include additional pavement width for cyclists.

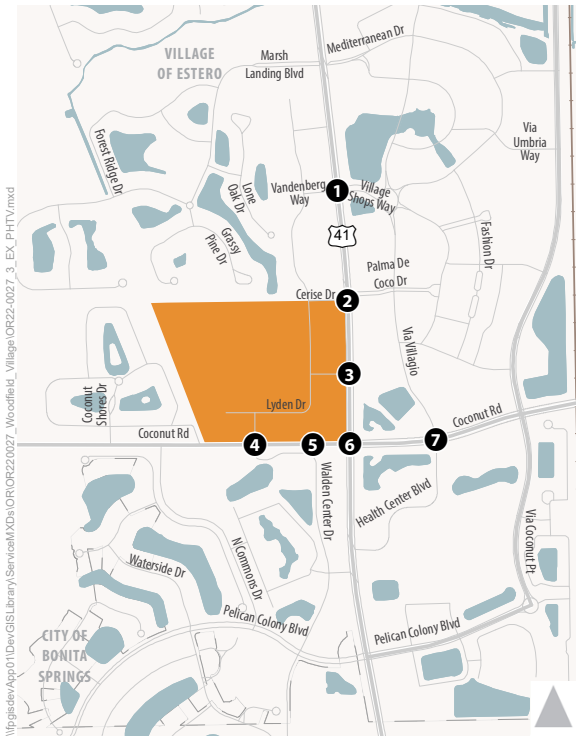
Bike paths have been identified for construction to the east of the site along the CSX right-of-way. The Village of Estero has identified both Tamiami Trail and Coconut Road as roadways with bicycle facilities. Along some sections of roadway, additional pavement width and pavement markings/signage is provided for people bicycling, and people are permitted to bicycle on the sidewalk. Based on guidance provided by the Federal Highway Administration (FHWA), the vehicle volume, and posted speed limit on both Tamiami Trail and Coconut Road, a separated bicycle facility or shared use path should be provided along those facilities to improve safety for people bicycling.

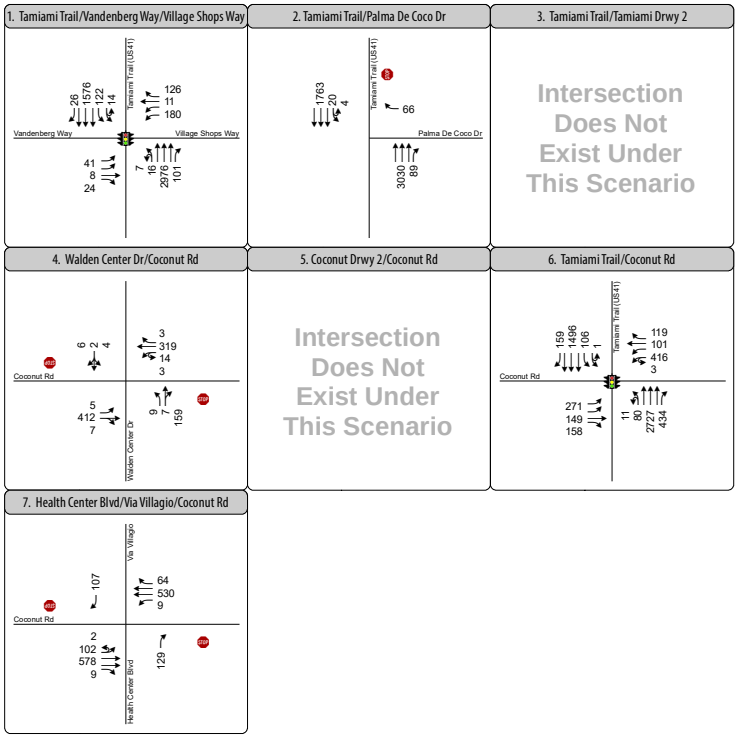
Existing Intersection Volumes

This analysis focuses on the weekday evening (4:00 to 6:00 PM) peak period when traffic volumes on the surrounding roadway network are the highest, and when the project generates the most vehicle traffic. The AM peak hour was not analyzed because the AM peak hour roadway volumes in the area are between 60 to 80 percent of the PM peak hour volumes and for the previously proposed Lee Heath project, the morning peak hour trip generation was about one third the evening peak hour. The AM peak hour driveway vehicle volumes for the Woodfield Village project is estimated to be about 65 percent of the trips generated in the PM peak hour.

Intersection vehicle turning movement counts were conducted in February 2021 on a clear day; although travel patterns were disrupted by COVID-19, the resulting traffic volumes were higher than other available data at that time. These counts were factored up by 2 percent based on a comparison of 2021 and 2022 daily roadway volumes. The comparison was based on an average of eight mid-weekdays from September of 2021 and September of 2022 on Tamiami Trail south of Coconut Road.

In addition to the count of vehicles traveling through the study intersections, a separate count of bicyclists and pedestrians was also conducted. For the study intersections, the single hour with the highest traffic volumes during the count periods was identified. The peak hour vehicle volumes are presented on **Figure** 3 along with the existing lane configuration and traffic control. Peak hour bicycle and pedestrian volumes are shown on **Figure 4.** Traffic count worksheets are provided in **Appendix A**.





Project Site

Study Intersection Locations

Turn Lane

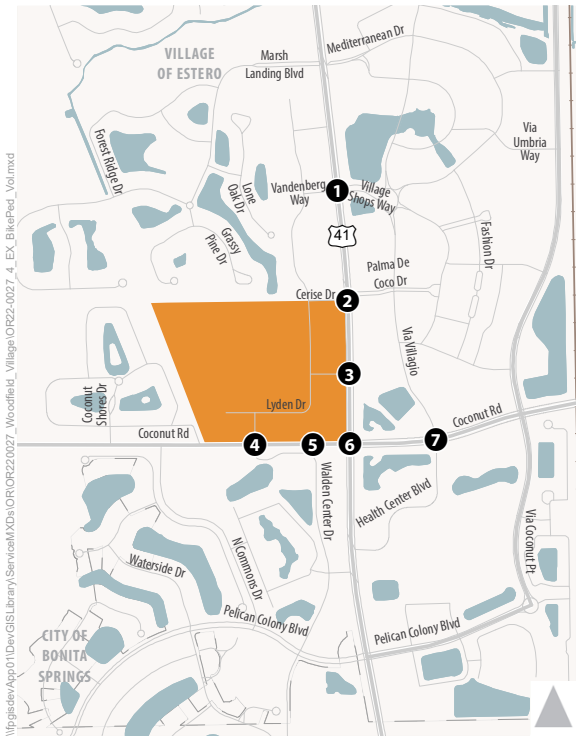
PM Peak Hour Traffic Volume

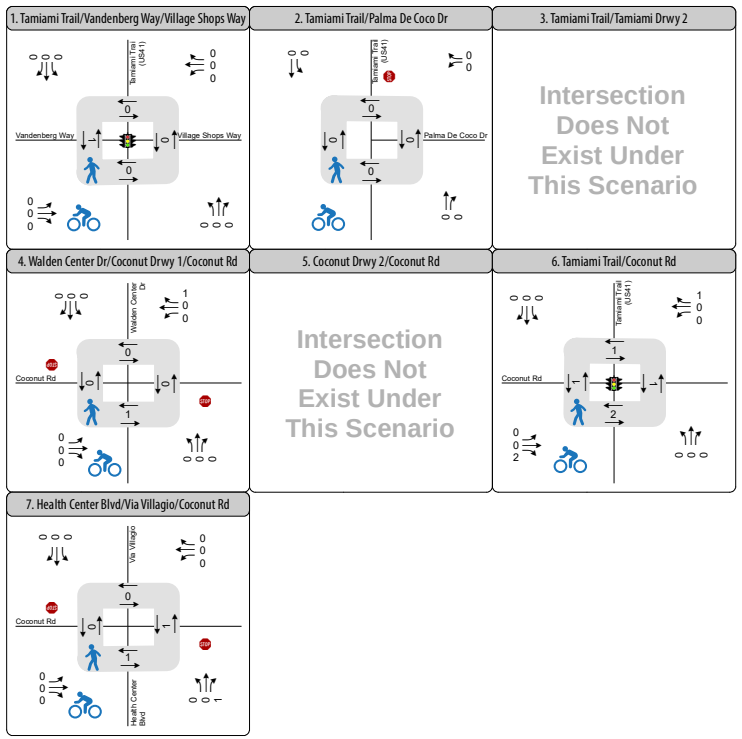
Traffic Signal

Stop Sign

Figure 3

Peak Hour Traffic Volumes and Lane Configurations - Existing Conditions





Project Site

Study Intersection Locations

PM Peak Hour Pedestrian Volume

PM Peak Hour Bicycle Volume

Traffic Signal

Stop Sign

Figure 4

PM Peak Hour Bicycle & Pedestrian Volumes - Existing Conditions

Existing Intersection Operations

Level of Service

Existing intersection operations were evaluated using the methodology described in **Chapter 1**. The analysis was based on the volumes, lane configurations and traffic control shown on **Figure 3**. Observed peak hour factors[1] were used at all intersections for the existing conditions analysis. Truck, pedestrian, and bicycle activity was factored into the analysis. The intersection operations results are summarized in **Table 3**. Detailed intersection LOS calculation worksheets are provided in **Appendix B**.

Table 3: Existing Conditions – Intersection Operations

Intersection	Control[1]	Peak Hour[2]	LOS Standard	Existing Conditions	
				Delay[3]	LOS
1. Village Shops Way at Tamiami Trail	Signalized	PM	E	28	C
2. Cerise Drive/Palma De Coco Drive at Tamiami Trail[5]	Side-Street Stop	PM	E	1 (33)	A (D)
3. Right-in/Right-out Driveway at Tamiami Trail	Future Intersection	PM	E	-	-
4. Coconut Road at Walden Center Drive	Side-Street Stop	PM	E	3 (18)	A (C)
5. Coconut Road at right-in/right-out driveway	Future Intersection	PM	E	-	-
6. Coconut Road at Tamiami Trail	Signalized	PM	E	48	D
7. Coconut Road at Via Villagio/Health Center Boulevard[5]	Side-Street Stop	PM	E	2 (12)	A (B)

Notes:
1. Existing intersection traffic control type (Side-Street Stop = Side-Street Stop control)
2. PM = Weekday evening peak hour
3. Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Bold indicates potentially unacceptable operations.
Source: Fehr & Peers, 2023.

Results of the analysis show that the study intersections all operate within the established level of service standard (LOS E) for the Village of Estero and FDOT for the intersection average.

[1] The relationship between the peak 15-minute flow rate and the full hourly volume is given by the peak-hour factor (PHF) as shown in the following equation: PHF=Hourly volume/(4* volume during the peak 15 minutes of flow). The analysis of level of service is based on peak rates of flow occurring within the peak hour because substantial short-term fluctuations typically occur during an hour.

Queues

95th percentile vehicle queues were assessed at the signalized study intersections to identify if there are vehicle movements where vehicle queues routinely extend beyond the available storage length, which could result in vehicle queues blocking pedestrian or bicycle facilities, could result in potential safety issues if a queue extends beyond the available storage and blocks the through lane, or could be indicative of the need to adjust the signal timing of intersections along the corridor to provide better vehicle progression as travel patterns change. **Table 4** presents the 95th percentile vehicle queue results at signalized intersections. At signalized intersections, 95th percentile vehicle queues generally remain within the available storage; at the intersection of Coconut Road at Tamiami Trail, the westbound left-turn queue may periodically extend past the available storage. However, the queue is contained within the taper area and does not block through travel. Queue worksheets are provided in **Appendix B.**

Peak Hour Signal Warrants

To assess the need for signalization of stop-controlled intersections, the Manual of Uniform Traffic Control (MUTCD) (Federal Highway Administration 2009) presents eight signal warrants. The Peak Hour Volume Warrant and the Peak Hour Delay Warrant was used in this study as a supplemental analysis tool to assess operations at unsignalized intersections.[2] No unsignalized intersections meet the peak hour signal warrant under existing conditions. Peak hour signal warrant spreadsheets are provided in **Appendix C**.

[2] Unsignalized intersection warrant analysis is intended to examine the general correlation between existing conditions and the need to install new traffic signals. Existing peak-hour volumes are compared against a subset of the standard traffic signal warrants recommended in the MUTCD and associated State guidelines. This analysis should not serve as the only basis for deciding whether and when to install a signal. To reach such a decision, the full set of warrants should be investigated based on field-measured traffic data and a thorough study of traffic and roadway conditions by an experienced engineer. Furthermore, the decision to install a signal should not be based solely on the warrants because the installation of signals can lead to certain types of collisions. The responsible State or local agency should undertake regular monitoring of actual traffic conditions and accident data and conduct a timely re-evaluation of the full set of warrants in order to prioritize and program intersections for signalization.



Table 4: Existing Conditions – PM Peak Hour 95th Percentile Queue at Signalized Intersections

Intersection	Movement	Storage Length (ft)[1]	95th Percentile Queue
1. Village Shops Way at Tamiami Trail	EBL	175	75
	EBT	175	50
	WBL	230	175
	WBT	245	50
	WBR	250	50
	NBL	325	50
	NBT	2,250	475
	NBR	390	25
	SBL	305	250
	SBT	2,230	400
6. Coconut Road at Tamiami Trail	EBL	735	250
	EBT	735	300
	EBR	350	125
	WBL	350	**375**
	WBT	1,450	200
	WBR	1,450	50
	NBL	435	225
	NBT	6,335	1,600
	NBR	670	75
	SBL	485	150
	SBT	2,240	650
	SBR	235	50

Notes:
1. For turn pockets, an additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.

Bold indicates queue potentially extends beyond available storage.
Source: Fehr & Peers, 2023.

3. Project Characteristics

This chapter provides a review of the trip generation, distribution and assignment analysis completed for the project. The proposed project trip generation, trip distribution, and trip assignment allow for an evaluation of project effects on the surrounding roadway network. The amount of project traffic estimated to be added to the transportation system after completion of the project was developed using a three-step process:

1. **Trip Generation** – The travel demand for the project was estimated by mode of travel (people driving, walking, bicycling and taking transit). The level of activity that would remain internal to the site (visit more than one location) as well as enter/exit the site in a vehicle was also estimated.
2. **Trip Distribution** – The directions of trips to compatible land uses and their general routes of approach/departure to the project site were identified.
3. **Trip Assignment** – Trips were then assigned to specific roadway segments and intersection turning movements based on likely paths of travel and intersection turn restrictions.

Project Description

Woodland Estero Planned Development is envisioned to be a dense, highly walkable, urban mixed-use site with office, hotel, dining, retail, and residential uses. As part of the project, eight development blocks, two parks, a linear park, and walking trails would be constructed, with the total level of development summarized in **Table 5**.

For the purposes of presenting a more refined and realistic analysis, some assumptions were made regarding the end user for the retail portions of the project as use of generic trip generation rates could understate the level of activity that could be generated by the site. This is also intended to provide flexibility in determining final tenant profiles. For example, a portion of the space envisioned to be devoted to retail was assumed to house a grocery store. This use generates more activity per square-foot than use of a generic shopping-center trip generation rate and given the level of residential development within the site and surrounding area, those types of uses are expected to serve an existing and future need.

Table 5: Development Summary

Land Use Type	Gross Square-Feet	Units (If appliable)	Notes
Office	42,000		Office was assumed to include 20,000 square feet of medical office and 22,000 square feet of general office.
Retail	62,000		For purposes of parking and trip generation assessment, retail was assumed to include approximately 17,000 square feet of general retail and 45,000 square feet of grocery uses. Actual retail development may differ.
Dining	20,000		Dining was assumed to consist of 10,000 square feet of quality restaurant and 10,000 square feet of high-turnover sit-down restaurant. Actual development may differ.
Hotel		260 rooms	
Multi-Family Residential		596 units	For purposes of parking and trip generation assessment, multi-family residential was assumed to include 538 multifamily mid-rise and 58 single family attached.
Civic Space	3,000		

Source: Woodfield Village Development Program as of 2023
1. Given the uniqueness of the land use, and the limited trip generation rates, and parking code requirements, this blend of land use assumptions results in a balanced approach for the purposes of estimating project trips.

Direct site access is proposed to be provided from one full access intersection, and three restricted access intersections. The three restricted access intersections are proposed to be unsignalized. The full access location on Coconut Road, which is currently side-street stop-controlled, is proposed to be signalized with the project. A full access intersection is located north of the project site at Village Shops Way at Tamiami Trail, which connects to the project site via Lyden Drive. Roadway connections/improvements proposed as part of the project include:

- Connect Cerise Drive to Tamiami Trail and construct a left-turn lane into the site. Maintain the current unsignalized configuration with movements restricted to left-in/right-in and right-out only.
- Along the general alignment of Saffron Drive, connect roadway to Tamiami Trail to provide a right-in/right-out intersection.
- Construct a full access, signalized intersection at Coconut Road at Walden Center Drive and modify Coconut Road along project frontage to provide two travel lanes in each direction from east of

Walden Center Drive. The signalization of Coconut Road at Walden Center Drive must be approved by FDOT.

- Construct a right-in/right-out access connecting to Coconut Road approximately 500 feet west of Tamiami Trail.

Within the site, new roadways would be constructed as a part of the project and would include realignment and extension of Lyden Drive to circle the entire site. Realignment and extension of Saffron Drive into the interior of the site, and extension of Walden Center Drive into the interior of the site. An additional roadway loop would be constructed in the northwest area of the site to further enhance connectivity and access. All internal roadways are proposed to provide one travel lane in each direction with either side-street stop-control or all-way stop control depending on the location within the site, and potential vehicle conflicts with primary pedestrian and bicycle routes within the site.

Sidewalks are proposed throughout the development, in addition to bicycle facilities, connecting to existing and planned off-site trails. As part of the project, a landscape buffered shared use path would encircle the site, including along the Coconut Road and Tamiami Trail frontages. The shared use path would connect to the internal sidewalk and bicycle system, as well as provide connections to planned facilities off-site facilities via Coconut Road. The planned posted speed limit on all internal site roadways is 20 miles per hour.

Project Trip Generation

Trip generation typically refers to the process of estimating the amount of vehicular traffic a project might add to the local roadway network. In addition to estimates of daily traffic, estimates are also created for the peak one-hour period during the morning (AM) and evening (PM) commute hours, when traffic volumes on adjacent streets are typically at their highest.

The traditional trip generation methods commonly used by traffic engineers do not typically provide good estimates of the vehicle trip generation of mixed-use developments (MXDs) in urban/urbanizing areas because the traditional methods do not accurately reflect the amount of internal trip linking or the level of trips made by transit, biking, and/or walking.

The most common method used by traffic engineers is outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). Previous versions of the ITE *Trip Generation* Manual only contained data primarily collected at suburban, single-use, freestanding sites, which limits the applicability of the data to mixed-use sites, such as the project, proposed to be denser in a more-walkable suburban setting, with a mix of land uses and local transit service nearby. The latest *Trip Generation* edition does address this limitation by segmenting trip generation data by setting/location. For example, trip generation estimates for multi-family high-rise buildings are available for "General Urban/Suburban," "Dense Multi-Use



Urban," and "Center City Core" settings/locations. However, this new data has smaller sample sizes with no survey sites in Florida, which reduces its reliability until more data in a variety of locations is included in the data set.

To better account for the project's mixture of land uses, as well as the Village of Estero's Comprehensive Plan goals of promoting mixed-use development that reduces vehicle trip generation and supports non-auto travel modes, Fehr & Peers calculated trip generation using three approaches. The first calculation is based on standard ITE Trip Generation rates with no adjustment. The second is based on ITE Trip Generation Rates with internalization adjustments using the ITE Trip Generation Handbook Methodology that follows the approach detailed in the NCHRP Report 684 (2011) and the third uses a mixed-use trip generation model, known as MXD+. The MXD + has was calibrated using multiple mixed-use developments across the county and then validated against three additional sites. In the validation tests MXD+ proved to be more accurate than using the ITE Trip Rates with the ITE Internalization Method in all three cases, even when MXD+ estimated more trips than the ITE method. Additional information related to the MXD+ model is provided in **Appendix D**.

In summary, three trip generation estimates were calculated based on the project description provided in Table 5:

1. ***ITE Trip Generation Unadjusted*** – this reflects the total sum of ITE trip generation estimates for the site and does not consider the potential for trips to remain internal to the project, nor the potential for trips to occur by non-auto modes of travel (see **Table 6**).
2. ***ITE Trip Generation with ITE Handbook Adjustment*** – this reflects the expected trip generation with the ITE Trip Generation Handbook methodology to estimate internal trip generation (see **Table 6**).
3. ***ITE Trip Generation with MXD+***– this reflects the expected trip generation with the MXD+ adjustments discussed previously that include estimates of internal trip capture, as well as the potential for walk, bike, and transit trips (see **Table 7)**.

For the retail uses, some trips may already be on the adjacent roadway system and stop at the site as a part of an already planned trip. For example, a person who stops at a grocery store on their way home from work, or someone who stops for coffee or to go to the gym on their way to work. These trips are known as pass-by trips and diverted-linked trips. ITE publishes pass-by trip rates for a variety of uses, including grocery stores, restaurants, and retail establishments. As the specific end users for this project are not yet determined, and the pass-by rates for the land uses assumed for the purposes of estimating trips varies from 20 percent to as much as 50 percent, a 20 percent pass-by rate was applied to all retail uses (retail, restaurant, and grocery store). These will be considered as new trips at the project driveways, but not at other intersections such as Coconut Road at Tamiami Trail.



Table 6: ITE Trip Generation

Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail (822)[1]	17,000 sf	930	24	16	40	56	56	112
Restaurant (932) [2]	10,000 sf	1,070	53	43	96	56	35	91
Restaurant (931) [3]	10,000 sf	840	0	0	0	52	26	78
Hotel (310) [4]	260 Rooms	2,080	67	53	120	78	75	153
Multifamily (mid-rise) (221) [5]	538 Units	2,440	46	153	199	128	82	210
Single-Family Attached (215)[6]	58Units	420	9	19	28	19	14	33
Grocery Store (850) [7]	45,000 sf	4,220	76	53	129	202	202	404
Office (710) [8]	22,000 sf	240	29	4	33	5	27	32
Medical Office (720)[9]	20,000 sf	720	49	13	62	24	55	79
Civic Use (495)[10]	3,000 sf	90	4	2	6	4	4	8
Total Unadjusted ITE Trip Generation		*13,050*	*357*	*356*	*713*	*624*	*576*	*1,200*
Trip Adjustments								
Internal Capture[11]		-[12]	96	93	189	249	259	508
Total Driveway Vehicle Volumes		13,040	261	263	524	375	317	692
Pass-by Trips[13]		-1,244	-26	-26	-52	-61	-61	-121
Net New Vehicle Trips to Transportation Network Based on ITE Trip Generation with ITE Handbook Adjustment		**11,800[12]**	**235**	**237**	**472**	**314**	**256**	**571**

Source: Fehr & Peers, 2023.

Notes:

1. Based on *Trip Generation* (11th Edition) trip generation rates for land use 822, General Retail, from suburban locations
2. Based on *Trip Generation* (11th Edition) trip generation rates for land use 932, High turnover restaurant
3. Based on *Trip Generation* (11th Edition) trip generation rates for land use 931, Quality Restaurants from suburban locations
4. Based on *Trip Generation* (11th Edition) trip generation rates for land use 310, Hotel, from suburban locations
5. Based on *Trip Generation* (11th Edition) trip generation rates for land use 221, Multifamily Housing Mid-Rise; multifamily housing Mid-Rise Residential with 1st Floor Commercial was considered for application for a portion of the housing, but this land use has limited data points and could over count potential internalization.
6. Based on *Trip Generation* (11th Edition) trip generation rates for land use 215, Single-Family Attached Housing
7. Based on *Trip Generation* (11th Edition) trip generation rates for land use 850, Grocery store, from suburban locations
8. Based on *Trip Generation* (11th Edition) trip generation rates for land use 710, Non-medical office, from suburban locations
9. Based on *Trip Generation* (11th Edition) trip generation rates for land use 720, Medical office from suburban locations
10. Based on *Trip Generation* (11th Edition) trip generation rates for land use 495, Recreational Community Center

11. Internal trips, meaning trips that have an origin and destination within the site, are expected to comprise 26.5 percent of morning peak hour and 42.3 percent of PM peak hour activity. The ITE method does not provide a process to estimate vehicle trip reductions on a daily basis.
12. The ITE method does not provide a process to estimate vehicle trip reductions on a daily basis.
13. A pass-by trip reduction of 20 percent was applied to retail, restaurant, and grocery store land uses after the application of internal and non-auto reductions.

As shown in **Table 6**, the unadjusted trip generation estimate is approximately 13,050 trips per day, including approximately 6,525 inbound and 6,525 outbound trips, with a total of 713 trips in the morning peak hour 1,200 trips in the evening peak hour.

Application of the internalization factors contained in the ITE Trip Generation Handbook based on the NCHRP 684 approach estimates that in the morning peak hour about 190 trips, or 26 percent of trips, could remain internal to the site. In the evening peak hour, the ITE method estimates that more than 40 percent of trips would remain internal to the site, reducing the external vehicle trip generation estimate by over 500 trips, to about 692 trips.

The validation/calibration effort of the MXD+ model in 2019 to reflect changes in trip generation rates with the removal of pre-2000 data when the 10th Edition of Trip Generation was released showed that in some instances, the ITE method could overestimate internalization of trips, resulting vehicle trip generation estimates lower than what might be generated. Additionally, the ITE method does not include separate estimates of walk/bike and transit trips to help inform the design of non-automobile infrastructure.

The MXD+ model was applied to the project with internalization, walk, bike and transit trip generation estimates developed, as detailed in **Table 7.** With the application of the mixed-use trip generation adjustments, approximately 840 daily trips are expected to remain internal to the site. An additional 570 vehicle trips are expected to be converted to walk, bike and transit trips, resulting in over 800 people walking, biking or taking transit to the site on a typical day. The number of people walking, bicycling and taking transit is higher than the number of vehicles removed from the roadway as each vehicle is assumed to have slightly more than 1 person. Overall, the MXD+ method estimates approximately 11,640 daily, 592 morning peak hour (17 percent total reduction) and 919 evening peak hour vehicle trips (23 percent total reductions). The ITE method does not provide a process to estimate vehicle trip reductions on a daily basis.

Table 7: MXD+ Model - Trip Generation Estimates

Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail (822)[1]	17,000 sf	930	24	16	40	56	56	112
Restaurant (932) [2]	10,000 sf	1,070	53	43	96	56	35	91
Restaurant (931) [3]	10,000 sf	840	0	0	0	52	26	78

Table 7: MXD+ Model - Trip Generation Estimates

Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Hotel (310) [4]	260 Rooms	2,080	67	53	120	78	75	153
Multifamily (mid-rise) (221) [5]	538 Units	2,440	46	153	199	128	82	210
Multifamily (low-rise) (220) [6]	58 Units	420	9	19	28	19	14	33
Grocery Store (850) [7]	45,000 sf	4,220	76	53	129	202	202	404
Office (710) [8]	22,000 sf	240	29	4	33	5	27	32
Medical Office (720)[9]	20,000 sf	720	49	13	62	24	55	79
Civic Use (495)[10]	3,000 sf	90	4	2	6	4	4	8
Total Trip Generation		*13,050*	*357*	*356*	*713*	*624*	*576*	*1,200*
Trip Adjustments								
Internal Capture[11]		-840	-45	-45	-90	-123	-113	-236
Vehicle Trips Converted to Walk/Bike/Transit Trips[12]		-570	-15	-16	-31	-24	-21	-45
Total Driveway Vehicle Volumes		11,640	297	295	592	477	442	919
Pass-by Trips[13]		-1,240	-26	-26	-52	-61	-61	-121
Net New Vehicle Trips to Transportation Network		**10,400**	**271**	**269**	**540**	**416**	**381**	**798**

Notes:
1. Based on *Trip Generation* (11th Edition) trip generation rates for land use 822, General Retail, from suburban locations
2. Based on *Trip Generation* (11th Edition) trip generation rates for land use 932, High turnover restaurant
3. Based on *Trip Generation* (11th Edition) trip generation rates for land use 931, Quality Restaurants from suburban locations
4. Based on *Trip Generation* (11th Edition) trip generation rates for land use 310, Hotel, from suburban locations
5. Based on *Trip Generation* (11th Edition) trip generation rates for land use 931, Multifamily Housing Mid-Rise; multifamily housing Mid-Rise Residential with 1st Floor Commercial was considered for application for a portion of the housing, but this land use has limited data points and could over count potential internalization.
6. Based on *Trip Generation* (11th Edition) trip generation rates for land use 930, Multifamily Housing Low Rise.
7. Based on *Trip Generation* (11th Edition) trip generation rates for land use 850, Grocery store, from suburban locations
8. Based on *Trip Generation* (11th Edition) trip generation rates for land use 710, Non-medical office, from suburban locations
9. Based on *Trip Generation* (11th Edition) trip generation rates for land use 720, Medical office from suburban locations
10. Based on *Trip Generation* (11th Edition) trip generation rates for land use 495, Recreational Community Center
11. Internal trips, meaning trips that have an origin and destination within the site, are expected to comprise 6.5 percent of daily, 12.6 percent of morning peak hour and 19.7 percent of PM peak hour activity.
12. Walk/bike and transit trips are expected to comprise 4.3 percent of daily activity, 4.3 percent of morning peak hour and 3.8 percent of evening peak hour activity.
13. A pass-by trip reduction of 20 percent was applied to retail, restaurant, and grocery store land uses after the application of internal and non-auto reductions.

Source: Fehr & Peers, 2023.

A summary of the trip generation results for each scenario is provided in **Table 8,** which shows that the ITE method that is typically used estimates significantly more internalization of vehicle trips than the MXD+ approach. Additionally, the ITE method does not provide information about the potential level of walk, bike and transit trips to the site. As the MXD+ approach has been shown to be more accurate than the ITE methodologies and because the MXD+ estimates are higher that the ITE Trip Generation Handbook estimates, the off-site analysis was completed with the MXD+ vehicle trip generation to provide more confidence in the analysis results and not understate potential effects to the transportation system.

Table 8: Driveway Vehicle Trip Generation Comparison

Methodology	Daily	AM Peak Hour			PM Peak Hour		
		Inbound	Outbound	Total	Inbound	Outbound	Total
ITE Trip Generation Unadjusted[1]	13,040	357	356	713	624	576	1,200
ITE Trip Generation with ITE Handbook Adjustment	13,040	261	263	524	375	317	692
ITE Trip Generation with MXD+ Adjustment[2]	11,640	297	295	592	477	442	919

Notes:
1. See Table 6 for details.
2. See Table 7 for details.

Source: Fehr & Peers, 2023.

Project Trip Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the site. Estimates of regional project trip distribution were developed based on existing travel patterns in the area derived from traffic counts as well as mobile device data, as presented on **Figure 5**. Different trip distributions were developed for vehicle trips versus walk/bike transit trips, as the walk and bike trips are expected to come from within the immediate project vicinity, while vehicle trips tend to be longer distance. Project vehicle trips were assigned to study intersections based on these directions of approach and departure. Walk and bike trips were also assigned to roadway crossings in the area on the daily basis, and transit trips were treated as walk trips to/from the site to transit stops. Project trip assignment for all modes is presented on **Figure 6**.

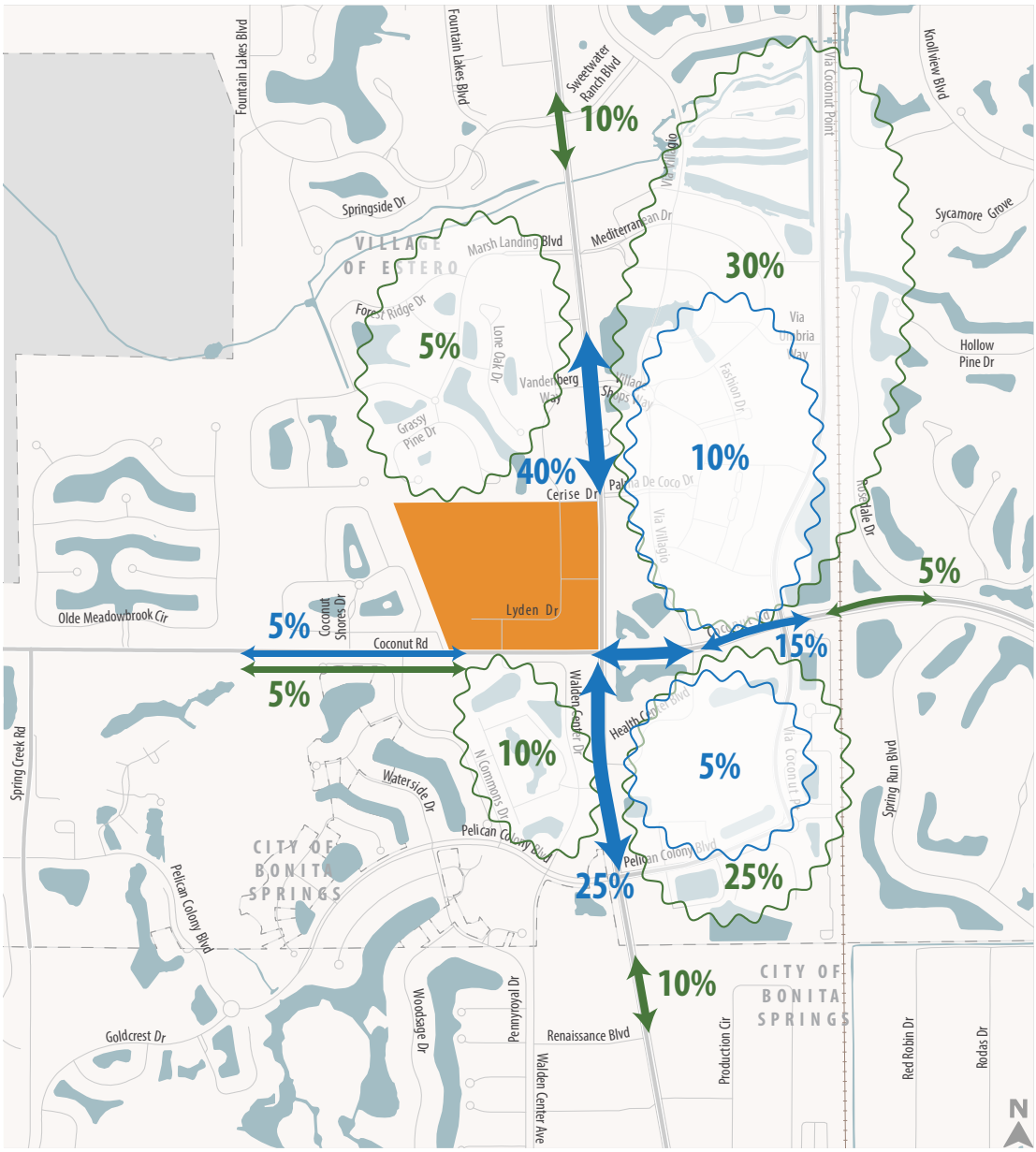


Figure 5

Project Trip Distribution

OR22-0027_5_TripDistribution

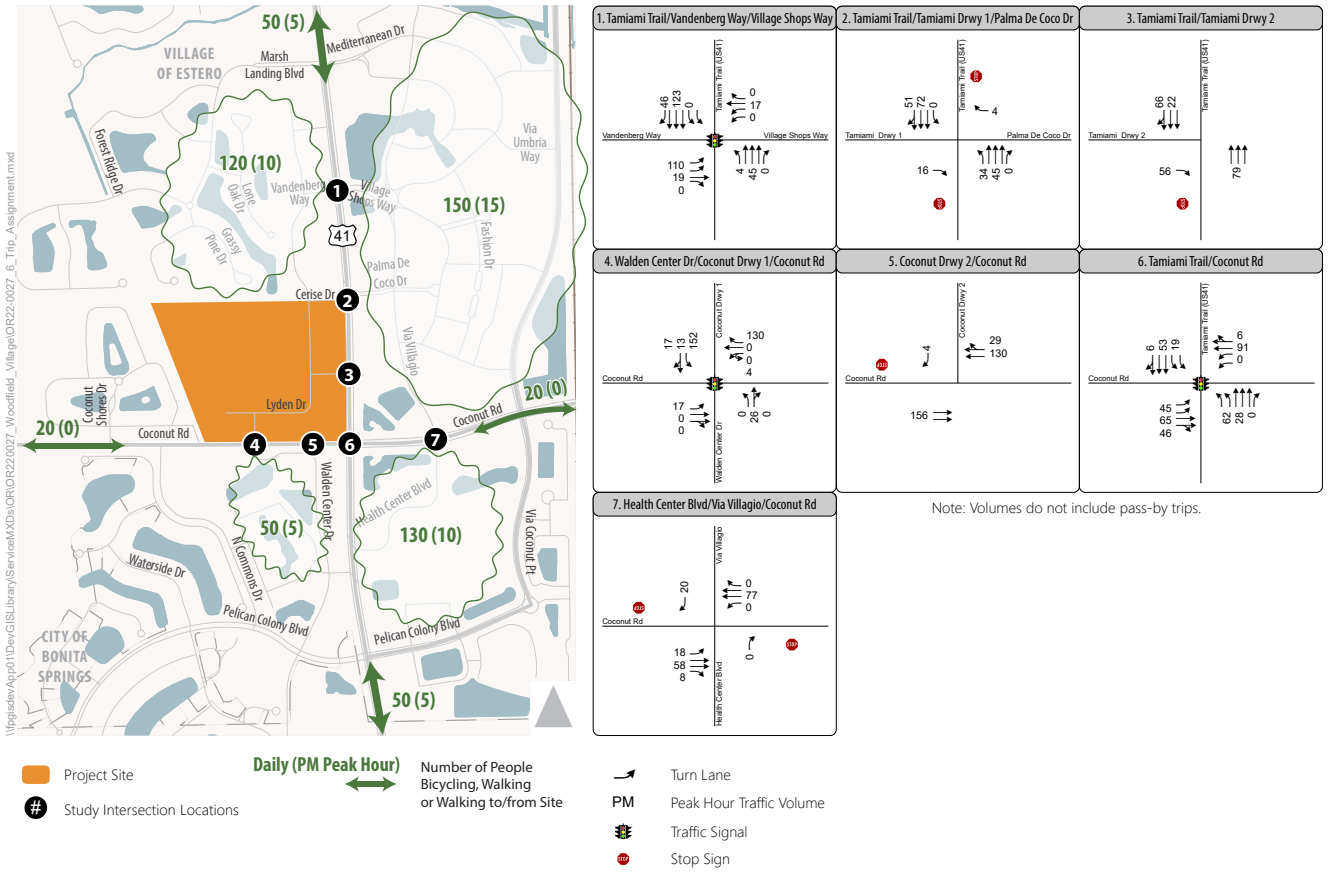


Figure 6

Project Trip Assignment

4. Traffic Operations

This chapter evaluates off-site traffic operations under Existing and Near-term conditions without and with the project.

Existing Conditions

Existing with Project Traffic Volumes

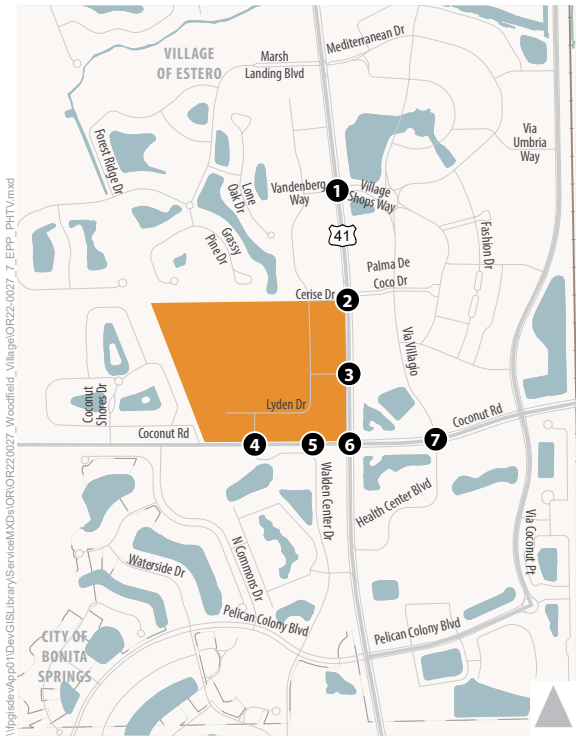
The project vehicle traffic volumes on **Figure 6** were added to the existing traffic volumes from **Figure 3** to estimate the Existing with Project traffic volumes, as shown on **Figure 7.** Improvements at the site access intersections as described in the Project Description section of Chapter 3 were incorporated in the analysis. The assumed lane configurations in the analysis are also shown on **Figure 7.**

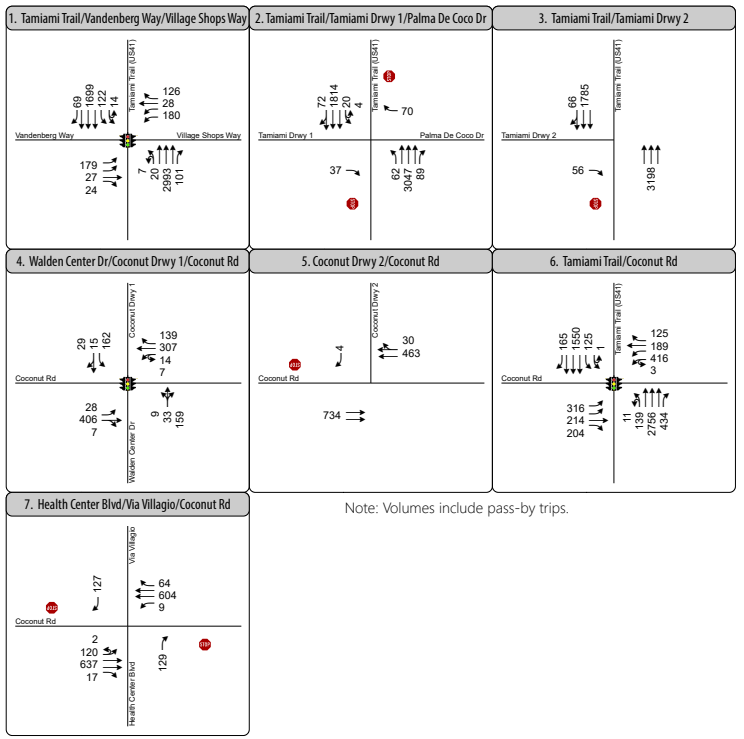
Analysis of Existing with Project Conditions

Intersection Operations

Intersections were evaluated under Existing with Project conditions using the methods described in Chapter 1. The Existing with Project analysis results are presented in **Table 9**, based on the traffic volumes and intersection configurations presented on **Figure 7**, along with the results for Existing conditions.

With the addition of project traffic and roadway network changes proposed as part of the project, all intersections would operate within the level of service standard (LOS E) set by FDOT and the Village of Estero. Despite increased volumes at the intersection of Village Shops Way at Tamiami Trail, the LOS decreases by approximately 5 seconds. Many of the project trips at the intersection were added to the northbound and southbound through movements which experience less delay than the side streets. Therefore, the shorter delay for the through movements is weighted more heavily, decreasing the overall delay at the intersection.





Note: Volumes include pass-by trips.

Project Site

Study Intersection Locations

Turn Lane

PM Peak Hour Traffic Volume

Traffic Signal

Stop Sign

Figure 7

Peak Hour Traffic Volumes and Lane Configurations - Existing Plus Project Conditions

Table 9: Existing with Project Conditions – Intersection Operations

Intersection	Control[1]	Peak Hour[2]	LOS Standard	Existing		Existing with Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Village Shops Way at Tamiami Trail	Signalized	PM	E	28	C	20	C
2. Cerise Drive/Palma De Coco Drive at Tamiami Trail	Side-Street Stop	PM	E	1 (33)	A (D)	1 (34)	A (D)
3. Right-in/Right-out Driveway at Tamiami Trail	Side-Street Stop	PM	E	-	-	0 (13)	A (B)
4. Coconut Road at Walden Center Drive	Signalized	PM	E	3 (18)	A (C)	25	C
5. Coconut Road at right-in/right-out driveway	Side-Street Stop	PM	E	-	-	0 (10)	A (B)
6. Coconut Road at Tamiami Trail	Signalized	PM	E	48	D	62	E
7. Coconut Road at Via Villagio/Health Center Boulevard	Side-Street Stop	PM	E	2 (12)	A (B)	3 (12)	A (B)

Notes:
1. Existing intersection traffic control type (Side-Street Stop = Side-Street Stop control)
2. PM = Weekday evening peak hour
3. Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Source: Fehr & Peers, 2023.

Vehicle Queues

Although all intersections are projected to operate within the Village of Estero and FDOT requirements, there can be periodic vehicle queue spillback and delays greater than shown in **Table 8** for some movements. **Table 9** presents the 95th percentile vehicle queue results for key turning movements. Queue worksheets are provided in **Appendix B.**

Table 10: Existing with Project Conditions – 95th Percentile Queue

Intersection	Movement	Storage Length (ft)[1]	PM Peak Period	
			Without Project	With Project
1. Village Shops Way at Tamiami Trail	EBL	175	75	**>225**
	EBT	175	50	100
	WBL	230	175	175
	WBT	245	50	100
	WBR	250	50	50
	NBL	325	50	50

Table 10: Existing with Project Conditions – 95th Percentile Queue

Intersection	Movement	Storage Length (ft)[1]	PM Peak Period	
			Without Project	With Project
	NBT	2250	475	350
	NBR	390	25	25
	SBL	305	250	150
	SBT	2230	400	475
	SBR	350	-	25
2. Cerise Drive/Palma De Coco Drive at Tamiami Trail	NBL	- / 225	-	25
	NBT	- / 600	-	-
	NBR	- / 405	-	-
	SBL	400	25	25
	SBT	- / 845	-	-
3. Right-in/Right-out Driveway at Tamiami Trail	EBR	- / 250	-	25
	NBT	- / 650	-	-
	SBT	- / 600	-	-
4. Coconut Road at Walden Center Drive	EBL	325	-	75
	EBT	2,500<	-	450
	WBL	250	-	50
	WBT	730	-	325
	WBR	150	-	25
	NBL	>500	25	25
	NBT	>500	50	100
	SBL	220	25	200
	SBT	220	-	50
6. Coconut Road at Tamiami Trail	EBL	735	250	275
	EBT	735	300	500
	EBR	350	125	300
	WBL	350	**375**	**375**
	WBT	1,450	200	375
	WBR	1,450	50	50
	NBL	435	225	425
	NBT	6,335	1,600	1,625
	NBR	670	75	75
	SBL	485	150	175

Table 10: Existing with Project Conditions – 95th Percentile Queue

Intersection	Movement	Storage Length (ft)[1]	PM Peak Period	
			Without Project	With Project
	SBT	2,240	650	700
	SBR	235	50	25

Notes:
1. An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.

Bold indicates queue potentially extends beyond available storage.
Source: Fehr & Peers, 2023.

The only movements where the queue exceeds available storage is the eastbound left at the intersection of Village Shops Way at Tamiami Trail and the westbound left at the intersection of Coconut Road at Tamiami Trail. The queue at Coconut Road at Tamiami Trail is exceeded under existing conditions as well. Under both existing conditions scenarios, the queues could be improved with changes to the signal timing. Recommendations are detailed in a subsequent section.

Peak Hour Signal Warrants

Peak hour traffic signal warrants were reviewed at the intersections that are proposed to remain unsignalized with the project. No unsignalized study intersection would meet signal warrants based on existing with project traffic volumes. The proposed signal at the intersection of Walden Center Drive and Coconut Road does meet signal warrants with the addition of project traffic. Peak hour signal warrant spreadsheets are provided in **Appendix C**.

Near-Term Traffic Conditions

This section discusses near-term traffic conditions both without and with the project. The near-term conditions analysis considers approved projects within the study area that are expected to be constructed and occupied in the next five to ten years. Near-term conditions do not consider the previously approved land use for the project location.

Near-Term Forecasts

Traffic volumes for the Near-Term condition were developed by considering the amount of vehicle traffic that could be generated by approved and pending projects in the area. An initial list of projects was developed based on a review of the *Coconut Road Traffic Study – March 2016*, prepared by Trebilcock Consulting Solutions, PA. The list was reviewed to identify approved projects that had yet to be constructed and approved projects that have been constructed and occupied. Additionally, the Village of Estero and



Bonita Springs were contacted to determine if there were new approved projects in the area that should be considered in the analysis. Based on this review, the projects that included in the assessment of near-term conditions are summarized in **Table 11** with their locations noted on **Figure 8**.

Table 11: Study Area Approved/Pending Projects

Map #	STRAP Number	Parcel Name	Project Description
1	07-47-25-B2-00004.00CE	Pelican Landing Community Association	Marina - 20 slips Restaurant - 3,000 sf
2A/2B	07-47-25-B2-00003.0370 07-47-25-B2-00003.0000	Estero Bay Marine	Multi-Family Residential – 224 units Marina – 72 slips
3	07-47-25-B2-00000.0010	WCI/Pelican Landing DRI	Condominium/Townhomes – 400 units
4	06-47-25-00-00002.0030	Pelican Landing Timeshare	Condominium/Townhomes - 267 units
6	17-47-25-B1-U1681.1891	WCI Communities INC	Multi-Family Residential - 150 units
7	08-47-25-01 +	El Dorado Acres Subdivision	Single-Family – 97 Units
8	08-47-25-00-00003.0030	John T Watson	Single-Family - 2 Units
9	08-47-25-00-00004.0000 08-47-25-E2-U1757.2005 8-47-25-01-00016.1000	Headwaters Coconut Road General Partnership	Single-Family - 25 Units
12	09-47-25-E1-U1823.2024	Dewane/Docese of Venice	Single-Family - 93 Units
13	09-47-25-E4-U1882.1994	Coconut Road Associates LLC	General Office - 112,484 sf
16	09-47-25-E3-31000.0050	Coconut Square Lot 5 Hotel	Hotel – 128 Rooms
17	09-47-25-E3-31000.0010	Naples Diagnostic Imaging	General Office - 15,500 sf
23	09-47-25-E3-473C3.00000	Florida Cancer Specialist	Medical Office Building – 16,000 sf
24	04-47-25-E3-5100E.0000	JDM Development	Medical Office Building – 10,941
25	Lyden Drive Development	London Bay Development Group	General Office – 40,000 sf
26	22-47-25-B1-0150D.0040	Prestige Marble	Building Materials and Lumber Store – 14,576 sf
27	16-47-25-B2-2800F.0000	Burkhardt Fast Food	Donut Shop – 1,380 sf
28	17-47-25-B1-U1681.1891	Infinity at the Colony	Multifamily High-rise – 96 units

Source: Coconut Road Traffic Study – March 2016, Village of Estero Development Review Department, 2021, and Bonita Springs Community Development Projects of Interest, 2022.



Traffic that could be generated by these developments was estimated using the rates from the 11th Edition of the ITE Trip Generation Manual with the results presented in **Table 12**. Vehicle trips from these projects were then assigned to the roadway network based on existing travel patterns in the area. Additionally, traffic volumes on Tamiami Trail were increased by 5 percent to account for other regional through traffic that could occur within the next 10 years to account for approved projects outside the immediate study area. These volumes were then added to existing traffic counts, with the resulting traffic volumes presented on **Figure 9.** The net trip generation for the proposed project was added to the Near-term without Project volumes to estimate near-term conditions with the project. These volumes are also shown on **Figure 10.**



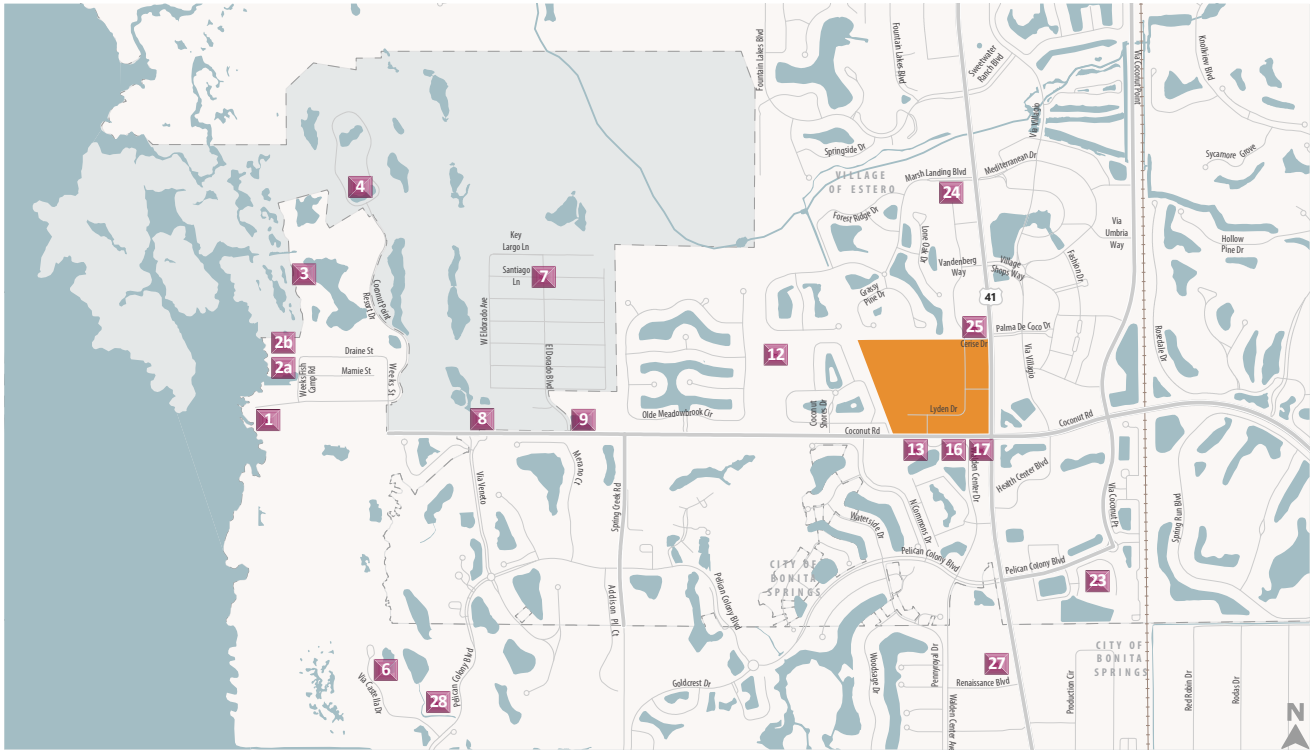
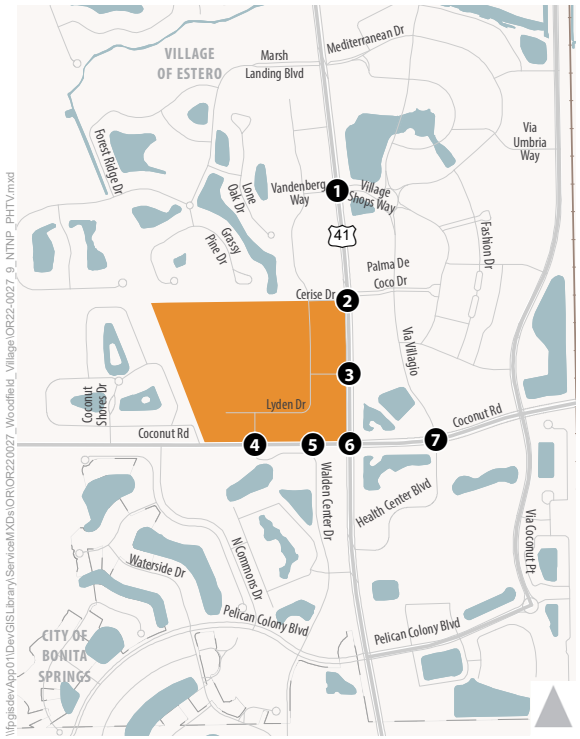


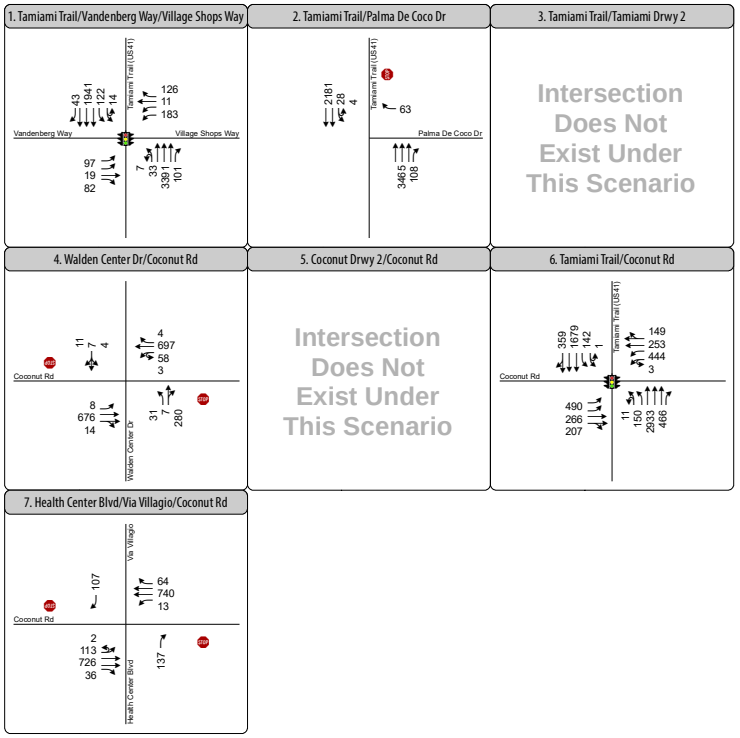
Figure 8

Approved/Pending Project Locations

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Project Site

Study Intersection Locations

Turn Lane

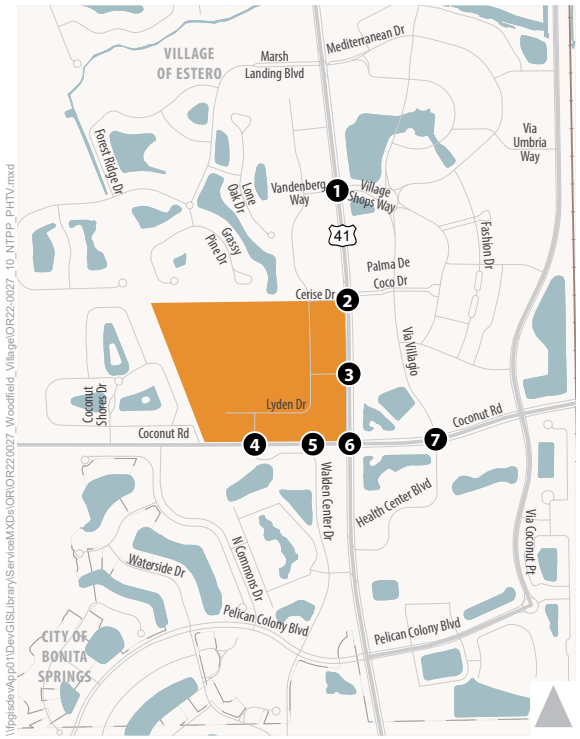
PM Peak Hour Traffic Volume

Traffic Signal

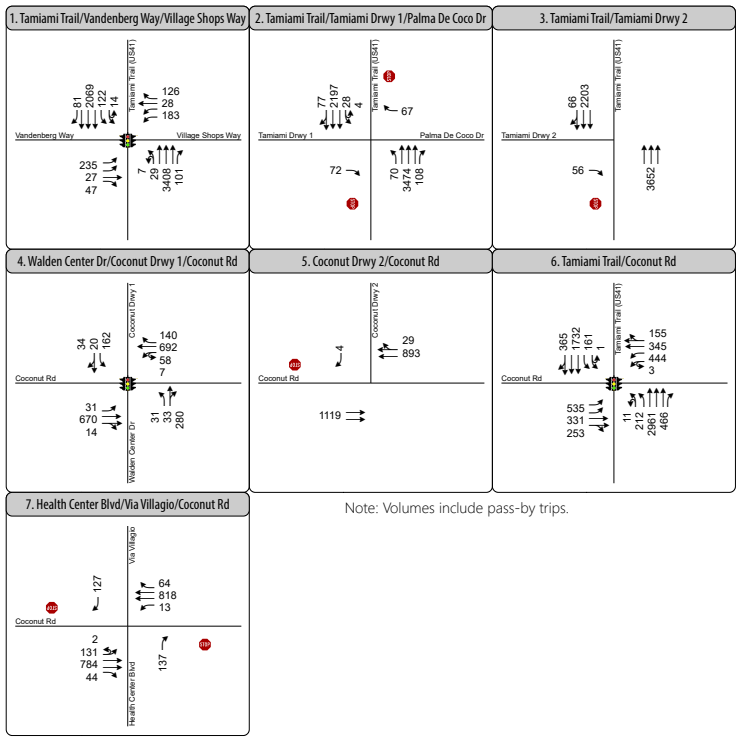
Stop Sign

Figure 9

Peak Hour Traffic Volumes and Lane Configurations - Near-Term No Project Conditions



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Note: Volumes include pass-by trips.

Project Site

Study Intersection Locations

Turn Lane

PM Peak Hour Traffic Volume

Traffic Signal

Stop Sign

Figure 10

Peak Hour Traffic Volumes and Lane Configurations - Near-Term Plus Project Conditions

Table 12: Approved Project PM Peak Hour Trip Generation Estimates

Map Number	Project	Use	ITE Land Use Code	PM Peak Hour		
				In	Out	Total
1	Pelican Landing Community Association	Marina – 20 slips	420	4	2	6
		Restaurant – 3,000 sf	931	15	8	23
2A/2B	Estero Bay Marine	Multi-Family – 144 units	221	34	22	56
		Multi-Family – 156 units	222	39	25	64
		Marina – 72 slips	420	9	6	15
3	WCI/Pelican Landing DRI	Multi-Family – 400 units	222	129	75	204
4	Pelican Landing Timeshare	Townhomes – 267 units	220	86	50	136
6	WCI Communities INC	Multi-Family – 150 units	221	49	28	77
7	El Dorado Acres Subdivision	Single-Family – 98 Units	210	58	34	92
8	John T Watson	Single-Family – 2 Units	210	1	1	2
9	Headwaters Coconut Road General Partnership	Single-Family – 25 units	210	15	9	24
12	Dewane/Docese of Venice	Single-Family – 93 Units	210	55	32	87
13	Coconut Road Associates LLC	General Office – 112,484 sf	710	29	154	183
16	Allsee Investment LP	Hotel – 128 Rooms	310	39	37	76
17	Naples Diagnostic Imaging	General Office – 15,500 sf	710	5	29	34
23	Florida Cancer Specialist – Estero	Medical Office – 16,000 sf	720	18	45	63
24	JDM Development	Medical Office – 10,941 sf	720	12	31	43
25	London Bay Development Group	General Office – 60,000 sf	720	17	92	109
26	22-47-25-B1-0150D.0040	Prestige Marble	812	15	18	33
27	16-47-25-B2-2800F.0000	Burkhardt Donut Shop	937	27	58	85
28	17-47-25-B1-U1681.1891	Infinity at the Colony	222	38	23	61

Source: Institute of Transportation Engineers, 11th Edition Trip Generation Manual and Fehr & Peers, 2023.



Near-Term Roadway Assumptions

Several improvements are planned at other intersections in the area, including:

- Signalization of the Pelican Colony Boulevard at Tamiami Trail intersection
- Construction of a second northbound left-turn lane at the intersection of Tamiami Trail at Coconut Road within the existing pavement cross-section, and conversion of both the east and westbound right-turn only lanes to a through-right shared lane Signal timings were updated at this intersection due to lane configuration changes.
- Construction of single-lane roundabouts at the following locations on Coconut Road:
    - Olde Meadowbrook Boulevard
    - El Dorado Boulevard
    - Coconut Shores Drive

Improvements with the project were described previously and include signalization of the intersection of Walden Center Drive at Coconut Road and other roadway connections to Coconut Road and Tamiami Trail. The resulting lane configurations are also shown on **Figure 9** and **Figure 10**.

Analysis of Near-Term Conditions

Intersection Operations

Near-Term without and with Project conditions were evaluated using the same methods described in Chapter 1. The analysis results are presented in **Table 13**, based on the traffic volumes and lane configurations presented on **Figure 9** and **Figure 10**. Unless otherwise stated above, for the analysis of near-term conditions, peak hour factors, signal timings, pedestrian and bicycle volumes, and heavy vehicle percentages were left unchanged from the existing condition for the two-existing signalized intersections. For the new signalized intersection on Coconut Road, general timing parameters from the existing signalized intersections were used. The signalization of Coconut Road at Walden Center Drive and any signal timing changes at Coconut Road at Tamiami Trail would have to be coordinated with FDOT. All intersections operate acceptably in near-term with project conditions with the exception of the intersection of Cerise Drive/Palma de Coco Drive at Tamiami Trail. While the overall intersection operates at LOS A, the worst side-street movement at the intersection of Cerise Drive and Palma De Coco Drive operates at LOS F under both near-term and near-term with project scenarios. In near-term without project conditions the intersection of Coconut Road at Walden Center Drive, which is unsignalized under this scenario, operates at LOS F.



Table 13: Near-Term Conditions – Intersection Operations

Intersection	Control[1]	Peak Hour[2]	LOS Standard	Near Term Without Project		Near Term With Project	
				Delay[3]	LOS	Delay[3]	LOS
1. Village Shops Way at Tamiami Trail	Signalized	PM	E	22	C	30	C
2. Cerise Drive/Palma De Coco Drive at Tamiami Trail	Side-Street Stop	PM	E	**2 (109)**	**A (F)**	**2 (118)**	**A (F)**
3. Right-in/Right-out Driveway at Tamiami Trail	Side-Street Stop	PM	E	-	-	0 (16)	A (C)
4. Coconut Road at Walden Center Drive	Side-Street Stop / Signalized	PM	E	**6 (103)**	**A (F)**	64	E
5. Coconut Road at right-in/right-out driveway	Future Intersection	PM	E	-	-	0 (12)	A (B)
6. Coconut Road at Tamiami Trail[5]	Signalized	PM	E	68	E	79	E
7. Coconut Road at Via Villagio/ Health Center Boulevard	Side-Street Stop	PM	E	2 (13)	A (B)	2 (14)	A (B)

Notes:
1. Existing intersection traffic control type (Side-Street Stop = Side-Street Stop control)
2. PM = Weekday evening peak hour
3. Whole intersection average delay reported for signalized intersections. Side-Street Stop-Controlled intersection delay presented as Whole Intersection Average Delay (Worst Movement Delay).
Bold indicates potentially unacceptable operations.
Source: Fehr & Peers, 2023.

Vehicle Queues

Table 12 presents the 95th percentile vehicle queue results for key turning movements. Queue worksheets are provided in **Appendix B.** The westbound left-turn and eastbound left-turn at Coconut Road and Tamiami Trail would periodically extend past the available storage without and with the project in the near-term scenario. The southbound left-turn Coconut Road and Walden Center Drive and the eastbound left-turn at Village Shops Way and Tamiami Trail would exceed available storage with the addition of the project. Periodic queue spillback is expected along the corridor. Signal timing changes would be sufficient to improve queues at Village Shops Way and Tamiami Trail and at Coconut Road and Walden Center Drive.



Table 14: Near-Term Conditions – 95th Percentile Queue

Intersection	Movement	Storage Length (ft)[1]	PM Peak Period	
			Without Project	With Project
1. Village Shops Way at Tamiami Trail	EBL	175	125	**>325**
	EBT	175	75	100
	WBL	230	175	200
	WBT	245	50	100
	WBR	250	50	50
	NBL	325	75	50
	NBT	1,500	325	350
	NBR	390	25	25
	SBL	305	250	250
	SBT	2,230	550	625
2. Cerise Drive/Palma De Coco Drive at Tamiami Trail	EBR	295	-	25
	WBR	335	100	100
	NBL	225[2]	-	25
	NBR	405	25	25
	SBL	400	50	50
3. Right-in/Right-out Driveway at Trail	EBR	250	-	25
4. Coconut Road at Walden Center Drive (Unsignalized under Near-Term With Project, Signalized under Near-Term With Project)	EBL	375	25	100
	EBT	2,500<	-	400
	WBL	250	25	125
	WBT	730	-	425
	WBR	150	-	25
	NBL	>500	50	75
	NBT	>500	100	325
	SBL[2]	220	-	**325**
	SBT	220	25	75
6. Coconut Road at Tamiami Trail	EBL	400	**>500**	**>575**
	EBT	735	450	600
	WBL	350	**375**	**425**
	WBT	1,450	325	450
	NBL	435	175	225
	NBT	6,335	1,750	1,800
	NBR	670	75	100

Table 14: Near-Term Conditions – 95th Percentile Queue

Intersection	Movement	Storage Length (ft)[1]	PM Peak Period	
			Without Project	With Project
	SBL	485	175	200
	SBT	2,250	450	475

Notes:
1. An additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
2. Dedicated left-turn lane not provided under Near Term Without Project Conditions

Bold indicates queue potentially extends beyond available storage.
Source: Fehr & Peers, 2023.

Peak Hour Signal Warrants

Peak hour traffic signal warrants were reviewed at the intersections that are proposed to remain unsignalized with the project. Peak hour warrants are met at the following intersection:

Coconut Road at Walden Center Drive (existing unsignalized intersection) peak hour volume warrants would be satisfied at this intersection under Near Term Without Project Conditions. A signal is proposed as part of the project, and the signal warrant continues to be met under Near-Term With Project Conditions.

Coconut Road at Via Villagio/Health Center Boulevard (existing unsignalized intersection) - peak hour volume warrants would be satisfied at this intersection under Near Term Without Project and Near Term Plus Project Conditions However, the signal warrant does not account for intersection restricting left-outs, and it is easier to find a gap in traffic when turning right than turning left. All turning movements operate at acceptable levels of service and there has not been a reported fatal or severe injury crash at the intersection in the past ten years. Meeting the signal warrant does not necessitate the installation of a signal, and based on the context of the intersection, it is not recommended for signalization at this time.

No additional unsignalized study intersection would meet signal warrants in the near-term condition. Peak hour signal warrant spreadsheets are provided in **Appendix C**.

Recommendations

Based on the results of the intersection analysis and the Criteria presented in Chapter 1, Fehr & Peers recommends the following for each study intersection in addition to retiming of intersections along the corridor:

1. ***Village Shops Way at Tamiami Trail*** (existing signalized intersection) – this intersection is expected to operate at an acceptable vehicle level of service with the addition of project traffic in the existing condition. However, the eastbound left-turn queue could extend beyond the available storage. In the Existing with Project condition, vehicle queues could be managed through minor signal timing modifications.
2. ***Cerise Drive/Palma De Coco Drive at Tamiami Trail*** (unsignalized, restricted access) – this intersection is expected to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.
3. ***Right-in/Right-out Driveway at Tamiami Trail*** (proposed with project) – this intersection would operate acceptably as right-in/right-out as it is expected to be a fairly low volume roadway connection. Based on the level of through traffic, and the expected turn volumes, a right-turn deceleration lane is not recommended.
4. ***Coconut Road at Walden Center Drive*** (existing unsignalized intersection, signalized with the project) – the intersection would operate acceptably under existing plus project and near-term with project conditions, with installation of a traffic signal as a part of the project. Under near-term without project conditions, the intersection is projected to operate at LOS F and meet the peak hour signal warrant with the addition of traffic from other approved projects.
5. ***Coconut Road at right-in/right-out driveway*** (proposed with project) – this intersection is projected operate acceptably as right-in/right-out. Based on the level of through traffic, and the expected right-turn volume, a right-turn deceleration lane is not recommended.
6. ***Coconut Road at Tamiami Trail (existing signalized intersection)*** – this intersection would operate acceptably under existing conditions with the addition of project traffic. In the existing condition, vehicle queues are expected to be manageable through signal timing modifications.
7. ***Coconut Road at Via Villagio/Health Center Boulevard (existing unsignalized intersection)*** – this intersection would continue to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.

5. Roadway Segment Analysis

Between 1989 and 2011, all public facilities were subject to *Statewide* concurrency, meaning that new development could not be approved unless public facilities needed to support existing development, entitled development and the project was available, including roadway facilities to support demand for vehicle travel. Sanitary sewer, solid waste, drainage, and potable water are public facilities and services still subject to statewide concurrency legislation.

For transportation, Lee County has established non-regulatory planning-level standards to provide adequate roadway capacity to maintain vehicle level of service standards on county-maintained arterial and major collector roadway segments. Although intersections are typically the constrained locations within a roadway system, a volume-to-capacity analysis can help to identify where there might be existing or future capacity issues, or where the provision of additional mobility choices, such as bicycle facilities, walking paths, and transit should be prioritized so people have mobility options.

Existing Roadway Segment Volumes

The extent of the roadway segment analysis was determined based on the amount of vehicle traffic that the project is expected to generate, the general direction and routes of travel those vehicle trips would take to access the site, and the percent of vehicle traffic that the project might ultimately comprise of the total travel stream. Based on a review of the roadway network in the area of project influence, the project could increase vehicle traffic on portions of Coconut Road, Tamiami Trail, Old SR 41, and Corkscrew Road by more than 100 PM peak hour trips, which was identified as the threshold for added traffic based on Administrative Code 13-17, *Traffic Study Guidelines for Planned Development Rezonings*, Adopted April 15, 1992.

Existing peak hour volumes on these roadway segments were obtained from recent traffic counts, the 2022 Lee County Concurrency Study, Lee County 2021 Traffic Count Spreadsheet and FDOT, as presented in **Table 15.** These volumes generally represent the 100th highest PM peak hour and were compared to the generalized roadway capacity and the level of service thresholds. These generalized capacity levels do not fully account for the added capacity that is provided at intersections through the provision of turn lanes, especially when there are right-turn lanes and more than one left-turn lane. The 2021 volumes were multiplied by two percent to reflect increase in traffic in the area.

The roadway segment analysis presented in **Table 15** indicates that most roadways in the project area of influence operate within the established level of service standard as set by Lee County, FDOT, and the Village of Estero. However, there are a few portions of Tamiami Trail where the northbound PM peak hour volume

exceeds the volume threshold, specifically between Williams Road and Estero Parkway and between Coconut Road and Pelican Colony Road.

Table 15: Existing PM Peak Hour Roadway Segment Summary

Roadway	Extents	Class	Total Lanes	Directional Capacity	Eastbound/ Northbound		Westbound/ Southbound	
					Volume	LOS	Volume	LOS
Coconut Road	West of Walden Center Drive	Major Collector	2	860	424	C	335	C
Coconut Road	Walden Center Drive to SR 41	Major Collector	2	860	575	D	340	C
Coconut Road	SR 41 to Via Coconut Point	Major Collector	4	1,900	692	C	640	C
Coconut Road	East of Coconut Point	Major Collector	4	1,900	707	C	604	C
Corkscrew Road	East of SR 41	County Arterial	4	1,900	1,116	C	1,047	C
Tamiami Trail (SR 41)	North of Alico Road	FDOT Arterial	6	3,171	2,358	D	2,011	C
Tamiami Trail (SR 41)	Between Alico Rd and Estero Parkway	FDOT Arterial	6	3,171	2,358	D	2,011	C
Tamiami Trail (SR 41)	Between Estero Parkway and Corkscrew Rd	FDOT Arterial	6	3,171	3051	E	2,148	C
Tamiami Trail (SR 41)	Between Corkscrew Road and Williams Road	FDOT Arterial	6	3,171	3051	E	2,148	C
Tamiami Trail (SR 41)	Between Williams Road and Village Shops Way	FDOT Arterial	6	3,171	3,157	E	1,738	C
Tamiami Trail (SR 41)	Between Village Shops Way and Cerise Drive	FDOT Arterial	6	3,171	3,100	E	1,787	C
Tamiami Trail (SR 41)	Between Cerise Drive and Coconut Road	FDOT Arterial	6	3,171	3,119	E	1,762	C
Tamiami Trail (SR 41)	Between Coconut Road and Pelican Colony Road	FDOT Arterial	6	3,171	**3,252**	**F**	2081	C
Tamiami Trail (SR 41)	Between Pelican Colony Road and Old SR 41	FDOT Arterial	6	3,171	2,979	E	2028	C
Tamiami Trail (SR 41)	Between Old SR 41 and W Terry Street	FDOT Arterial	6	3,171	2,979	E	2028	C
Old SR 41	South of Tamiami Trail	County Arterial	4	1,900	817	C	592	C

Notes: **Bold** indicates link level volume exceeds capacity threshold. May not fully account for added capacity provided at intersections.
Source: Lee County 2020 Count Spreadsheet, Village of Estero Area Wide Traffic Study, 2017, FDOT, 2021, and Fehr & Peers, 2023.

Although there are segments of Tamiami Trail that exceed the established peak hour volume threshold for vehicles, there are no plans to increase vehicle capacity for several reasons.

1. The context of Tamiami Trail is changing from a high-speed throughfare primarily accommodating through travel, to a roadway that serves more local travel and multiple travel modes. Further widening could encourage more regional travel to use Tamiami Trail versus Interstate 75.
2. There is a growing desire to accommodate other travel modes along and across the corridor and continued widening to accommodate peak vehicle travel demands can discourage other travel modes and worsen safety outcomes for all roadway users during off-peak times when excess capacity can result in excessive travel speeds for people driving.
3. FDOT is investing in strategies to better manage travel along corridors, including traffic signal timing and coordination, incident management, and spot improvements to improve travel time reliability while maximizing the performance of the existing roadway network.

Existing with Project Roadway Segment Analysis

To assess the effect project traffic would have on PM peak hour roadway segment operations, PM peak hour project traffic was added to the existing roadway segment volumes, as presented in **Table 16.** The project would contribute to the worsening of segments of Tamiami Trail that currently exceed the volume threshold and would result in the segment of Tamiami Trail between Village Shops Way and Cerise Drive to exceed the volume threshold; this generalized capacity analysis does not fully consider the added capacity provided at the intersections on either end of this roadway segment. As presented in Table 9 (Chapter 4), all intersections along the project frontage would continue to operate within the established level of service standard for peak hour intersection operations, which is considered to be a more meaningful indicator of the experience of someone driving a vehicle. Therefore, no additional improvements along the project frontage were identified.

Near-Term Condition Roadway Segment Analysis

For the analysis of near-term conditions, which are conditions expected around the time the project could be constructed and fully occupied, generalized growth trends in Lee County and Village of Estero were reviewed. The *Village of Estero Area-Wide Traffic Study,* Kimley-Horn, 2017, documents an annual growth rate of between 1 and 2 percent for various roadway within the study area. The amount of traffic that could be added from approved and pending projects in the area was compared to the expected annualized growth rate, and the method that yielded a higher near-term roadway segment volume was used in the analysis. Near-term without and with Project roadway segment volumes are presented in **Table 17.**



In the near-term condition, more segments of Tamiami Trail are expected to exceed the generalized volume threshold. As detailed in Chapter 4, the intersection of Tamiami Trail and Coconut Road is expected to degrade to level of service E for people driving with travel demand from approved and pending projects in the area, including development of allowed uses on the project site. With the addition of project traffic and roadway network changes proposed as part of the project, operations of the Tamiami Trail at Coconut Road intersection is expected to continue operating at LOS E in the near-term condition. Although intersections are projected to operate within the level of service standard, improvements to help disperse vehicle demand and better manage vehicle queues were identified.

The 2045 Lee County MPO Long Range Transportation Plan identifies the potential to widen I-75 through Lee County to a ten-lane facility (currently at six lanes). This widening would be made in conjunction with managed lane improvements, provision of auxiliary lanes, and potentially construction of additional interchanges in Lee County. FDOT is currently evaluating potential improvements as part of the I-75 Southwest Connect Project (more details are here: https://www.swflinterstates.com/i75-south-corridor/). No widening along Tamiami Trail beyond six lanes is planned through 2045 although spot intersection improvements are proposed at several locations to improve corridor operations and improve safety. As no major capacity improvements have been identified along Tamiami Trail by Lee County, FDOT or the Lee MPO, it is recommended that the Village of Estero support improvements along I-75 that would divert regional through traffic from Tamiami Trail, including the potential to add additional travel lanes, construct additional interchanges, and implement managed lane improvements. Additionally, continuing to construct additional facilities for people walking and bicycling, and improving transit service in the area can provide residents and visitors with travel mode options.



Table 16: Existing without and With Project PM Peak Hour Roadway Segment Summary

Roadway	Extents	Class	Total Lanes	Directional Capacity	Without Project				With Project				Project Contribution	
					Eastbound/ Northbound		Westbound/ Southbound		Eastbound/ Northbound		Westbound/ Southbound			
					Vol	LOS	Vol	LOS	Vol	LOS	Vol	LOS	EB/NB	WB/SB
Coconut Road	West of Walden Center Drive	Major Collector	2	860	424	C	335	C	441	C	352	C	4.0%	5.1%
Coconut Road	Walden Center Drive to SR 41	Major Collector	2	860	575	D	340	C	739	D	466	C	28.5%	37.1%
Coconut Road	SR 41 to Via Coconut Point	Major Collector	4	1,900	692	C	640	C	776	C	734	C	12.1%	14.7%
Coconut Road	East of Coconut Point	Major Collector	4	1,900	707	C	604	C	765	C	666	C	8.2%	10.3%
Corkscrew Road	East of SR 41	County Arterial	4	1,900	1,116	C	1,047	C	1,137	C	1,069	C	1.9%	2.1%
Tamiami Trail	North of Alico Road	FDOT Arterial	6	3,171	2,358	D	2,011	C	2,389	D	2,043	C	1.3%	1.6%
Tamiami Trail (SR 41)	Between Alico Rd and Estero Parkway	FDOT Arterial	6	3,171	2,358	D	2,011	C	2,434	D	2,095	C	3.2%	4.2%
Tamiami Trail (SR 41)	Between Estero Parkway and Corkscrew Rd	FDOT Arterial	6	3,171	3051	E	2,148	C	3,164	E	2,273	D	3.7%	5.8%
Tamiami Trail (SR 41)	Between Corkscrew Road and Williams Road	FDOT Arterial	6	3,171	3051	E	2,148	C	**3,185**	**F**	2,295	D	4.4%	6.8%
Tamiami Trail (SR 41)	Between Williams Road and Village Shops Way	FDOT Arterial	6	3,171	3,157	E	1,738	C	**3,312**	**F**	1,907	C	4.9%	9.7%
Tamiami Trail (SR 41)	Between Village Shops Way and Cerise Drive	FDOT Arterial	6	3,171	3,100	E	1,787	C	**3,178**	**F**	1,910	C	2.5%	6.9%
Tamiami Trail (SR 41)	Between Cerise Drive and Coconut Road	FDOT Arterial	6	3,171	3,119	E	1,762	C	3,168	E	1,850	C	1.6%	5.0%
Tamiami Trail (SR 41)	Between Coconut Road and Pelican Colony Road	FDOT Arterial	6	3,171	**3,252**	**F**	2081	C	**3,342**	**F**	2,180	C	2.8%	4.8%
Tamiami Trail (SR 41)	Between Pelican Colony Road and Old SR 41	FDOT Arterial	6	3,171	2,979	E	2028	C	3,083	E	2,123	C	3.5%	4.7%
Tamiami Trail (SR 41)	Between Old SR 41 and W Terry Street	FDOT Arterial	6	3,171	2,979	E	2028	C	3,020	E	2,065	C	1.4%	1.8%

Table 16: Existing without and With Project PM Peak Hour Roadway Segment Summary

Roadway	Extents	Class	Total Lanes	Directional Capacity	Without Project				With Project				Project Contribution	
					Eastbound/ Northbound		Westbound/ Southbound		Eastbound/ Northbound		Westbound/ Southbound			
					Vol	LOS	Vol	LOS	Vol	LOS	Vol	LOS	EB/NB	WB/SB
Old SR 41	South of Tamiami Trail	County Arterial	4	1,900	817	C	592	C	880	C	650	C	7.7%	9.8%

Notes: **Bold** indicates link level volume exceeds capacity threshold. May not fully for added capacity provided at intersections.
Source: Lee County 2021 Count Spreadsheet, Village of Estero Area Wide Traffic Study, 2017, FDOT, 2021, and Fehr & Peers, 2023.



Table 17: Near-Term PM Peak Hour Roadway Segment Summary

Roadway	Extents	Class	Total Lanes	Directional Capacity	Without Project				With Project				Project Contribution	
					Eastbound/ Northbound		Westbound/ Southbound		Eastbound/ Northbound		Westbound/ Southbound			
					Vol	LOS	EB/NB	WB/SB	Vol	LOS	Vol	LOS	EB/ NB	EB/ NB
Coconut Road	West of Walden Center Drive	Major Collector	2	860	680	D	740	D	697	D	757	D	2.4%	2.2%
Coconut Road	Walden Center Drive to SR 41	Major Collector	4	860	**917**	**F**	770	D	**1,081**	**F**	896	F	**15.2%**	14.1%
Coconut Road	SR 41 to Via Coconut Point	Major Collector	4	1,900	871	C	843	C	955	C	937	C	8.8%	10.0%
Coconut Road	East of Coconut Point	Major Collector	4	1,900	857	C	823	C	915	C	885	C	6.3%	7.0%
Corkscrew Road	East of SR 41	County Arterial	4	1,900	1,134	C	1063	C	1,155	C	1085	C	1.8%	2.0%
Tamiami Trail	North of Alico Road	FDOT Arterial	6	3,171	2,376	D	2032	C	2,407	D	2064	C	1.3%	1.6%
Tamiami Trail (SR 41)	Between Alico Rd and Estero Parkway	FDOT Arterial	6	3,171	2,472	D	2120	C	2,548	D	2204	C	3.0%	3.8%
Tamiami Trail (SR 41)	Between Estero Parkway and Corkscrew Rd	FDOT Arterial	6	3,171	**3,231**	**F**	2328	D	**3,344**	**F**	2453	D	**3.4%**	5.1%
Tamiami Trail (SR 41)	Between Corkscrew Road and Williams Road	FDOT Arterial	6	3,171	**3,271**	**F**	2365	D	**3,405**	**F**	2512	D	**3.9%**	5.9%
Tamiami Trail (SR 41)	Between Williams Road and Village Shops Way	FDOT Arterial	6	3,171	**3,477**	**F**	2034	C	**3,632**	**F**	2203	C	**4.3%**	7.7%
Tamiami Trail (SR 41)	Between Village Shops Way and Cerise Drive	FDOT Arterial	6	3,171	**3,373**	**F**	2092	C	**3,451**	**F**	2215	C	**2.3%**	5.6%
Tamiami Trail (SR 41)	Between Cerise Drive and Coconut Road	FDOT Arterial	6	3,171	**3,418**	**F**	2092	C	**3,467**	**F**	2180	C	**1.4%**	4.0%
Tamiami Trail (SR 41)	Between Coconut Road and Pelican Colony Road	FDOT Arterial	6	3,171	**3,398**	**F**	2236	C	**3,488**	**F**	2335	D	**2.6%**	4.2%
Tamiami Trail (SR 41)	Between Pelican Colony Road and Old SR 41	FDOT Arterial	6	3,171	3,077	E	2171	C	3,181	F	2266	D	3.3%	4.2%
Tamiami Trail (SR 41)	Between Old SR 41 and W Terry Street	FDOT Arterial	6	3,171	2,996	E	2069	C	3,037	E	2106	C	1.4%	1.8%

Table 17: Near-Term PM Peak Hour Roadway Segment Summary

Roadway	Extents	Class	Total Lanes	Directional Capacity	Without Project				With Project				Project Contribution	
					Eastbound/ Northbound		Westbound/ Southbound		Eastbound/ Northbound		Westbound/ Southbound			
					Vol	LOS	EB/NB	WB/SB	Vol	LOS	Vol	LOS	EB/ NB	EB/ NB
Old SR 41	South of Tamiami Trail	County Arterial	4	1,900	889	C	691	C	952	C	749	C	6.6%	7.7%

Notes: **Bold** indicates link level volume exceeds capacity threshold. May not fully account for added capacity provided at intersections.
Source: Lee County 2020 Count Spreadsheet, Village of Estero Area Wide Traffic Study, 2017, FDOT, 2021, and Fehr & Peers, 2023.



6. Site Plan Review

This chapter analyzes site access and internal circulation for vehicles, pedestrians, bicycles, and emergency vehicles based on the site plan presented previously on **Figure 2**. **Figure 14** presents the site plan recommendations presented throughout this chapter.

Vehicular Site Access and Circulation

This section discusses internal circulation for vehicles, pedestrians, bicycles, and emergency vehicles based on the site plan presented previously on Figure 2; site access for vehicles was discussed in the previous section but key recommendations are summarized here:

Cerise Drive/Palma De Coco Drive at Tamiami Trail (intersection 2) – this intersection is expected to operate acceptably with the addition of project traffic through the near-term condition and there are no recommendations.

Right-in/Right-out Driveway at Tamiami Trail (intersection 3) – this intersection would operate acceptably as right-in/right-out as it is expected to be a fairly low volume roadway connection. Based on the level of through traffic, and the expected turn volumes, a right-turn deceleration lane is not recommended.

Coconut Road at Walden Center Drive (intersection 4) – the intersection would operate acceptably under existing plus project and near-term with project conditions, with installation of a traffic signal as a part of the project.

Coconut Road at right-in/right-out driveway (intersection 5) – this intersection is projected operate acceptably as right-in/right-out. Based on the level of through traffic, and the expected right-turn volume, a right-turn deceleration lane is not recommended

A primary and secondary street typology are proposed within the development with different rights of way and street features, including sidewalks, on-street parking, landscaped areas and water features depending on context within the development. The circulation network proposed as part of the project is designed for slow vehicle speeds to prioritize the movement of people walking, people bicycling and people using other slow speed mobility devices such as wheelchairs and scooters. Overall, the proposed street dimensions, block lengths and other roadway features would contribute to slow vehicle travel throughout the site. Analysis of internal intersections indicates that all internal intersections would operate with minimal delay for people driving as a side-street stop-control or all-way stop-control.

Delivery Vehicle Access

The Village of Estero does not have fixed off-street loading zone requirements, rather they are based on the expected level of deliveries and types of trucks that would be used to make those deliveries.

Access to the site by a wide range of delivery and service vehicles is expected on a recurring basis, including vendor deliveries to the office, retail and restaurant spaces, moving trucks and furniture delivery to residential units, package delivery services to all uses, and trash collection vehicles to serve all uses is expected.

A delivery vehicle turning analysis was conducted based on the size of trucks that are expected to frequently service the site (SU-30), as presented on **Figure 11**, which shows that SU-30 trucks would be able to navigate through the site.

> ***Recommendation 1:*** As the project plans are finalized, determine if any of the end users would require regular deliveries from trucks with a wheelbase greater that 30-feet, and identify their path of travel from the public roadway system to designated loading areas; review those turn templates to determine if modifications need to occur at select intersections to accommodate the turn-movements of large trucks that would routinely access the site. Consider allowing loading to occur in on-street parking areas in the early morning hours, especially for restaurant uses that may have frequent deliveries from small vendors at the start of each day.

Emergency Vehicle Access

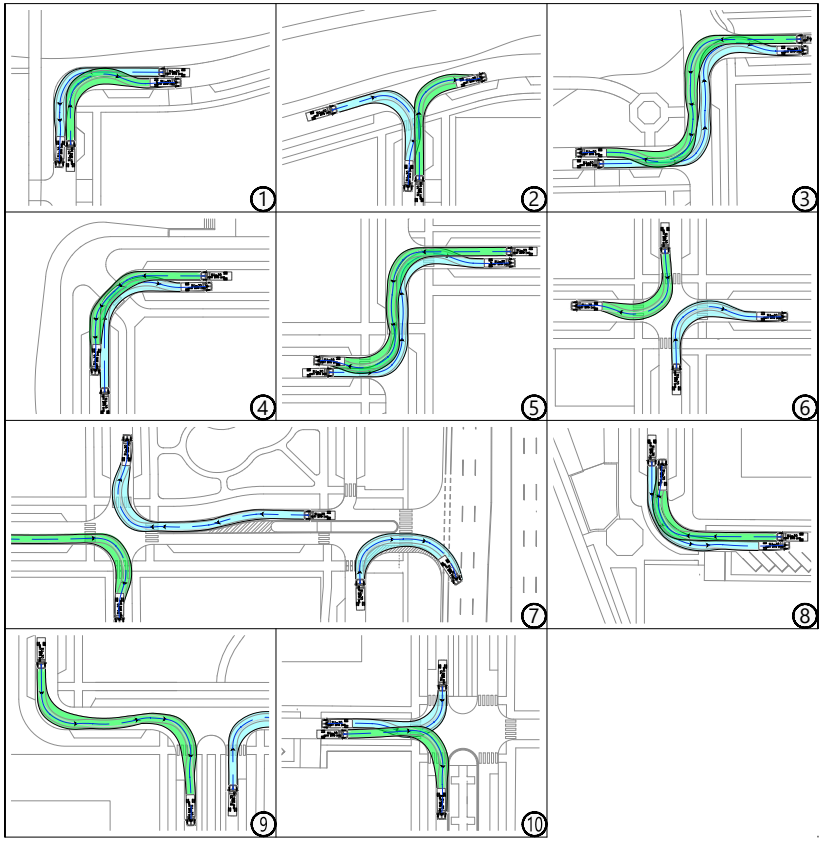
Several factors determine whether a project has enough access for emergency vehicles, including:

1. Number of access points (both public and emergency access only)
2. Width of access points
3. Width of internal roadways

The project provides numerous access points to the site, such that if one path of travel was blocked, others are available. An emergency vehicle access turning analysis was conducted using standard Lee County fire trucks. The analysis shows that the fire trucks are able to navigate the site (**Figure 12** – **Figure 13**).

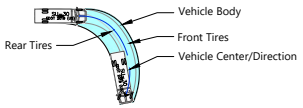
> ***Recommendation 2:*** Consult with the Fire Department to ensure that the site meets all applicable fire regulations.





DETAIL VIEW SCALE = 1:50
Vehicle Speed - 5 mph

Vehicle Envelopes





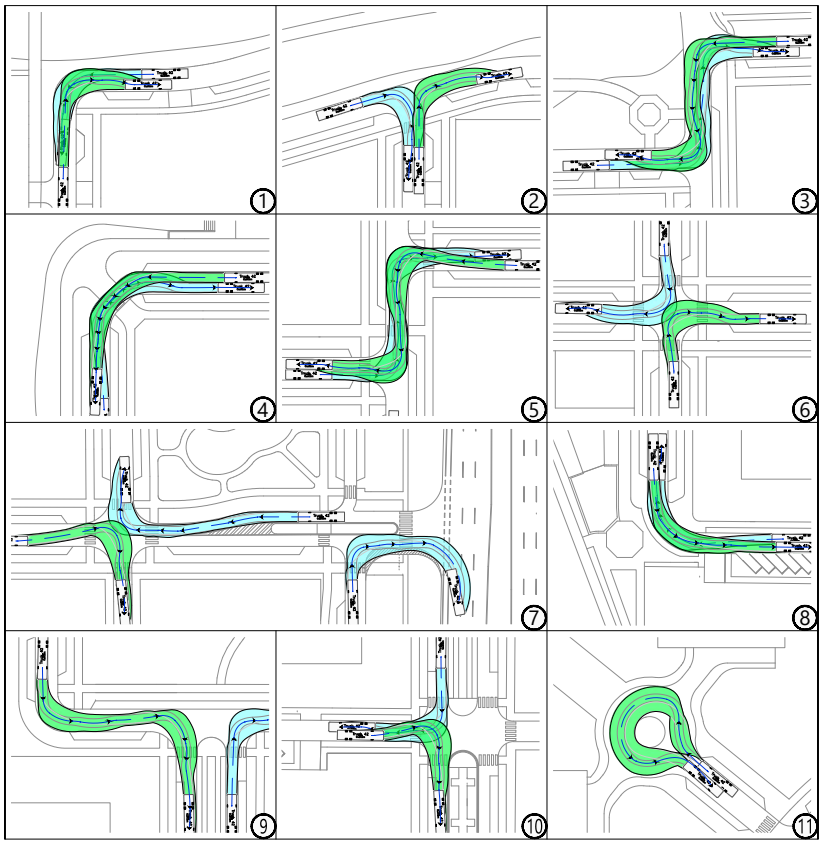
① TRUCK TURNING MOVEMENT ANALYSIS AREA
SEE CORESPONDING VIEW ON LEFT FOR DETAILS

Figure 11

WOODFIELD VILLAGE
TRUCK TURNING MOVEMENTS - 30' SINGLE UNIT TRUCK

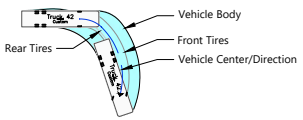
CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

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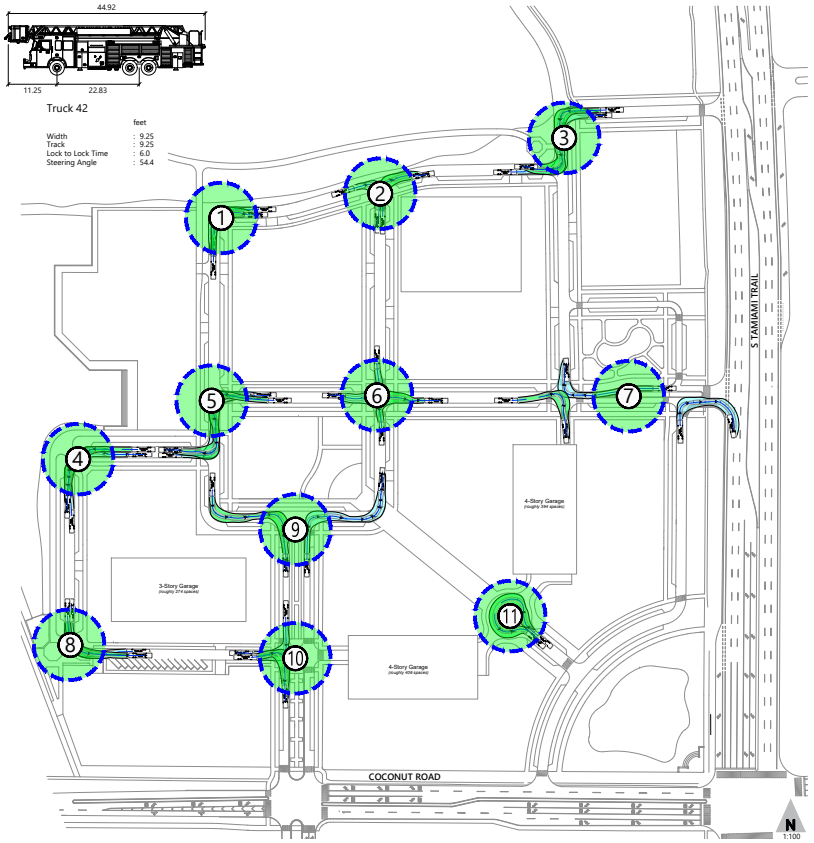
DETAIL VIEW SCALE = 1:50
Vehicle Speed - 5 mph

Vehicle Envelopes



Truck 42

	feet
Width	9.25
Track	9.25
Lock to Lock Time	6.0
Steering Angle	54.4



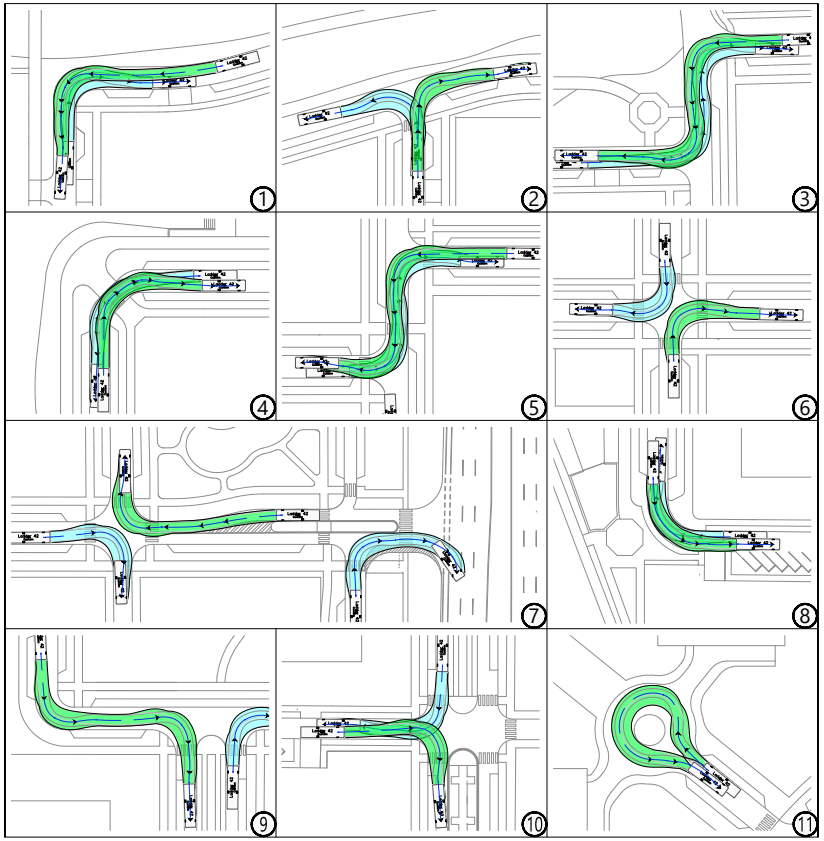
① TRUCK TURNING MOVEMENT ANALYSIS AREA
SEE CORESPONDING VIEW ON LEFT FOR DETAILS

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Figure 12

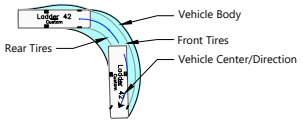
WOODFIELD VILLAGE
TRUCK TURNING MOVEMENTS - E-ONE CYCLONE II 95 HP (TRUCK 42)

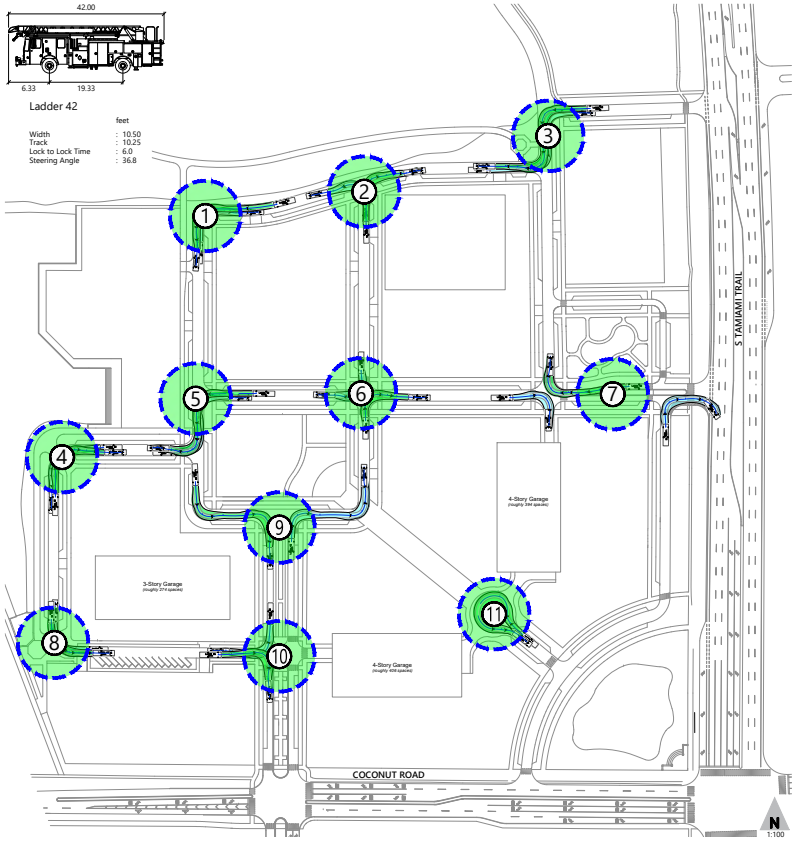
Apr 12, 2023
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DETAIL VIEW SCALE = 1:50
Vehicle Speed - 5 mph

Vehicle Envelopes





① TRUCK TURNING MOVEMENT ANALYSIS AREA
SEE CORESPONDING VIEW ON LEFT FOR DETAILS

Figure 13

WOODFIELD VILLAGE
TRUCK TURNING MOVEMENTS - SUTPHEN SL75 MINITOWER (LADDER 42)

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

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Curbspace Management

Some level of activity to the site could be via Transportation Network Companies (TNC), such as UBER or Lyft, resulting in a need for formalized passenger loading and unloading spaces. The project has an area that could serve as a mobility hub in the southeast portion of the project, adjacent to the proposed hotel site and restaurant row area. To help projects estimate the potential size of loading zones, Fehr & Peers developed a Curbspace+ analysis tool that can be used to determine the amount of passenger loading required, considering demand, roadway volumes, and available curb space. The tool was built on observations of thousands of TNC interactions to determine the range of time it takes passengers to load and unload from vehicle, and other characteristics.

> ***Recommendation 3:*** Based on the potential level of TNC demand during peak hours, approximately 5 passenger loading spaces should be designated in the mobility hub area. Additional spaces may be needed over time and flexible designs should be used for parking and other roadway features in the mobility hub area such that the project can evolve with mobility options in the area.

Pedestrian Access and Circulation

The project proposes to provide a robust pedestrian network throughout the site, with most streets accommodating an ample sidewalk. Corridors where higher volumes of pedestrian activity are expected would provide wider sidewalks.

As the plan is currently conceptual in nature details such as pedestrian crossing locations and crossing treatments have not yet been identified. Providing marked crossings at approximately 400-foot intervals would provide a high permeability throughout the site for pedestrians and reinforces to people driving that this is an area where pedestrian travel is prioritized.

> ***Recommendation 4:*** As the final site plan is developed, identify pedestrian crossing locations, including connections to the paths on the north and west sides of the project**.**

Bike Access and Circulation

Bicycle lanes are currently provided on Tamiami Trail and are identified along Coconut Road. Based on the volume of vehicle traffic, the prevailing speed, and guidance from FHWA, separated bicycle facilities are appropriate along those roadways.



The site plan does not show bicycle parking. The Village of Estero requires that bicycle parking be provided at a rate of at least 5 percent of the required parking, which would equate to approximately 105 bicycle parking spaces (5 percent of 2,105 required spaces).

> ***Recommendation 5:*** Provide at least 1 bicycle parking space per residential unit in a secure area only accessible by building residents. For non-residential uses, provide a mixture of bicycle parking types, including long-term parking for site employees and short-term parking for patrons. Identify areas on the site that could be converted to bicycle parking as demand dictates, such as through the conversion of on-street parking spaces to a bicycle corral.

Transit Access Adjacent to Site

No transit currently serves the project site. Transit stops are located on the east and west sides of Tamiami Trail in proximity to the project site. The transit stop on the east side of Tamiami Trail is approximately 400 feet north of the signalized intersection of Coconut Road at Tamiami Trail. The transit stop on the west side of Tamiami Trail is located about 650 feet south of the signalized intersection of Coconut Road at Tamiami Trail. Existing sidewalks connect the site to these transit stops. A stop is located on Coconut Road, approximately 400 feet east of Tamiami Trail – there is no direct sidewalk connection to this stop.

A stop is provided within Coconut Point Mall for Routes 140, 240 and 600, approximately ½ mile from the northern project boundary. There is not a continuous sidewalk connection from the project site to the transit center within Coconut Point Mall.

> ***Recommendation 6:*** Work with LeeTran to identify the location for a transit stop to serve the site to encourage future site residents, visitors and employees to utilize transit to access the site.

If transit is not provided to the site, work with the Village of Estero to construct continuous sidewalk connections with protected crossings of major roadways to existing transit stops in the area, including the potential to provide an additional controlled crossing of Tamiami Trail to reduce the walking distance from the site to transit.

Parking Analysis

This section presents the results of a parking analysis conducted for the project based on both parking code requirements as well as the expected parking demand for the proposed site uses. The parking demand assessment considers the temporal demand of parking for a typical weekday and weekend at different times of year, as the proposed different uses within site are expected to have peak parking demand at different times of day.



Parking Code Assessment

The Village of Estero parking code requirements were applied to the proposed project land uses, as detailed in **Table 18**. Results of the parking requirement calculation show that the parking requirement for the project is approximately 2,100 spaces. As the proposed parking supply is 2,036 spaces, including 1,375 structured spaces, 200 surface spaces, 330 on-street and 131 building integrated spaces, there is a projected deficit of approximately 100 spaces based on the code requirement. The final parking requirement would be based on factors that have yet to be determined, including the final tenant mixture of the retail portion of the project.

Table 18: Parking Requirements

Use	Size	Parking Requirement	Required Parking
Retail	62,000 square feet (sf)	1 per 350	177
Office	22,000 sf	1 per 300	73
Medical Office	20,000 sf	1 per 300	67
Restaurant	20,000	12.5 per 1,000 square feet	250
Civic Uses	3,000	1 per 250	12
Hotel	260 Rooms	1 per 1.2 Rooms	217
Residential	596 Units	2 per unit +	1,192
		10 percent guest	119
Total (not accounting for Shared Parking)			2,107

Source: Village of Estero Lane Development Code, Adopted January 27, 2021

As many of the goals within the Village's Comprehensive Plan seek to develop projects that are less reliant on vehicle travel and provide other mobility options. Oversupplying parking can detract from the ability to prioritize other modes of travel and can incentive people to drive for short trips that could otherwise be walk, bike or transit trips. Therefore, a shared parking assessment based on expected demand was also conducted. The shared parking analysis starts with an estimate of parking demand for each use, adjusted by the level of internal capture and travel mode. The parking demand by time of day for each use is then estimated as many uses have complementary parking demands such that the parking for multiple uses can be shared throughout the day, such as the office that is expected to have peak parking demands on weekdays, and the restaurants and hotel that will likely experience higher demands in the evening and on weekends. The following describes the process to conduct a shared parking analysis.



Shared Parking Demand Analysis

The analysis presented in this section is based on the methods and rates developed by the Urban Land Institute (ULI) as presented in *Shared Parking* (3rd Edition, 2020). ULI provides parking information for an assortment of land uses to estimate the number of parking spaces needed to adequately serve mixed-use projects, as well as single-use projects with common parking facilities.

Peak parking demand rates for weekday and Saturday conditions from ULI were applied to the proposed project description, with the calculated peak parking demand by use not accounting for shared parking or transportation demand management strategies. Parking demand rates include residents as well as both site visitors and employees and do not account for non-auto mode reductions or internal interaction between the varying site and surrounding uses. The peak parking demand rates, internal interaction assumptions, and daily and monthly parking accumulation factors were applied to the proposed site uses. The results are summarized in **Table 19** for peak weekday and in **Table 20** for peak Saturday conditions.

The shared parking model allows adjustments to the parking demand calculations to account for site residents, employees and patrons taking transit, walking and biking to the site. However, as these reductions are expected to be less than 5 percent, they were not applied to the shared parking analysis to present a conservative assessment of potential peak parking demand.

The analysis results in Table 19 and Table 20 are reflective of peak weekday and weekend conditions. Peak weekday parking demand assuming full occupancy of all site uses would be approximately 1,628 spaces around 1 PM. On a Saturday, peak parking demand would decrease to approximately 1,544 spaces with peak parking demand occurring around 7 PM, when the restaurants are expected to have the most patrons.

It should be noted that the parking demand calculations presented in the following tables do not include the provision of a circulation efficiency factor. This factor is applied to parking demand estimates as a parking area is considered to be "full" if 85 to 95 percent of the spaces are occupied. It is typically desirable for the parking supply to be 5 to 15 percent greater than the peak demand so that vehicles do not have to circulate excessively to find available spaces and to accommodate slight variations in demand. Even with the application of the circulation efficiency factor, there is expected to be sufficient parking available and at no time is parking demand expected to exceed supply. Although there is expected to be sufficient parking to accommodate overall demand, managing the parking supply can make finding available parking easier and reduce excessive circulation through the site, such as providing time limits on street parking to discourage employee parking and encourage higher turnover of these spaces. Some parking management strategies to consider as the site is developed include:

- Provide secure bicycle parking in excess of City Code requirements in a variety of places throughout the project, including short-term and long-term parking. For residential uses, consider providing a locked bicycle storage room.
- Within buildings with a large employment component, provide locker rooms and showers to allow employees who ride a bike to work to shower and change.
- Provide valet parking for select uses during periods of peak demand, such as the restaurant and hotel to better serve customers.
- Implement time limits for on-street parking to encourage their use for short trips and higher levels of parking turnover.
- Implement time limits on the commercial parking supplies not used by employees to encourage parking turnover for commercial patrons.
- Install a parking space counting system to provide patrons with stall availability information prior to entering the garage.
- Consider charging for parking to manage supplies; this could be accompanied by a parking space reservation system such that for an added fee a specific space could be reserved for the end user.
- Monitor building parking demand as the commercial spaces become occupied and implement additional transportation demand management strategies if needed to manage area parking supplies.



Table 19: Shared Parking Demand Summary for Peak Weekday (Peak Demand)

Land Use	Time of Day															
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM
Office	2	8	28	53	61	57	47	49	58	54	47	33	14	8	3	2
Medical Office (employees)	0	4	22	22	22	22	22	22	22	22	22	22	15	7	3	0
Medical Office (Patients)	0	0	51	51	57	57	17	51	57	57	51	45	38	17	8	0
Retail	4	11	25	54	92	115	145	145	139	128	128	112	116	107	90	61
Restaurants	9	18	36	53	98	151	190	190	172	117	117	150	193	193	160	138
Civic Uses	2	2	2	2	2	2	2	2	2	2	2	3	3	2	2	1
Hotel	127	135	156	143	130	130	124	124	130	130	125	131	126	118	125	131
Residential (resident)[1]	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033
Residential Guest	0	6	11	11	11	11	11	11	11	11	11	23	34	57	57	57
Total Parking Demand	1,177	1,217	1,365	1,423	1,507	1,579	1,591	1,628	1,625	1,555	1,537	1,552	1,572	1,542	1,481	1,424
Parking Surplus	***859***	***819***	***671***	***613***	***529***	457	445	408	411	481	499	484	464	***494***	***555***	***612***

1. Space may not be occupied, but space is assumed to be reserved for residents.

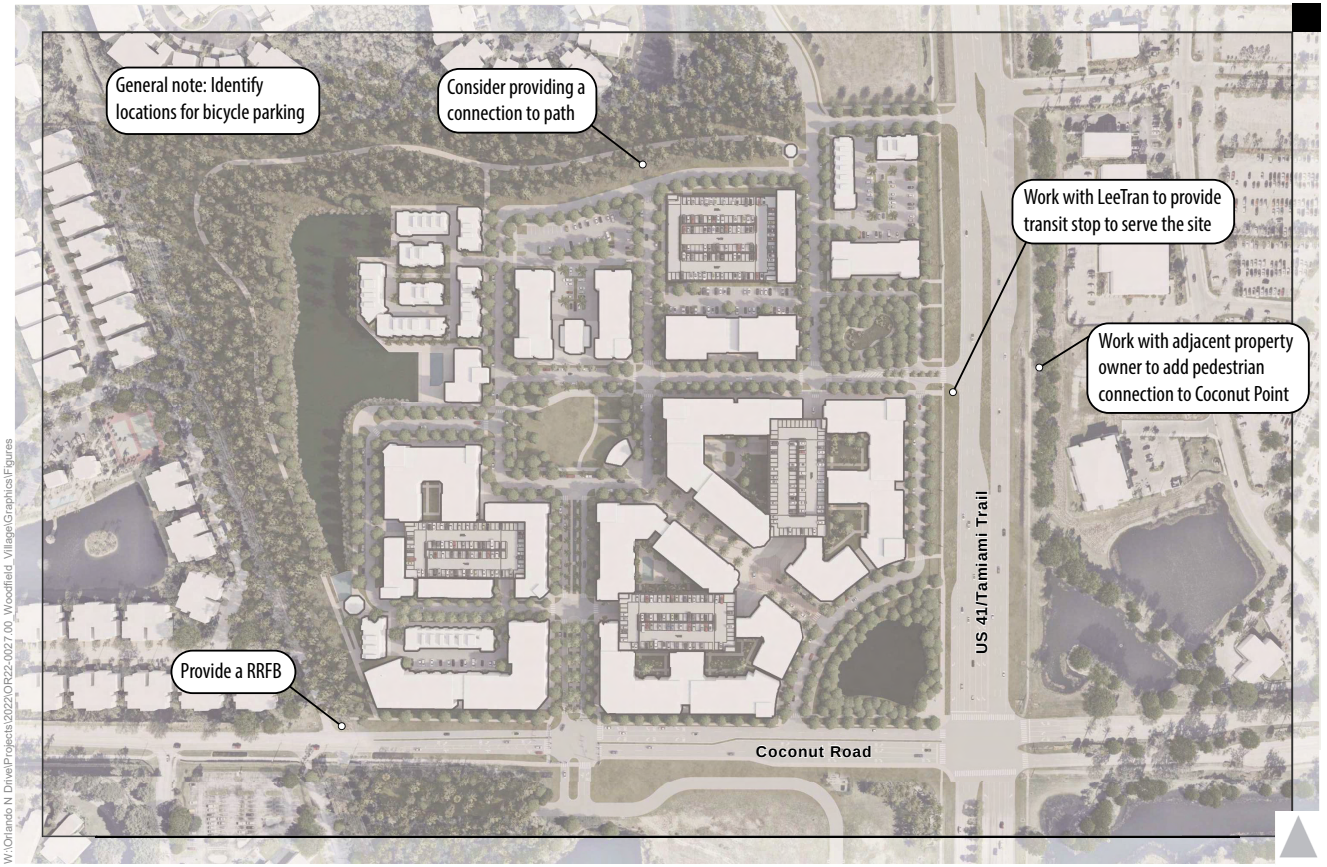
Source: Fehr & Peers, 2023

Table 20: Shared Parking Demand Summary for Peak Weekend (Peak Demand)

Land Use	Time of Day															
	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	Noon	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM
Office	0	1	3	4	5	6	5	4	3	2	1	1	0	0	0	0
Medical Office (employees)	0	1	4	4	4	4	4	0	0	0	0	0	0	0	0	0
Medical Office (Patients)	0	0	8	8	9	9	3	0	0	0	0	0	0	0	0	0
Retail	6	13	31	60	92	124	154	175	182	182	175	135	114	101	87	61
Restaurants	7	18	31	49	83	124	157	159	144	111	104	145	201	201	175	144
Civic Use	1	1	1	1	1	1	1	0	0	0	1	2	2	1	0	0
Hotel	127	135	156	143	130	130	124	124	130	130	125	131	126	118	125	131
Residential (resident)[1]	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033	1,033
Residential Guest	0	18	18	18	18	18	18	18	18	18	18	36	54	90	90	90
Total Parking Demand	**1,175**	**1,220**	**1,285**	**1,320**	**1,374**	**1,448**	**1,497**	**1,514**	**1,510**	**1,476**	**1,457**	**1,483**	**1,530**	**1,544**	**1,510**	**1,459**
Parking Surplus	***861***	***816***	***751***	***716***	***662***	***588***	***539***	***522***	***526***	***560***	***579***	***553***	***506***	***492***	***526***	***577***

2. Space may not be occupied, but space is assumed to be reserved for residents.

Source: Fehr & Peers, 2023



Site Plan provided by Dover, Kohl, & Partners

Figure 14

Site Plan Recommendations

OR22-0027_11_SitePlanRecommendations

Woodfield EPD

Transportation Assessment Technical Appendix

Provided under separate cover

Prepared for:
Woodfield EPD
Woodfield Acquisitions, LLC

April 2023

OR22-00027

FEHR PEERS

FEHR PEERS

Appendix A – Traffic Count Sheets

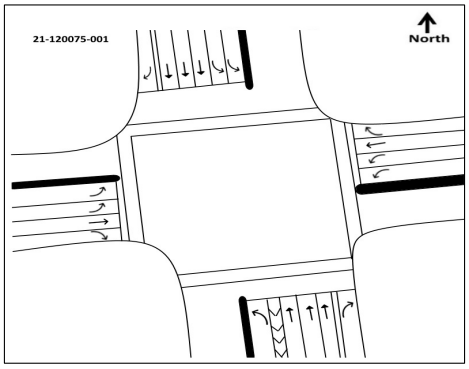
FEHR PEERS

LOCATION: SR 41 & Village Shops Way
CITY/STATE: Estero, FL

PROJECT ID: 21-120075-001
DATE: Thu, Feb 25, 2021

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:15 PM - 05:30 PM

Peak Hour Factor: **0.96**



15-Min Count Period Beginning At	SR 41 Northbound					SR 41 Southbound					Village Shops Way Eastbound					Village Shops Way Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	3	635	25	2		35	425	7	8		19	0	6	0		59	3	27	0		1254	5125
04:15 PM	4	809	24	2		25	397	5	4		7	0	5	0		55	2	26	0		1365	5101
04:30 PM	4	670	28	2		32	366	6	4		10	2	8	0		37	2	25	0		1196	5073
04:45 PM	7	755	27	3		31	399	8	1		8	1	7	0		30	3	30	0		1310	5140
05:00 PM	1	680	20	0		32	361	6	5		15	5	4	0		54	4	43	0		1230	5147
05:15 PM	7	789	30	1		31	384	6	5		17	2	2	0		37	2	24	0		1337	3917
05:30 PM	8	691	27	1		25	377	16	3		14	3	4	0		49	5	39	1		1263	2580
05:45 PM	14	778	44	1		23	372	5	3		11	0	9	0		35	3	19	0		1317	1317
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***	**Left**	**Thru**	**Rgt**	**U**	**R***		
All Vehicles	56	3156	176	4		128	1536	64	20		68	20	36	0		216	20	172	4		**5676**	
Heavy Trucks	0	72	0	0		0	28	0	0		4	0	0	0		0	4	0	0		**108**	
Pedestrians		0					0					4					0				**4**	
Bicycles	0	8	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

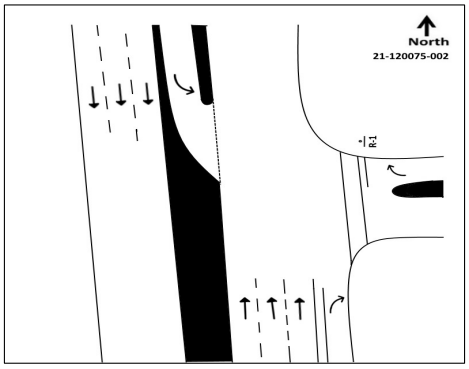
LOCATION: SR 41 & Palma De Coco Dr
CITY/STATE: Estero, FL

PROJECT ID: 21-120075-002
DATE: Thu, Feb 25, 2021

Peak-Hour: 05:00 PM - 06:00 PM
Peak 15-Minute: 05:30 PM - 05:45 PM

Peak Hour Factor: 0.96

National Data & Surveying Services



15-Min Count Period Beginning At	SR 41 Northbound					SR 41 Southbound					Palma De Coco Dr Eastbound					Palma De Coco Dr Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	713	25	0		3	482	0	1		0	0	0	0		0	0	25	0		1249	4857
04:15 PM	0	737	14	0		5	440	0	0		0	0	0	0		0	0	17	0		1213	4856
04:30 PM	0	782	17	0		5	434	0	0		0	0	0	0		0	0	18	0		1256	4817
04:45 PM	0	689	35	0		7	396	0	3		0	0	0	0		0	0	9	0		1139	4832
05:00 PM	0	762	21	0		3	444	0	1		0	0	0	0		0	0	17	0		1248	4888
05:15 PM	0	723	16	0		9	408	0	0		0	0	0	0		0	0	18	0		1174	3640
05:30 PM	0	809	20	0		2	425	0	0		0	0	0	0		0	0	15	0		1271	2466
05:45 PM	0	736	21	0		8	415	0	0		0	0	0	0		0	0	15	0		1195	1195
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	3236	84	0		36	1776	0	4		0	0	0	0		0	0	72	0		**5208**	
Heavy Trucks	0	68	0	0		0	32	0	0		0	0	0	0		0	0	0	0		**100**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	8	0	0		0	0	0	0		0	0	0	0		0	0	0	0		**8**	
Buses																						
Stopped Buses																						

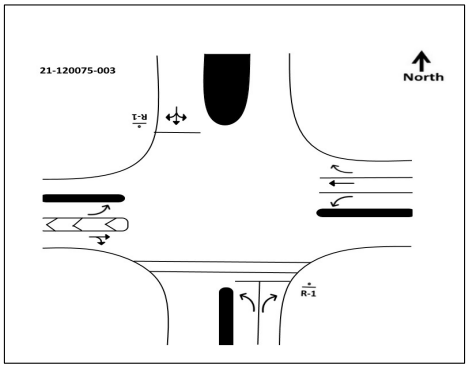
LOCATION: Walden Center Dr & Coconut Rd
CITY/STATE: Estero, FL

PROJECT ID: 21-120075-003
DATE: Thu, Feb 25, 2021

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM

Peak Hour Factor: **0.96**

National Data & Surveying Services

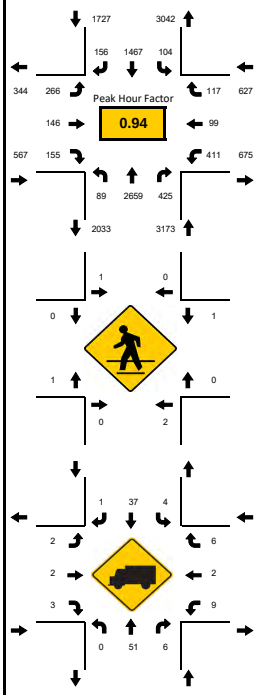


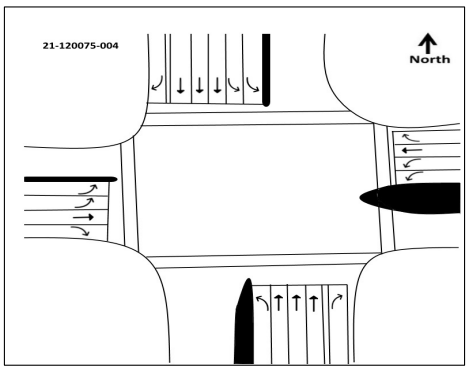
15-Min Count Period Beginning At	Walden Center Dr Northbound					Walden Center Dr Southbound					Coconut Rd Eastbound					Coconut Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	5	4	18	0		1	0	1	0		0	104	1	0		4	82	1	3		224	917
04:15 PM	2	2	33	0		0	1	2	0		1	105	1	0		4	75	0	0		226	936
04:30 PM	0	2	26	0		0	1	1	0		1	119	1	0		3	85	2	0		241	924
04:45 PM	3	2	39	0		1	0	1	0		1	104	4	0		4	65	1	1		226	894
05:00 PM	4	1	58	0		3	0	2	0		2	77	1	0		3	90	0	2		243	849
05:15 PM	1	1	40	0		0	0	0	0		4	95	1	0		6	64	1	1		214	606
05:30 PM	2	1	30	0		0	2	3	0		1	93	2	0		2	73	1	1		211	392
05:45 PM	5	0	15	0		0	0	6	0		2	77	0	0		2	73	1	0		181	181
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	16	8	232	0		12	4	8	0		8	476	16	0		16	360	8	8		**1172**	
Heavy Trucks	4	0	4	0		0	0	0	0		0	16	0	0		4	4	0	0		**32**	
Pedestrians		4					0					0					0				**4**	
Bicycles	0	0	0	0		8	0	4	0		0	0	0	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

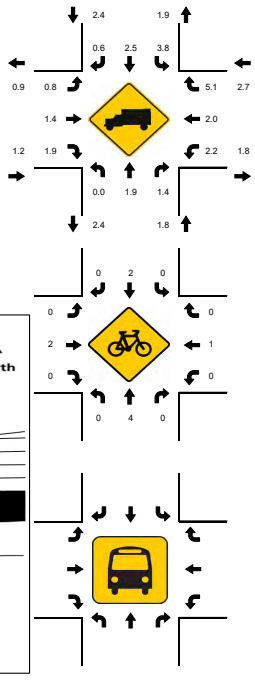
LOCATION: SR 41 & Coconut Rd
CITY/STATE: Estero, FL

PROJECT ID: 21-120075-004
DATE: Thu, Feb 25, 2021

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 04:15 PM - 04:30 PM





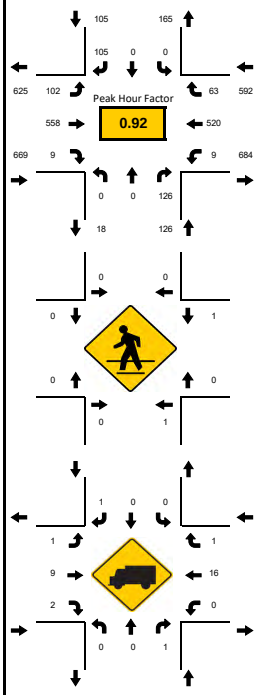


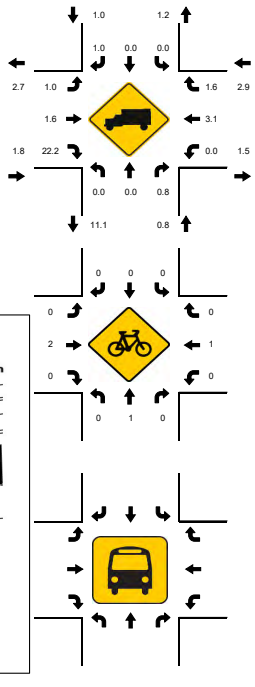
15-Min Count Period Beginning At	SR 41 Northbound					SR 41 Southbound					Coconut Rd Eastbound					Coconut Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	17	588	90	2		34	352	33	0		64	40	31	0		129	43	22	3		1448	6074
04:15 PM	11	732	94	3		24	439	40	0		60	30	34	0		89	24	33	0		1613	6094
04:30 PM	25	614	101	4		36	314	39	0		68	46	46	0		100	27	30	1		1451	6017
04:45 PM	15	720	108	2		22	382	40	1		63	30	48	0		90	20	20	1		1562	6072
05:00 PM	27	593	122	2		21	332	37	0		75	40	27	0		129	28	34	1		1468	5998
05:15 PM	16	717	83	1		16	395	40	0		64	33	34	0		101	17	18	1		1536	4530
05:30 PM	24	689	114	1		23	350	30	0		58	20	57	0		93	21	26	0		1506	2994
05:45 PM	27	738	88	1		16	388	34	0		36	21	26	0		66	17	29	1		1488	1488
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	108	2928	488	16		144	1756	160	4		300	184	192	0		516	112	136	4		**7048**	
Heavy Trucks	0	88	12	0		8	48	4	0		8	8	12	0		12	4	8	0		**212**	
Pedestrians		4					4					4					4				**16**	
Bicycles	0	8	0	0		0	4	0	0		0	8	0	0		0	4	0	0		**24**	
Buses																						
Stopped Buses																						

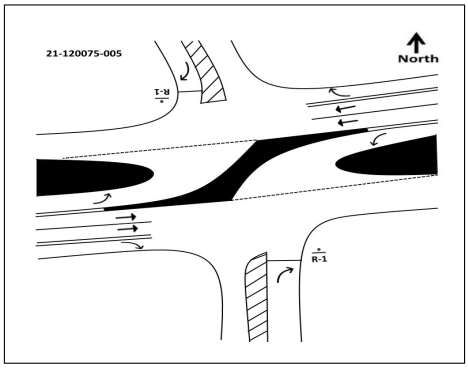
LOCATION: Via Vilagio/Health Center Blvd & Coconut Rd
CITY/STATE: Estero, FL

PROJECT ID: 21-120075-005
DATE: Thu, Feb 25, 2021

Peak-Hour: 04:15 PM - 05:15 PM
Peak 15-Minute: 05:00 PM - 05:15 PM







15-Min Count Period Beginning At	Via Vilagio/Health Center Blvd Northbound					Via Vilagio/Health Center Blvd Southbound					Coconut Rd Eastbound					Coconut Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
04:00 PM	0	0	29	0		0	0	27	0		21	134	3	4		4	163	18	0		403	1490
04:15 PM	0	0	26	0		0	0	31	0		23	129	2	1		3	119	16	0		350	1492
04:30 PM	0	0	32	0		0	0	22	0		23	145	2	1		2	130	14	0		371	1471
04:45 PM	0	0	22	0		0	0	21	0		23	146	3	0		2	130	19	0		366	1417
05:00 PM	0	0	46	0		0	0	31	0		31	138	2	0		2	141	14	0		405	1346
05:15 PM	0	0	20	0		0	0	23	0		26	117	1	0		2	121	19	0		329	941
05:30 PM	0	0	24	0		0	0	21	0		24	126	1	0		4	110	7	0		317	612
05:45 PM	0	0	17	0		0	0	22	0		18	111	2	1		5	98	21	0		295	295
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	0	0	184	0		0	0	124	0		124	584	12	4		12	564	76	0		**1684**	
Heavy Trucks	0	0	4	0		0	0	4	0		4	12	4	0		0	20	4	0		**52**	
Pedestrians		4					0					0					4				**8**	
Bicycles	0	4	0	0		0	0	0	0		0	8	0	0		0	4	0	0		**16**	
Buses																						
Stopped Buses																						

Appendix B – LOS Calculation and Queue Worksheets

FEHR & PEERS

Woodfield Estero Planned Development
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Existing Conditions - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	43	8	25	188	11	131	25	3100	105	142	1642	27
v/c Ratio	0.36	0.12	0.12	0.75	0.08	0.52	0.58	0.94	0.10	1.97	0.44	0.02
Control Delay	102.3	97.8	1.2	109.0	87.7	13.7	95.0	24.6	3.3	517.5	13.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	102.3	97.8	1.2	109.0	87.7	13.7	95.0	24.6	3.3	517.5	13.0	0.0
Queue Length 50th (ft)	29	10	0	127	14	0	32	502	8	~156	346	0
Queue Length 95th (ft)	54	33	0	175	39	50	m35	m474	m10	#244	384	0
Internal Link Dist (ft)		197			358			909			2235	
Turn Bay Length (ft)				200		200	325		400	300		350
Base Capacity (vph)	188	98	226	287	152	268	47	3299	1066	72	3718	1171
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.08	0.11	0.66	0.07	0.49	0.53	0.94	0.10	1.97	0.44	0.02

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.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Woodfield Estero Planned Development
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Existing Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	41	8	24	180	11	126	7	16	2976	101	14	122
Future Volume (veh/h)	41	8	24	180	11	126	7	16	2976	101	14	122
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900		1885	1885	1885		1885
Adj Flow Rate, veh/h	43	8	6	188	11	32		17	3100	65		127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	2	2	0	0	0		1	1	1		1
Cap, veh/h	78	35	30	223	119	101		178	3662	1137		162
Arrive On Green	0.02	0.02	0.02	0.06	0.06	0.06		0.10	0.71	0.71		0.05
Sat Flow, veh/h	3456	1870	1585	3510	1900	1610		1795	5147	1598		3483
Grp Volume(v), veh/h	43	8	6	188	11	32		17	3100	65		127
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1755	1900	1610		1795	1716	1598		1742
Q Serve(g_s), s	2.5	0.8	0.6	10.6	1.1	3.8		1.7	87.4	2.4		7.2
Cycle Q Clear(g_c), s	2.5	0.8	0.6	10.6	1.1	3.8		1.7	87.4	2.4		7.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	78	35	30	223	119	101		178	3662	1137		162
V/C Ratio(X)	0.55	0.23	0.20	0.84	0.09	0.32		0.10	0.85	0.06		0.79
Avail Cap(c_a), veh/h	190	99	84	288	153	130		178	3662	1137		240
HCM Platoon Ratio	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	1.00	1.00		1.00
Uniform Delay (d), s/veh	96.7	96.7	64.5	92.7	88.3	89.6		82.0	20.9	8.7		94.4
Incr Delay (d2), s/veh	2.2	1.2	1.2	13.2	0.1	0.7		0.1	2.6	0.1		5.1
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
%ile BackOfQ(50%),veh/ln	1.1	0.4	0.3	5.3	0.5	1.6		0.8	32.7	0.9		3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.9	97.9	65.7	105.8	88.5	90.3		82.0	23.5	8.8		99.5
LnGrp LOS	F	F	E	F	F	F		F	C	A		F
Approach Vol, veh/h		57			231				3182			
Approach Delay, s/veh		95.3			102.8				23.5			
Approach LOS		F			F				C			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.0	140.0	11.5	20.5	17.5	150.5	20.3	11.7
Change Period (Y+Rc), s	* 8.2	7.3	7.0	7.9	8.2	* 8.2	7.6	* 7.9
Max Green Setting (Gmax), s	* 9.8	132.7	11.0	16.1	13.8	* 1.3E2	16.4	* 11
Max Q Clear Time (g_c+I1), s	3.7	33.5	4.5	5.8	9.2	89.4	12.6	2.8
Green Ext Time (p_c), s	0.0	45.2	0.0	0.0	0.1	38.6	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Estero Planned Development
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Existing Conditions - PM Peak Hour

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1576	26
Future Volume (veh/h)	1576	26
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1885
Adj Flow Rate, veh/h	1642	19
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	1	1
Cap, veh/h	3415	1060
Arrive On Green	0.66	0.66
Sat Flow, veh/h	5147	1597
Grp Volume(v), veh/h	1642	19
Grp Sat Flow(s),veh/h/ln	1716	1597
Q Serve(g_s), s	31.5	0.6
Cycle Q Clear(g_c), s	31.5	0.6
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3415	1060
V/C Ratio(X)	0.48	0.02
Avail Cap(c_a), veh/h	3415	1060
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	16.6	5.9
Incr Delay (d2), s/veh	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.1	0.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	17.1	6.0
LnGrp LOS	B	A
Approach Vol, veh/h	1788	
Approach Delay, s/veh	22.9	
Approach LOS	C	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary

Woodfield Estero Planned Development
2: Tamiami Trail (US41) & Palma De Coco Dr — Existing Conditions - PM Peak Hour

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	0	66	3030	89	4	20	1763
Future Vol, veh/h	0	66	3030	89	4	20	1763
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	-	0	-	400	-	475	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	96	96	96	96	92	96	96
Heavy Vehicles, %	0	0	1	1	1	1	1
Mvmt Flow	0	69	3156	93	4	21	1836

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	-	1578	0	0	2304	3249	0
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-
Critical Hdwy	-	7.1	-	-	5.62	5.32	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-
Follow-up Hdwy	-	3.9	-	-	2.31	3.11	-
Pot Cap-1 Maneuver	0	*198	-	-	*334	*248	-
Stage 1	0	-	-	-	-	-	-
Stage 2	0	-	-	-	-	-	-
Platoon blocked, %		1	-	-	1	1	-
Mov Cap-1 Maneuver	-	*198	-	-	*243	*243	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.6	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	198	* 243	-
HCM Lane V/C Ratio	-	-	0.347	0.104	-
HCM Control Delay (s)	-	-	32.6	21.5	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	1.5	0.3	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

Woodfield Estero Planned Development
4: Walden Center Dr & Coconut Road — Existing Conditions - PM Peak Hour

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	5	412	7	3	14	319	3	9	7	159	4	2	6
Future Vol, veh/h	5	412	7	3	14	319	3	9	7	159	4	2	6
Conflicting Peds, #/hr	0	0	1	0	1	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	375	-	-	-	250	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	92	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	5	429	7	3	15	332	3	9	7	166	4	2	6

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	335	0	0	-	437	0	0	812	815	434	891	815	332
Stage 1	-	-	-	-	-	-	-	444	444	-	362	368	-
Stage 2	-	-	-	-	-	-	-	368	371	-	529	447	-
Critical Hdwy	4.12	-	-	-	4.11	-	-	7.11	6.51	6.21	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.11	5.51	-	6.1	5.5	-
Follow-up Hdwy	2.218	-	-	-	2.209	-	-	3.509	4.009	3.309	3.5	4	3.3
Pot Cap-1 Maneuver	1224	-	-	-	1128	-	-	299	313	624	265	314	714
Stage 1	-	-	-	-	-	-	-	595	577	-	661	625	-
Stage 2	-	-	-	-	-	-	-	654	621	-	537	577	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	1224	-	-	~ -5	~ -5	-	-	294	311	623	191	312	714
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	294	311	-	191	312	-
Stage 1	-	-	-	-	-	-	-	592	574	-	658	625	-
Stage 2	-	-	-	-	-	-	-	646	621	-	388	574	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1		13.7	16.1
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	294	598	1224	-	-	+	-	-	336
HCM Lane V/C Ratio	0.032	0.289	0.004	-	-	-	-	-	0.037
HCM Control Delay (s)	17.6	13.5	8	-	-	-	-	-	16.1
HCM Lane LOS	C	B	A	-	-	-	-	-	C
HCM 95th %tile Q(veh)	0.1	1.2	0	-	-	-	-	-	0.1

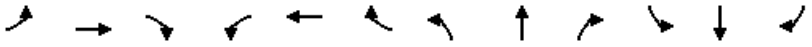
Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

Woodfield Estero Planned Development
6: Tamiami Trail (US41) & Coconut Road

Existing Conditions - PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	285	157	166	441	106	125	96	2871	457	113	1575	167
v/c Ratio	0.76	0.79	0.55	0.87	0.40	0.36	0.74	1.03	0.43	0.66	0.59	0.19
Control Delay	99.9	113.6	21.4	100.9	81.5	7.0	121.0	68.7	3.1	137.6	27.0	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.9	113.6	21.4	100.9	81.5	7.0	121.0	68.7	3.1	137.6	27.0	2.3
Queue Length 50th (ft)	191	205	19	295	127	0	125	~1533	0	81	570	13
Queue Length 95th (ft)	243	292	103	361	198	38	#204	#1585	58	#143	647	34
Internal Link Dist (ft)		813			728			896			1344	
Turn Bay Length (ft)	425		350	350			425		675	500		225
Base Capacity (vph)	459	237	329	557	290	369	147	2786	1062	170	2683	894
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.66	0.50	0.79	0.37	0.34	0.65	1.03	0.43	0.66	0.59	0.19

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.

Queues

Woodfield Estero Planned Development
6: Tamiami Trail (US41) & Coconut Road

Existing Conditions - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	271	149	158	3	416	101	119	11	80	2727	434	1
Future Volume (veh/h)	271	149	158	3	416	101	119	11	80	2727	434	1
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98		1.00		0.98		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	
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln	1885	1885	1885		1856	1856	1856		1870	1870	1870	
Adj Flow Rate, veh/h	285	157	42		438	106	31		84	2871	228	
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Percent Heavy Veh, %	1	1	1		3	3	3		2	2	2	
Cap, veh/h	327	181	150		480	261	218		101	2946	914	
Arrive On Green	0.09	0.10	0.10		0.14	0.14	0.14		0.06	0.58	0.58	
Sat Flow, veh/h	3483	1885	1561		3428	1856	1548		1781	5106	1584	
Grp Volume(v), veh/h	285	157	42		438	106	31		84	2871	228	
Grp Sat Flow(s),veh/h/ln	1742	1885	1561		1714	1856	1548		1781	1702	1584	
Q Serve(g_s), s	16.2	16.4	5.0		25.2	10.4	3.5		9.3	108.7	14.2	
Cycle Q Clear(g_c), s	16.2	16.4	5.0		25.2	10.4	3.5		9.3	108.7	14.2	
Prop In Lane	1.00		1.00		1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	327	181	150		480	261	218		101	2946	914	
V/C Ratio(X)	0.87	0.87	0.28		0.91	0.41	0.14		0.84	0.97	0.25	
Avail Cap(c_a), veh/h	462	238	198		562	289	241		147	2946	914	
HCM Platoon Ratio	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	1.00	1.00	
Uniform Delay (d), s/veh	89.4	89.1	84.0		84.8	78.3	75.3		93.4	40.9	20.9	
Incr Delay (d2), s/veh	12.4	21.9	1.0		17.7	1.0	0.3		22.8	11.6	0.7	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	7.9	9.1	2.1		12.3	5.0	1.4		4.9	46.3	5.5	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.8	111.0	85.0		102.5	79.3	75.6		116.2	52.5	21.6	
LnGrp LOS	F	F	F		F	E	E		F	D	C	
Approach Vol, veh/h		484				575				3183		
Approach Delay, s/veh		103.3				96.8				52.0		
Approach LOS		F				F				D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	119.9	26.3	35.1	16.0	122.7	35.2	26.1
Change Period (Y+Rc), s	* 7.5	* 7.3	7.5	6.9	8.2	* 7.3	* 7.2	* 6.9
Max Green Setting (Gmax), s	* 17	* 97	26.5	31.1	7.8	* 1E2	* 33	* 25
Max Q Clear Time (g_c+I1), s	11.3	2.0	18.2	12.4	8.4	110.7	27.2	18.4
Green Ext Time (p_c), s	0.1	43.1	0.6	0.5	0.0	0.0	0.8	0.5

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Estero Planned Development
6: Tamiami Trail (US41) & Coconut Road — Existing Conditions - PM Peak Hour

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	106	1496	159
Future Volume (veh/h)	106	1496	159
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	112	1575	87
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	135	2874	892
Arrive On Green	0.08	1.00	1.00
Sat Flow, veh/h	3456	5106	1584
Grp Volume(v), veh/h	112	1575	87
Grp Sat Flow(s),veh/h/ln	1728	1702	1584
Q Serve(g_s), s	6.4	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	135	2874	892
V/C Ratio(X)	0.83	0.55	0.10
Avail Cap(c_a), veh/h	135	2874	892
HCM Platoon Ratio	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	91.6	0.0	0.0
Incr Delay (d2), s/veh	33.5	0.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.2	0.1
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	125.1	0.8	0.2
LnGrp LOS	F	A	A
Approach Vol, veh/h		1774	
Approach Delay, s/veh		8.6	
Approach LOS		A	
Timer - Assigned Phs			

HCM 6th Signalized Intersection Summary

Woodfield Estero Planned Development
7: Health Center Blvd/Via Villagio & Coconut Road — Existing Conditions - PM Peak Hour

Intersection													
Int Delay, s/veh	2.4												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	102	578	9	9	530	64	0	0	129	0	0	107
Future Vol, veh/h	2	102	578	9	9	530	64	0	0	129	0	0	107
Conflicting Peds, #/hr	0	0	0	1	1	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	175	200	-	250	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	3	3	1	1	1	1	1	1
Mvmt Flow	2	111	628	10	10	576	70	0	0	140	0	0	116

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	576	646	0	0	639	0	0	-	-	316	-	-	288
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	4.16	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.23	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	619	935	-	-	934	-	-	0	0	683	0	0	712
Stage 1	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	921	921	-	-	933	-	-	-	-	682	-	-	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.1	11.6	11
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	682	921	-	-	933	-	-	712
HCM Lane V/C Ratio	0.206	0.123	-	-	0.01	-	-	0.163
HCM Control Delay (s)	11.6	9.5	-	-	8.9	-	-	11
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.4	-	-	0	-	-	0.6

HCM 6th TWSC

Woodfield Village
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Existing with Project - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	186	28	25	188	29	131	29	3118	105	142	1770	72
v/c Ratio	0.99	0.37	0.12	0.62	0.26	0.56	0.37	0.90	0.09	0.68	0.49	0.06
Control Delay	153.3	106.8	1.2	98.5	94.3	15.4	75.1	16.4	1.2	108.2	14.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.3	106.8	1.2	98.5	94.3	15.4	75.1	16.4	1.2	108.2	14.8	0.4
Queue Length 50th (ft)	128	37	0	127	37	0	36	363	3	96	390	0
Queue Length 95th (ft)	#222	78	0	175	77	49	m39	m350	m3	139	453	3
Internal Link Dist (ft)		197			358			909			2235	
Turn Bay Length (ft)				200		200	325		400	300		350
Base Capacity (vph)	188	98	226	318	152	268	87	3457	1112	240	3614	1142
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.29	0.11	0.59	0.19	0.49	0.33	0.90	0.09	0.59	0.49	0.06

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Queues

Woodfield Village

1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Existing with Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	179	27	24	180	28	126	7	20	2993	101	14	122
Future Volume (veh/h)	179	27	24	180	28	126	7	20	2993	101	14	122
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900		1885	1885	1885		1885
Adj Flow Rate, veh/h	186	28	6	188	29	30		21	3118	69		127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	2	2	0	0	0		1	1	1		1
Cap, veh/h	190	56	47	223	78	66		158	3607	1120		162
Arrive On Green	0.05	0.03	0.03	0.06	0.04	0.04		0.18	1.00	1.00		0.05
Sat Flow, veh/h	3456	1870	1585	3510	1900	1610		1795	5147	1598		3483
Grp Volume(v), veh/h	186	28	6	188	29	30		21	3118	69		127
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1755	1900	1610		1795	1716	1598		1742
Q Serve(g_s), s	10.8	2.9	0.6	10.6	3.0	3.6		2.0	0.0	0.0		7.2
Cycle Q Clear(g_c), s	10.8	2.9	0.6	10.6	3.0	3.6		2.0	0.0	0.0		7.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	190	56	47	223	78	66		158	3607	1120		162
V/C Ratio(X)	0.98	0.50	0.13	0.84	0.37	0.45		0.13	0.86	0.06		0.79
Avail Cap(c_a), veh/h	190	99	84	288	153	130		158	3607	1120		240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	94.4	95.6	64.5	92.7	93.3	93.7		75.9	0.0	0.0		94.4
Incr Delay (d2), s/veh	58.7	2.6	0.4	13.2	1.1	1.8		0.1	3.0	0.1		5.1
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
%ile BackOfQ(50%),veh/ln	6.4	1.5	0.3	5.3	1.5	1.6		0.9	1.0	0.0		3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	153.1	98.2	64.9	105.8	94.4	95.4		76.0	3.0	0.1		99.5
LnGrp LOS	F	F	E	F	F	F		E	A	A		F
Approach Vol, veh/h		220			247				3208			
Approach Delay, s/veh		143.7			103.2				3.4			
Approach LOS		F			F				A			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.8	140.0	18.0	16.2	17.5	148.4	20.3	13.8
Change Period (Y+Rc), s	* 8.2	7.3	7.0	7.9	8.2	* 8.2	7.6	* 7.9
Max Green Setting (Gmax), s	* 9.8	132.7	11.0	16.1	13.8	* 1.3E2	16.4	* 11
Max Q Clear Time (g_c+I1), s	4.0	37.3	12.8	5.6	9.2	2.0	12.6	4.9
Green Ext Time (p_c), s	0.0	51.9	0.0	0.1	0.1	121.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Existing with Project - PM Peak Hour

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (veh/h)	1699	69
Future Volume (veh/h)	1699	69
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1885
Adj Flow Rate, veh/h	1770	49
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	1	1
Cap, veh/h	3415	1060
Arrive On Green	0.66	0.66
Sat Flow, veh/h	5147	1597
Grp Volume(v), veh/h	1770	49
Grp Sat Flow(s),veh/h/ln	1716	1597
Q Serve(g_s), s	35.3	1.3
Cycle Q Clear(g_c), s	35.3	1.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3415	1060
V/C Ratio(X)	0.52	0.05
Avail Cap(c_a), veh/h	3415	1060
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	17.3	4.5
Incr Delay (d2), s/veh	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	0.8
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	17.8	4.6
LnGrp LOS	B	A
Approach Vol, veh/h	1946	
Approach Delay, s/veh	22.8	
Approach LOS	C	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary

Woodfield Village
2: Tamiami Trail (US41) & Tamiami Drwy 1/Palma De Coco Dr — Existing with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	37	0	0	70	62	3047	89	4	20	1814	72
Future Vol, veh/h	0	0	37	0	0	70	62	3047	89	4	20	1814	72
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	225	-	400	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	96	92	96	92	96	96	92	96	96	92
Heavy Vehicles, %	2	2	2	0	2	0	2	1	1	2	1	1	2
Mvmt Flow	0	0	40	0	0	73	67	3174	93	4	21	1890	78

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	994	-	-	1597	1973	0	0	2317	3272	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.1	5.34	-	-	5.64	5.32	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.9	3.12	-	-	2.32	3.11	-	-
Pot Cap-1 Maneuver	0	0	*484	0	0	*198	*609	-	-	*333	*248	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*479	-	-	*196	*606	-	-	*241	*241	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	33.9	0.2	0.3
HCM LOS	B	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 606	-	-	479	196	* 241	-	-
HCM Lane V/C Ratio	0.111	-	-	0.084	0.372	0.104	-	-
HCM Control Delay (s)	11.7	-	-	13.2	33.9	21.7	-	-
HCM Lane LOS	B	-	-	B	D	C	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.3	1.6	0.3	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

Woodfield Village
3: Tamiami Trail (US41) Existing with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	0	3198	1785	66
Future Vol, veh/h	0	56	0	3198	1785	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	0	3476	1940	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1006	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*497	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*497	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	497	-	-
HCM Lane V/C Ratio	-	0.122	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road

Existing with Project - PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	430	22	320	145	9	200	169	46
v/c Ratio	0.20	0.74	0.14	0.55	0.23	0.07	0.51	0.53	0.06
Control Delay	47.6	34.4	46.5	28.4	0.8	47.3	14.0	40.6	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.6	34.4	46.5	28.4	0.8	47.3	14.0	40.6	10.9
Queue Length 50th (ft)	11	137	8	95	0	3	12	59	4
Queue Length 95th (ft)	55	426	45	304	0	25	80	200	33
Internal Link Dist (ft)		1221		345			181		233
Turn Bay Length (ft)	375		250					200	
Base Capacity (vph)	144	999	158	1005	935	132	857	481	1131
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.43	0.14	0.32	0.16	0.07	0.23	0.35	0.04

Intersection Summary

Queues

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road — Existing with Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	28	406	7	7	14	307	139	9	33	159	162	15
Future Volume (veh/h)	28	406	7	7	14	307	139	9	33	159	162	15
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97		1.00		0.97	1.00		0.97	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870		1885	1885	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	29	423	6		15	320	34	9	34	35	169	16
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2		1	1	1	1	1	1	0	0
Cap, veh/h	56	553	8		33	528	433	21	106	110	218	266
Arrive On Green	0.03	0.30	0.30		0.02	0.28	0.28	0.01	0.13	0.13	0.12	0.24
Sat Flow, veh/h	1781	1839	26		1795	1885	1545	1795	838	862	1810	1126
Grp Volume(v), veh/h	29	0	429		15	320	34	9	0	69	169	0
Grp Sat Flow(s),veh/h/ln	1781	0	1865		1795	1885	1545	1795	0	1700	1810	0
Q Serve(g_s), s	1.0	0.0	13.4		0.5	9.4	1.0	0.3	0.0	2.4	5.8	0.0
Cycle Q Clear(g_c), s	1.0	0.0	13.4		0.5	9.4	1.0	0.3	0.0	2.4	5.8	0.0
Prop In Lane	1.00		0.01		1.00		1.00	1.00		0.51	1.00	
Lane Grp Cap(c), veh/h	56	0	561		33	528	433	21	0	216	218	0
V/C Ratio(X)	0.52	0.00	0.76		0.46	0.61	0.08	0.43	0.00	0.32	0.78	0.00
Avail Cap(c_a), veh/h	153	0	1055		168	1061	870	140	0	851	508	0
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
Upstream Filter(I)	1.00	0.00	1.00		1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.6	0.0	20.4		31.2	20.0	17.0	31.5	0.0	25.5	27.4	0.0
Incr Delay (d2), s/veh	7.2	0.0	2.2		9.6	1.1	0.1	13.7	0.0	0.8	5.9	0.0
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
%ile BackOfQ(50%),veh/ln	0.5	0.0	5.4		0.3	3.8	0.4	0.2	0.0	1.0	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	0.0	22.6		40.8	21.2	17.1	45.1	0.0	26.3	33.2	0.0
LnGrp LOS	D	A	C		D	C	B	D	A	C	C	A
Approach Vol, veh/h		458				369			78			194
Approach Delay, s/veh		23.5				21.6			28.5			31.4
Approach LOS		C				C			C			C

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	24.9	14.7	15.1	8.2	26.2	7.7	22.0
Change Period (Y+Rc), s	7.5	6.9	7.0	6.9	* 7	* 6.9	7.0	6.9
Max Green Setting (Gmax), s	5.5	36.1	18.0	32.1	* 6	* 36	5.0	45.1
Max Q Clear Time (g_c+I1), s	3.0	11.4	7.8	4.4	2.5	15.4	2.3	2.7
Green Ext Time (p_c), s	0.0	1.9	0.3	0.3	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road — Existing with Project - PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	29
Future Volume (veh/h)	29
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.96
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	9
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	149
Arrive On Green	0.24
Sat Flow, veh/h	633
Grp Volume(v), veh/h	25
Grp Sat Flow(s),veh/h/ln	1759
Q Serve(g_s), s	0.7
Cycle Q Clear(g_c), s	0.7
Prop In Lane	0.36
Lane Grp Cap(c), veh/h	415
V/C Ratio(X)	0.06
Avail Cap(c_a), veh/h	1237
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	19.0
Incr Delay (d2), s/veh	0.1
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.3
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	19.1
LnGrp LOS	B
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Woodfield Village
5: Coconut Road & Coconut Drwy 2 — Existing with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↱			↱
Traffic Vol, veh/h	0	734	463	30	0	4
Future Vol, veh/h	0	734	463	30	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	798	503	33	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	268
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	730
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	730
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	730
HCM Lane V/C Ratio	-	-	-	0.006
HCM Control Delay (s)	-	-	-	10
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Existing with Project - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	333	225	215	441	199	132	158	2901	457	133	1632	174
v/c Ratio	0.81	0.91	0.64	0.87	0.67	0.35	0.98	1.08	0.44	0.88	0.66	0.21
Control Delay	101.8	120.8	34.8	100.9	91.3	8.4	149.8	88.7	3.2	152.7	31.7	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.8	120.8	34.8	100.9	91.3	8.4	149.8	88.7	3.2	152.7	31.7	1.9
Queue Length 50th (ft)	223	297	80	295	249	0	~231	~1565	1	94	624	5
Queue Length 95th (ft)	281	#485	186	361	353	48	#403	#1613	59	#172	676	15
Internal Link Dist (ft)		388			728			1392			661	
Turn Bay Length (ft)			350	350			425		675	500		225
Base Capacity (vph)	459	249	338	557	298	375	162	2680	1038	151	2461	832
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.90	0.64	0.79	0.67	0.35	0.98	1.08	0.44	0.88	0.66	0.21

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.

Queues

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Existing with Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	316	214	204	3	416	189	125	11	139	2756	434	1
Future Volume (veh/h)	316	214	204	3	416	189	125	11	139	2756	434	1
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.98		1.00		0.98		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	
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln	1885	1885	1885		1856	1856	1856		1870	1870	1870	
Adj Flow Rate, veh/h	333	225	78		438	199	15		146	2901	231	
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Percent Heavy Veh, %	1	1	1		3	3	3		2	2	2	
Cap, veh/h	374	238	198		480	293	244		147	2791	866	
Arrive On Green	0.11	0.13	0.13		0.14	0.16	0.16		0.08	0.55	0.55	
Sat Flow, veh/h	3483	1885	1565		3428	1856	1548		1781	5106	1584	
Grp Volume(v), veh/h	333	225	78		438	199	15		146	2901	231	
Grp Sat Flow(s),veh/h/ln	1742	1885	1565		1714	1856	1548		1781	1702	1584	
Q Serve(g_s), s	18.9	23.7	9.2		25.2	20.2	1.6		16.4	109.3	15.5	
Cycle Q Clear(g_c), s	18.9	23.7	9.2		25.2	20.2	1.6		16.4	109.3	15.5	
Prop In Lane	1.00		1.00		1.00		1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	374	238	198		480	293	244		147	2791	866	
V/C Ratio(X)	0.89	0.94	0.39		0.91	0.68	0.06		0.99	1.04	0.27	
Avail Cap(c_a), veh/h	462	238	198		562	293	244		147	2791	866	
HCM Platoon Ratio	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	1.00	1.00	
Uniform Delay (d), s/veh	88.1	86.6	80.3		84.8	79.5	71.6		91.7	45.3	24.1	
Incr Delay (d2), s/veh	16.6	42.8	1.3		17.7	6.2	0.1		72.2	28.4	0.8	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	9.4	14.4	3.8		12.3	10.1	0.7		10.4	51.3	6.1	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.8	129.4	81.6		102.5	85.7	71.7		163.9	73.8	24.8	
LnGrp LOS	F	F	F		F	F	E		F	F	C	
Approach Vol, veh/h		636				652				3278		
Approach Delay, s/veh		110.7				96.7				74.3		
Approach LOS		F				F				E		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	108.6	28.9	38.4	16.0	116.6	35.2	32.2
Change Period (Y+Rc), s	* 7.5	* 7.3	7.5	6.9	8.2	* 7.3	* 7.2	* 6.9
Max Green Setting (Gmax), s	* 17	* 97	26.5	31.1	7.8	* 1E2	* 33	* 25
Max Q Clear Time (g_c+I1), s	18.4	2.0	20.9	22.2	9.6	111.3	27.2	25.7
Green Ext Time (p_c), s	0.0	46.2	0.6	0.6	0.0	0.0	0.8	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.3
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road — Existing with Project - PM Peak Hour

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	125	1550	165
Future Volume (veh/h)	125	1550	165
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	132	1632	94
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	135	2586	802
Arrive On Green	0.08	1.00	1.00
Sat Flow, veh/h	3456	5106	1584
Grp Volume(v), veh/h	132	1632	94
Grp Sat Flow(s),veh/h/ln	1728	1702	1584
Q Serve(g_s), s	7.6	0.0	0.0
Cycle Q Clear(g_c), s	7.6	0.0	0.0
Prop In Lane	1.00		1.00
Lane Grp Cap(c), veh/h	135	2586	802
V/C Ratio(X)	0.98	0.63	0.12
Avail Cap(c_a), veh/h	135	2586	802
HCM Platoon Ratio	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	92.1	0.0	0.0
Incr Delay (d2), s/veh	71.0	1.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.3	0.1
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	163.1	1.2	0.3
LnGrp LOS	F	A	A
Approach Vol, veh/h		1858	
Approach Delay, s/veh		12.6	
Approach LOS		B	
Timer - Assigned Phs			

HCM 6th Signalized Intersection Summary

Woodfield Village
7: Health Center Blvd/Via Villagio & Coconut Road — Existing with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	2.6

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	120	637	17	9	604	64	0	0	129	0	0	127
Future Vol, veh/h	2	120	637	17	9	604	64	0	0	129	0	0	127
Conflicting Peds, #/hr	0	0	0	1	1	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	175	200	-	250	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	3	3	1	1	1	1	1	1
Mvmt Flow	2	130	692	18	10	657	70	0	0	140	0	0	138

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	657	727	0	0	711	0	0	-	-	348	-	-	329
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	4.16	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.23	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	550	872	-	-	878	-	-	0	0	651	0	0	670
Stage 1	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	859	859	-	-	877	-	-	-	-	650	-	-	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.1	12.1	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	650	859	-	-	877	-	-	670
HCM Lane V/C Ratio	0.216	0.154	-	-	0.011	-	-	0.206
HCM Control Delay (s)	12.1	10	-	-	9.2	-	-	11.8
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.8	0.5	-	-	0	-	-	0.8

HCM 6th TWSC

Woodfield Village

1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way Near Term without Project - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	101	20	85	191	11	131	42	3532	105	142	2022	45
v/c Ratio	0.61	0.29	0.41	0.75	0.09	0.54	1.14	1.07	0.10	1.95	0.57	0.04
Control Delay	108.8	103.7	6.1	109.3	89.5	14.8	147.4	47.3	0.3	512.0	17.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	108.8	103.7	6.1	109.3	89.5	14.8	147.4	47.3	0.3	512.0	17.0	0.1
Queue Length 50th (ft)	68	26	0	129	14	0	~63	~1863	0	~148	480	0
Queue Length 95th (ft)	105	61	0	177	39	50	m#59	m316	m0	#242	541	0
Internal Link Dist (ft)		197			358			909			2235	
Turn Bay Length (ft)				200		200	325		400	300		350
Base Capacity (vph)	188	98	226	287	152	268	37	3299	1066	73	3534	1119
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.20	0.38	0.67	0.07	0.49	1.14	1.07	0.10	1.95	0.57	0.04

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.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Woodfield Village

1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Near Term without Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	97	19	82	183	11	126	7	33	3391	101	14	122
Future Volume (veh/h)	97	19	82	183	11	126	7	33	3391	101	14	122
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900		1885	1885	1885		1885
Adj Flow Rate, veh/h	101	20	30	191	11	32		34	3532	70		127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	2	2	0	0	0		1	1	1		1
Cap, veh/h	135	61	52	226	116	99		151	3586	1113		162
Arrive On Green	0.04	0.03	0.03	0.06	0.06	0.06		0.17	1.00	1.00		0.05
Sat Flow, veh/h	3456	1870	1585	3510	1900	1610		1795	5147	1598		3483
Grp Volume(v), veh/h	101	20	30	191	11	32		34	3532	70		127
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1755	1900	1610		1795	1716	1598		1742
Q Serve(g_s), s	5.8	2.1	3.1	10.8	1.1	3.8		3.3	0.0	0.0		7.2
Cycle Q Clear(g_c), s	5.8	2.1	3.1	10.8	1.1	3.8		3.3	0.0	0.0		7.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	135	61	52	226	116	99		151	3586	1113		162
V/C Ratio(X)	0.75	0.33	0.58	0.84	0.09	0.32		0.22	0.98	0.06		0.79
Avail Cap(c_a), veh/h	190	99	84	288	153	130		151	3586	1113		240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	95.1	94.6	65.6	92.6	88.6	89.9		77.5	0.0	0.0		94.4
Incr Delay (d2), s/veh	5.3	1.1	3.7	13.8	0.1	0.7		0.3	11.9	0.1		5.1
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
%ile BackOfQ(50%),veh/ln	2.7	1.0	1.6	5.4	0.5	1.6		1.5	3.9	0.0		3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.4	95.7	69.3	106.4	88.8	90.6		77.8	11.9	0.1		99.5
LnGrp LOS	F	F	E	F	F	F		E	B	A		F
Approach Vol, veh/h		151			234				3636			
Approach Delay, s/veh		93.6			103.4				12.3			
Approach LOS		F			F				B			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	140.0	14.8	20.1	17.5	147.6	20.5	14.5
Change Period (Y+Rc), s	* 8.2	7.3	7.0	7.9	8.2	* 8.2	7.6	* 7.9
Max Green Setting (Gmax), s	* 9.8	132.7	11.0	16.1	13.8	* 1.3E2	16.4	* 11
Max Q Clear Time (g_c+I1), s	5.3	45.6	7.8	5.8	9.2	2.0	12.8	5.1
Green Ext Time (p_c), s	0.0	60.0	0.0	0.0	0.1	125.1	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

User approved ignoring U-Turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village

1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Near Term without Project - PM Peak Hour

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1941	43
Future Volume (veh/h)	1941	43
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1885
Adj Flow Rate, veh/h	2022	30
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	1	1
Cap, veh/h	3415	1060
Arrive On Green	0.66	0.66
Sat Flow, veh/h	5147	1597
Grp Volume(v), veh/h	2022	30
Grp Sat Flow(s),veh/h/ln	1716	1597
Q Serve(g_s), s	43.6	0.9
Cycle Q Clear(g_c), s	43.6	0.9
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3415	1060
V/C Ratio(X)	0.59	0.03
Avail Cap(c_a), veh/h	3415	1060
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	18.7	5.2
Incr Delay (d2), s/veh	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.8	0.5
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	19.4	5.3
LnGrp LOS	B	A
Approach Vol, veh/h	2179	
Approach Delay, s/veh	23.9	
Approach LOS	C	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary

Woodfield Village
2: Tamiami Trail (US41) & Tamiami Drwy 1/Palma De Coco Dr Near Term without Project - PM Peak Hour

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	0	0	0	63	0	3465	108	4	28	2181	0
Future Vol, veh/h	0	0	0	0	0	63	0	3465	108	4	28	2181	0
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	225	-	400	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	96	92	96	92	96	96	92	96	96	92
Heavy Vehicles, %	2	2	2	0	2	0	2	1	1	2	1	1	2
Mvmt Flow	0	0	0	0	0	66	0	3609	113	4	29	2272	0

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	1146	-	-	1815	2277	0	0	2635	3727	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.1	5.34	-	-	5.64	5.32	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.9	3.12	-	-	2.32	3.11	-	-
Pot Cap-1 Maneuver	0	0	*406	0	0	*93	*510	-	-	*156	*117	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*402	-	-	*92	*508	-	-	*99	*99	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	108.9	0	0.9
HCM LOS	A	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 508	-	-	-	92	* 99	-	-
HCM Lane V/C Ratio	-	-	-	-	0.713	0.339	-	-
HCM Control Delay (s)	0	-	-	0	108.9	59.3	-	-
HCM Lane LOS	A	-	-	A	F	F	-	-
HCM 95th %tile Q(veh)	0	-	-	-	3.6	1.3	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC

Woodfield Village
3: Tamiami Trail (US41)

Near Term without Project - PM Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	3573	2181	0
Future Vol, veh/h	0	0	0	3573	2181	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	3884	2371	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1186	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	156	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	156	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	0	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q(veh)	-	-	-	-

HCM 6th TWSC

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road — Near Term without Project - PM Peak Hour

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	8	676	14	3	58	697	4	31	7	280	4	7	11
Future Vol, veh/h	8	676	14	3	58	697	4	31	7	280	4	7	11
Conflicting Peds, #/hr	0	0	5	0	0	0	5	0	0	10	0	0	10
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	-	None	-	-	None	-	-	None
Storage Length	375	-	-	-	250	-	0	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	1	1	1	1	1	1	1	0	0	0
Mvmt Flow	8	704	15	3	60	726	4	32	7	292	4	7	11

Major/Minor	Major1			Major2				Minor1			Minor2		
Conflicting Flow All	735	0	0	719	724	0	0	1600	1594	375	1233	1597	741
Stage 1	-	-	-	-	-	-	-	733	733	-	851	857	-
Stage 2	-	-	-	-	-	-	-	867	861	-	382	740	-
Critical Hdwy	4.13	-	-	6.915	4.115	-	-	7.315	6.515	6.915	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	-	6.515	5.515	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	6.115	5.515	-	6.5	5.5	-
Follow-up Hdwy	2.219	-	-	3.1095	2.2095	-	-	3.5095	4.0095	3.3095	3.5	4	3.3
Pot Cap-1 Maneuver	868	-	-	391	882	-	-	78	107	626	145	108	420
Stage 1	-	-	-	-	-	-	-	381	427	-	358	377	-
Stage 2	-	-	-	-	-	-	-	348	373	-	618	426	-
Platoon blocked, %		-	-			-	-						
Mov Cap-1 Maneuver	864	-	-	762	762	-	-	66	96	617	66	97	414
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	66	96	-	66	97	-
Stage 1	-	-	-	-	-	-	-	376	421	-	353	343	-
Stage 2	-	-	-	-	-	-	-	300	340	-	314	420	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.8	27.5	36.2
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	66	545	864	-	-	762	-	-	138
HCM Lane V/C Ratio	0.489	0.549	0.01	-	-	0.083	-	-	0.166
HCM Control Delay (s)	103.4	19.3	9.2	-	-	10.2	-	-	36.2
HCM Lane LOS	F	C	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	2	3.3	0	-	-	0.3	-	-	0.6

HCM 6th TWSC

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Near Term without Project - PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	516	498	470	423	170	3087	491	150	2145
v/c Ratio	0.96	0.86	0.90	0.76	0.55	1.12	0.47	0.68	0.84
Control Delay	112.4	86.0	103.1	80.1	93.7	100.1	3.5	119.5	31.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	112.4	86.0	103.1	80.1	93.7	100.1	3.5	119.5	31.1
Queue Length 50th (ft)	353	296	318	250	112	~1709	9	105	908
Queue Length 95th (ft)	#476	371	#414	318	157	#1750	69	#154	597
Internal Link Dist (ft)		388		728		1392			661
Turn Bay Length (ft)	375		350		425		675	500	
Base Capacity (vph)	537	600	527	582	343	2765	1052	219	2564
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.83	0.89	0.73	0.50	1.12	0.47	0.68	0.84

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.

Queues

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Near Term without Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	490	266	207	3	444	253	149	11	150	2933	466	1
Future Volume (veh/h)	490	266	207	3	444	253	149	11	150	2933	466	1
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.96		1.00		0.96		1.00		0.98	
Parking Bus, Adj	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		
Adj Sat Flow, veh/h/ln	1885	1885	1885		1856	1856	1856		1870	1870	1870	
Adj Flow Rate, veh/h	516	280	153		467	266	112		158	3087	260	
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Percent Heavy Veh, %	1	1	1		3	3	3		2	2	2	
Cap, veh/h	540	349	184		531	380	154		252	2796	851	
Arrive On Green	0.16	0.16	0.14		0.16	0.16	0.14		0.07	0.55	0.55	
Sat Flow, veh/h	3483	2231	1176		3428	2412	982		3456	5106	1554	
Grp Volume(v), veh/h	516	223	210		467	192	186		158	3087	260	
Grp Sat Flow(s),veh/h/ln	1742	1791	1616		1714	1763	1630		1728	1702	1554	
Q Serve(g_s), s	29.4	24.0	25.3		26.7	20.6	21.8		8.9	109.5	18.2	
Cycle Q Clear(g_c), s	29.4	24.0	25.3		26.7	20.6	21.8		8.9	109.5	18.2	
Prop In Lane	1.00		0.73		1.00		0.60		1.00		1.00	
Lane Grp Cap(c), veh/h	540	280	253		531	277	257		252	2796	851	
V/C Ratio(X)	0.96	0.80	0.83		0.88	0.69	0.72		0.63	1.10	0.31	
Avail Cap(c_a), veh/h	540	296	267		531	291	269		346	2796	851	
HCM Platoon Ratio	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	1.00	1.00	
Uniform Delay (d), s/veh	83.8	81.3	82.8		82.7	79.7	81.0		90.1	45.2	24.6	
Incr Delay (d2), s/veh	27.9	13.4	18.9		15.5	6.5	8.9		2.6	52.8	0.9	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	15.3	12.1	11.9		12.9	9.8	9.8		4.0	57.6	7.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.7	94.7	101.7		98.2	86.2	89.9		92.6	98.1	25.5	
LnGrp LOS	F	F	F		F	F	F		F	F	C	
Approach Vol, veh/h		949				845				3505		
Approach Delay, s/veh		105.5				93.6				92.5		
Approach LOS		F				F				F		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.6	110.9	35.0	35.5	16.0	113.5	35.0	35.5
Change Period (Y+Rc), s	* 7.5	* 7.3	7.5	6.9	8.2	* 7.3	* 7.2	* 6.9
Max Green Setting (Gmax), s	* 17	* 97	27.5	30.1	7.8	* 1E2	* 28	* 30
Max Q Clear Time (g_c+I1), s	10.9	2.0	31.4	23.8	10.3	111.5	28.7	27.3
Green Ext Time (p_c), s	0.2	66.6	0.0	1.1	0.0	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	69.6
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Near Term without Project - PM Peak Hour

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	142	1679	359
Future Volume (veh/h)	142	1679	359
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	149	1767	361
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	207	2268	456
Arrive On Green	0.12	1.00	1.00
Sat Flow, veh/h	3456	4246	854
Grp Volume(v), veh/h	149	1411	717
Grp Sat Flow(s),veh/h/ln	1728	1702	1696
Q Serve(g_s), s	8.3	0.0	0.0
Cycle Q Clear(g_c), s	8.3	0.0	0.0
Prop In Lane	1.00		0.50
Lane Grp Cap(c), veh/h	207	1818	906
V/C Ratio(X)	0.72	0.78	0.79
Avail Cap(c_a), veh/h	207	1818	906
HCM Platoon Ratio	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.4	0.0	0.0
Incr Delay (d2), s/veh	11.4	3.3	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	0.8	1.8
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	97.7	3.3	7.0
LnGrp LOS	F	A	A
Approach Vol, veh/h		2277	
Approach Delay, s/veh		10.7	
Approach LOS		B	
Timer - Assigned Phs			

HCM 6th Signalized Intersection Summary

Woodfield Village
7: Health Center Blvd/Via Villagio & Coconut Road — Near Term without Project - PM Peak Hour

Intersection	
Int Delay, s/veh	2.3

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	113	726	36	13	740	64	0	0	137	0	0	107
Future Vol, veh/h	2	113	726	36	13	740	64	0	0	137	0	0	107
Conflicting Peds, #/hr	0	0	0	1	1	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	175	200	-	250	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	3	3	1	1	1	1	1	1
Mvmt Flow	2	123	789	39	14	804	70	0	0	149	0	0	116

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	804	874	0	0	829	0	0	-	-	397	-	-	402
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	4.16	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.23	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	443	768	-	-	792	-	-	0	0	605	0	0	601
Stage 1	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	753	753	-	-	791	-	-	-	-	604	-	-	601
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.4	0.2	12.9	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	753	-	-	791	-	-	601
HCM Lane V/C Ratio	0.247	0.166	-	-	0.018	-	-	0.194
HCM Control Delay (s)	12.9	10.7	-	-	9.6	-	-	12.4
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.6	-	-	0.1	-	-	0.7

HCM 6th TWSC

Woodfield Village
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Near Term with Project - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	245	28	49	191	29	131	38	3550	105	142	2155	84
v/c Ratio	1.30	0.37	0.23	0.63	0.26	0.56	1.03	1.08	0.10	1.97	0.61	0.08
Control Delay	235.2	106.8	2.6	98.7	94.2	15.3	119.8	50.6	0.4	516.6	18.3	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	235.2	106.8	2.6	98.7	94.2	15.3	119.8	50.6	0.4	516.6	18.3	0.8
Queue Length 50th (ft)	~211	37	0	129	37	0	~51	~1881	0	~148	538	0
Queue Length 95th (ft)	#315	78	0	177	77	49	m49	m328	m0	#245	614	10
Internal Link Dist (ft)		197			358			909			2235	
Turn Bay Length (ft)				200		200	325		400	300		350
Base Capacity (vph)	188	98	226	318	152	268	37	3299	1066	72	3520	1115
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.30	0.29	0.22	0.60	0.19	0.49	1.03	1.08	0.10	1.97	0.61	0.08

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.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Woodfield Village
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Near Term with Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Traffic Volume (veh/h)	235	27	47	183	28	126	7	29	3408	101	14	122
Future Volume (veh/h)	235	27	47	183	28	126	7	29	3408	101	14	122
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No				No			
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900		1885	1885	1885		1885
Adj Flow Rate, veh/h	245	28	21	191	29	32		30	3550	69		127
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96		0.96	0.96	0.96		0.96
Percent Heavy Veh, %	2	2	2	0	0	0		1	1	1		1
Cap, veh/h	190	61	52	226	86	73		152	3587	1114		162
Arrive On Green	0.05	0.03	0.03	0.06	0.05	0.05		0.17	1.00	1.00		0.05
Sat Flow, veh/h	3456	1870	1585	3510	1900	1610		1795	5147	1598		3483
Grp Volume(v), veh/h	245	28	21	191	29	32		30	3550	69		127
Grp Sat Flow(s),veh/h/ln	1728	1870	1585	1755	1900	1610		1795	1716	1598		1742
Q Serve(g_s), s	11.0	2.9	2.2	10.8	3.0	3.9		2.9	0.0	0.0		7.2
Cycle Q Clear(g_c), s	11.0	2.9	2.2	10.8	3.0	3.9		2.9	0.0	0.0		7.2
Prop In Lane	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	190	61	52	226	86	73		152	3587	1114		162
V/C Ratio(X)	1.29	0.46	0.41	0.84	0.34	0.44		0.20	0.99	0.06		0.79
Avail Cap(c_a), veh/h	190	99	84	288	153	130		152	3587	1114		240
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		2.00	2.00	2.00		1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Uniform Delay (d), s/veh	94.5	95.0	65.3	92.6	92.6	93.0		77.3	0.0	0.0		94.4
Incr Delay (d2), s/veh	163.6	2.0	1.9	13.8	0.9	1.6		0.2	12.8	0.1		5.1
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
%ile BackOfQ(50%),veh/ln	9.3	1.5	1.1	5.4	1.5	1.7		1.3	4.3	0.0		3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	258.1	97.0	67.1	106.4	93.5	94.6		77.5	12.8	0.1		99.5
LnGrp LOS	F	F	E	F	F	F		E	B	A		F
Approach Vol, veh/h		294			252				3649			
Approach Delay, s/veh		229.1			103.4				13.1			
Approach LOS		F			F				B			

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	140.0	18.0	16.9	17.5	147.6	20.5	14.4
Change Period (Y+Rc), s	* 8.2	7.3	7.0	7.9	8.2	* 8.2	7.6	* 7.9
Max Green Setting (Gmax), s	* 9.8	132.7	11.0	16.1	13.8	* 1.3E2	16.4	* 11
Max Q Clear Time (g_c+I1), s	4.9	50.5	13.0	5.9	9.2	2.0	12.8	4.9
Green Ext Time (p_c), s	0.0	62.9	0.0	0.1	0.1	125.2	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
1: Tamiami Trail (US41) & Vandenberg Way/Village Shops Way — Near Term with Project - PM Peak Hour

Movement	SBT	SBR
Lane Configurations	↑↑↑	↱
Traffic Volume (veh/h)	2069	81
Future Volume (veh/h)	2069	81
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1885	1885
Adj Flow Rate, veh/h	2155	56
Peak Hour Factor	0.96	0.96
Percent Heavy Veh, %	1	1
Cap, veh/h	3415	1060
Arrive On Green	0.66	0.66
Sat Flow, veh/h	5147	1597
Grp Volume(v), veh/h	2155	56
Grp Sat Flow(s),veh/h/ln	1716	1597
Q Serve(g_s), s	48.5	1.5
Cycle Q Clear(g_c), s	48.5	1.5
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3415	1060
V/C Ratio(X)	0.63	0.05
Avail Cap(c_a), veh/h	3415	1060
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	19.5	4.6
Incr Delay (d2), s/veh	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.7	0.9
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	20.4	4.7
LnGrp LOS	C	A
Approach Vol, veh/h	2338	
Approach Delay, s/veh	24.3	
Approach LOS	C	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary

Woodfield Village
2: Tamiami Trail (US41) & Tamiami Drwy 1/Palma De Coco Dr — Near Term with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	0	0	72	0	0	67	70	3474	108	4	28	2197	77
Future Vol, veh/h	0	0	72	0	0	67	70	3474	108	4	28	2197	77
Conflicting Peds, #/hr	0	0	5	0	0	5	0	0	5	0	0	0	5
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	-	None
Storage Length	-	-	0	-	-	0	225	-	400	-	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	96	92	96	92	96	96	92	96	96	92
Heavy Vehicles, %	2	2	2	0	2	0	2	1	1	2	1	1	2
Mvmt Flow	0	0	78	0	0	70	76	3619	113	4	29	2289	84

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	-	-	1197	-	-	1820	2378	0	0	2642	3737	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	-	-	7.1	5.34	-	-	5.64	5.32	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	-	-	3.9	3.12	-	-	2.32	3.11	-	-
Pot Cap-1 Maneuver	0	0	*393	0	0	*93	*494	-	-	*156	*117	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-	-
Platoon blocked, %			1			1	1	-	-	1	1	-	-
Mov Cap-1 Maneuver	-	-	*389	-	-	*92	*491	-	-	*94	*94	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.6	117.5	0.3	0.9
HCM LOS	C	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	* 491	-	-	389	92	* 94	-	-
HCM Lane V/C Ratio	0.155	-	-	0.201	0.759	0.357	-	-
HCM Control Delay (s)	13.7	-	-	16.6	117.5	62.8	-	-
HCM Lane LOS	B	-	-	C	F	F	-	-
HCM 95th %tile Q(veh)	0.5	-	-	0.7	3.9	1.4	-	-

Notes
~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

Woodfield Village
3: Tamiami Trail (US41) Near Term with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	56	0	3652	2203	66
Future Vol, veh/h	0	56	0	3652	2203	66
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	0	3970	2395	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	1234	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	*384	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %		1		-	-	-
Mov Cap-1 Maneuver	-	*384	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	384	-	-
HCM Lane V/C Ratio	-	0.159	-	-
HCM Control Delay (s)	-	16.1	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Notes

~: Volume exceeds capacity $: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road

Near Term with Project - PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	713	67	721	146	32	326	169	56
v/c Ratio	0.46	0.36	0.61	0.64	0.15	0.12	0.90	0.82	0.27
Control Delay	113.8	26.9	109.0	31.9	5.1	71.5	62.4	114.7	38.5
Queue Delay	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Total Delay	113.8	26.9	109.0	33.0	5.1	71.5	62.4	114.7	38.5
Queue Length 50th (ft)	42	271	87	640	23	35	190	220	28
Queue Length 95th (ft)	#90	390	m110	m410	m4	73	304	312	74
Internal Link Dist (ft)		1221		345			181		233
Turn Bay Length (ft)	375		250					200	
Base Capacity (vph)	72	1983	134	1120	971	263	455	243	490
Starvation Cap Reductn	0	0	0	190	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.36	0.50	0.78	0.15	0.12	0.72	0.70	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Queues

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road — Near Term with Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	31	670	14	7	58	692	140	31	33	280	162	20
Future Volume (veh/h)	31	670	14	7	58	692	140	31	33	280	162	20
Initial Q (Qb), veh	0	0	0		0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97		1.00		0.97	1.00		0.96	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
Work Zone On Approach		No				No			No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870		1885	1885	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	32	698	14		60	721	55	32	34	161	169	21
Peak Hour Factor	0.96	0.96	0.96		0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2		1	1	1	1	1	1	0	0
Cap, veh/h	381	2051	41		75	763	628	287	39	183	187	109
Arrive On Green	0.21	0.58	0.58		0.04	0.40	0.40	0.16	0.14	0.14	0.10	0.08
Sat Flow, veh/h	1781	3561	71		1795	1885	1552	1795	277	1311	1810	1326
Grp Volume(v), veh/h	32	348	364		60	721	55	32	0	195	169	0
Grp Sat Flow(s),veh/h/ln	1781	1777	1855		1795	1885	1552	1795	0	1588	1810	0
Q Serve(g_s), s	2.9	20.7	20.7		6.6	73.7	4.4	3.0	0.0	24.1	18.5	0.0
Cycle Q Clear(g_c), s	2.9	20.7	20.7		6.6	73.7	4.4	3.0	0.0	24.1	18.5	0.0
Prop In Lane	1.00		0.04		1.00		1.00	1.00		0.83	1.00	
Lane Grp Cap(c), veh/h	381	1023	1069		75	763	628	287	0	221	187	0
V/C Ratio(X)	0.08	0.34	0.34		0.80	0.95	0.09	0.11	0.00	0.88	0.90	0.00
Avail Cap(c_a), veh/h	381	1023	1069		135	944	777	287	0	303	244	0
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
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
Uniform Delay (d), s/veh	63.0	22.4	22.4		95.0	57.4	36.7	71.8	0.0	84.5	88.7	0.0
Incr Delay (d2), s/veh	0.1	0.9	0.9		17.3	21.7	0.3	0.2	0.0	19.6	28.1	0.0
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
%ile BackOfQ(50%),veh/ln	1.3	9.0	9.4		3.5	39.3	1.8	1.4	0.0	11.2	10.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.1	23.3	23.2		112.3	79.0	37.0	72.0	0.0	104.1	116.7	0.0
LnGrp LOS	E	C	C		F	E	D	E	A	F	F	A
Approach Vol, veh/h		744				836			227			197
Approach Delay, s/veh		25.0				78.7			99.6			112.4
Approach LOS		C				E			F			F

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.7	87.8	27.7	34.7	15.4	122.2	39.0	23.4
Change Period (Y+Rc), s	7.0	6.9	7.0	6.9	* 7	* 7	7.0	6.9
Max Green Setting (Gmax), s	7.0	100.1	27.0	38.1	* 15	* 92	9.0	56.1
Max Q Clear Time (g_c+I1), s	4.9	75.7	20.5	26.1	8.6	22.7	5.0	5.0
Green Ext Time (p_c), s	0.0	5.2	0.2	0.9	0.0	4.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	64.4
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
4: Walden Center Dr/Coconut Drwy 1 & Coconut Road — Near Term with Project - PM Peak Hour

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	34
Future Volume (veh/h)	34
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	0.91
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1900
Adj Flow Rate, veh/h	7
Peak Hour Factor	0.96
Percent Heavy Veh, %	0
Cap, veh/h	36
Arrive On Green	0.08
Sat Flow, veh/h	442
Grp Volume(v), veh/h	28
Grp Sat Flow(s),veh/h/ln	1768
Q Serve(g_s), s	3.0
Cycle Q Clear(g_c), s	3.0
Prop In Lane	0.25
Lane Grp Cap(c), veh/h	146
V/C Ratio(X)	0.19
Avail Cap(c_a), veh/h	496
HCM Platoon Ratio	1.00
Upstream Filter(I)	1.00
Uniform Delay (d), s/veh	85.5
Incr Delay (d2), s/veh	0.6
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	1.4
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	86.2
LnGrp LOS	F
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th Signalized Intersection Summary

Woodfield Village
5: Coconut Road & Coconut Drwy 2 — Near Term with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑			↱
Traffic Vol, veh/h	0	1119	893	29	0	4
Future Vol, veh/h	0	1119	893	29	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	40	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1216	971	32	0	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	502
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	-	0	515
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	515
HCM Lane V/C Ratio	-	-	-	0.008
HCM Control Delay (s)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th TWSC

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Near Term with Project - PM Peak Hour

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	563	614	470	526	235	3117	491	170	2207
v/c Ratio	1.08	1.12	0.81	0.89	0.77	1.14	0.47	0.83	0.87
Control Delay	137.3	135.4	91.7	94.4	105.4	108.0	3.7	130.2	33.3
Queue Delay	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0
Total Delay	137.3	135.4	91.7	95.9	105.4	108.0	3.7	130.2	33.3
Queue Length 50th (ft)	~424	~470	308	343	158	~1739	12	119	810
Queue Length 95th (ft)	#558	#588	378	#444	213	#1778	74	#182	455
Internal Link Dist (ft)		388		728		1392			661
Turn Bay Length (ft)	375		350		425		675	500	
Base Capacity (vph)	520	549	612	588	308	2745	1046	205	2529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	13	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	1.12	0.77	0.91	0.76	1.14	0.47	0.83	0.87

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.

Queues

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Near Term with Project - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU
Lane Configurations												
Traffic Volume (veh/h)	535	331	253	3	444	345	155	11	212	2961	466	1
Future Volume (veh/h)	535	331	253	3	444	345	155	11	212	2961	466	1
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	
Ped-Bike Adj(A_pbT)	1.00		0.96		1.00		0.96		1.00		0.98	
Parking Bus, Adj	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		
Adj Sat Flow, veh/h/ln	1885	1885	1885		1856	1856	1856		1870	1870	1870	
Adj Flow Rate, veh/h	563	348	207		467	363	136		223	3117	263	
Peak Hour Factor	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
Percent Heavy Veh, %	1	1	1		3	3	3		2	2	2	
Cap, veh/h	522	336	195		555	423	156		311	2786	848	
Arrive On Green	0.25	0.26	0.24		0.16	0.17	0.16		0.09	0.55	0.55	
Sat Flow, veh/h	3483	2145	1246		3428	2494	917		3456	5106	1554	
Grp Volume(v), veh/h	563	289	266		467	255	244		223	3117	263	
Grp Sat Flow(s),veh/h/ln	1742	1791	1600		1714	1763	1648		1728	1702	1554	
Q Serve(g_s), s	30.0	31.4	31.4		26.4	28.0	29.0		12.6	109.1	18.5	
Cycle Q Clear(g_c), s	30.0	31.4	31.4		26.4	28.0	29.0		12.6	109.1	18.5	
Prop In Lane	1.00		0.78		1.00		0.56		1.00		1.00	
Lane Grp Cap(c), veh/h	522	281	251		555	299	280		311	2786	848	
V/C Ratio(X)	1.08	1.03	1.06		0.84	0.85	0.87		0.72	1.12	0.31	
Avail Cap(c_a), veh/h	522	281	251		617	300	280		311	2786	848	
HCM Platoon Ratio	1.67	1.67	1.67		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	1.00	1.00	
Uniform Delay (d), s/veh	75.0	73.8	75.6		81.3	80.6	81.8		88.5	45.4	24.9	
Incr Delay (d2), s/veh	61.9	61.5	73.3		9.4	20.2	24.9		7.7	59.0	1.0	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	17.1	18.3	17.3		12.4	14.3	14.2		5.9	59.1	7.2	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	136.9	135.3	148.8		90.8	100.8	106.7		96.2	104.5	25.8	
LnGrp LOS	F	F	F		F	F	F		F	F	C	
Approach Vol, veh/h		1118				966				3603		
Approach Delay, s/veh		139.3				97.4				98.2		
Approach LOS		F				F				F		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	107.1	34.0	37.9	16.0	113.1	36.4	35.6
Change Period (Y+Rc), s	* 7.5	* 7.3	7.5	6.9	8.2	* 7.3	* 7.2	* 6.9
Max Green Setting (Gmax), s	* 15	* 99	26.5	31.1	7.8	* 1E2	* 33	* 25
Max Q Clear Time (g_c+I1), s	14.6	2.5	32.0	31.0	11.5	111.1	28.4	33.4
Green Ext Time (p_c), s	0.0	70.0	0.0	0.0	0.0	0.0	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	79.1
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
6: Tamiami Trail (US41) & Coconut Road

Near Term with Project - PM Peak Hour

Movement	SBL	SBT	SBR
Lane Configurations			
Traffic Volume (veh/h)	161	1732	365
Future Volume (veh/h)	161	1732	365
Initial Q (Qb), veh	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00
Work Zone On Approach		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870
Adj Flow Rate, veh/h	169	1823	367
Peak Hour Factor	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2
Cap, veh/h	207	2194	434
Arrive On Green	0.12	1.00	1.00
Sat Flow, veh/h	3456	4261	842
Grp Volume(v), veh/h	169	1450	740
Grp Sat Flow(s),veh/h/ln	1728	1702	1698
Q Serve(g_s), s	9.5	0.0	0.5
Cycle Q Clear(g_c), s	9.5	0.0	0.5
Prop In Lane	1.00		0.50
Lane Grp Cap(c), veh/h	207	1753	875
V/C Ratio(X)	0.82	0.83	0.85
Avail Cap(c_a), veh/h	207	1753	875
HCM Platoon Ratio	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.9	0.0	0.0
Incr Delay (d2), s/veh	21.6	4.6	9.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	1.1	2.4
Unsig. Movement Delay, s/veh			
LnGrp Delay(d),s/veh	108.5	4.6	10.0
LnGrp LOS	F	A	A
Approach Vol, veh/h		2359	
Approach Delay, s/veh		13.7	
Approach LOS		B	
Timer - Assigned Phs			

HCM 6th Signalized Intersection Summary

Woodfield Village
7: Health Center Blvd/Via Villagio & Coconut Road — Near Term with Project - PM Peak Hour

Intersection	
Int Delay, s/veh	2.4

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	2	131	784	44	13	818	64	0	0	137	0	0	127
Future Vol, veh/h	2	131	784	44	13	818	64	0	0	137	0	0	127
Conflicting Peds, #/hr	0	0	0	1	1	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	200	-	175	200	-	250	-	-	0	-	-	0
Veh in Median Storage, #	-	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	3	3	3	1	1	1	1	1	1
Mvmt Flow	2	142	852	48	14	889	70	0	0	149	0	0	138

Major/Minor	Major1				Major2			Minor1			Minor2		
Conflicting Flow All	889	959	0	0	901	0	0	-	-	428	-	-	445
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	6.44	4.14	-	-	4.16	-	-	-	-	6.92	-	-	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.52	2.22	-	-	2.23	-	-	-	-	3.31	-	-	3.31
Pot Cap-1 Maneuver	391	713	-	-	744	-	-	0	0	578	0	0	563
Stage 1	-	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %			-	-		-	-						
Mov Cap-1 Maneuver	699	699	-	-	743	-	-	-	-	577	-	-	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	0.1	13.4	13.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	577	699	-	-	743	-	-	563
HCM Lane V/C Ratio	0.258	0.207	-	-	0.019	-	-	0.245
HCM Control Delay (s)	13.4	11.5	-	-	9.9	-	-	13.5
HCM Lane LOS	B	B	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.8	-	-	0.1	-	-	1

HCM 6th TWSC

Appendix C – Signal Warrants

FEHR & PEERS

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Villiage of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 20, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**6**	Major Approach Speed:	**50**
Minor Street:	**Palma De Coco Dr. (Existing)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☐ Yes ☐ No
Satisfied: ☐ Yes ☐ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	4906	66

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	4906	66

Criteria

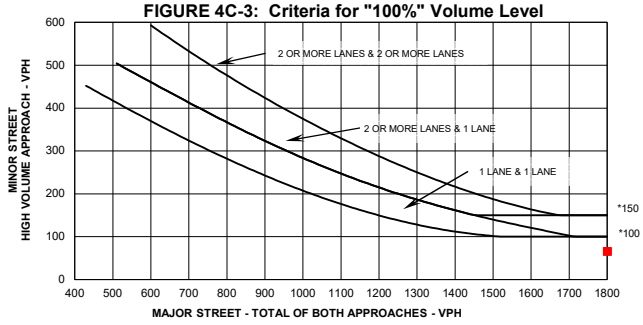
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	2.1	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	66	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	4,972	
Fulfilled?:	☑ Yes ☐ No	

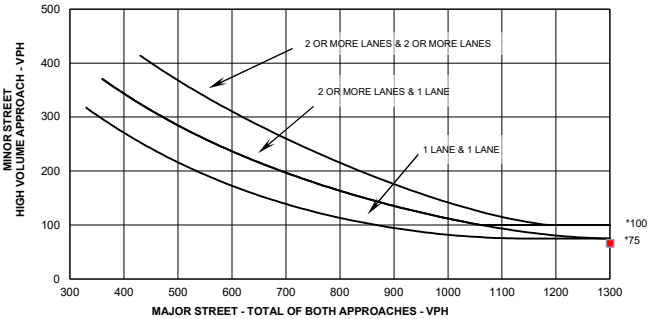
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 20, 2022**
District:	**One**		

Major Street:	**Coconut Rd.**	Lanes:	**4**	Major Approach Speed:	**40**
Minor Street:	**Via Villagio (Existing)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☐ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	1294	129

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

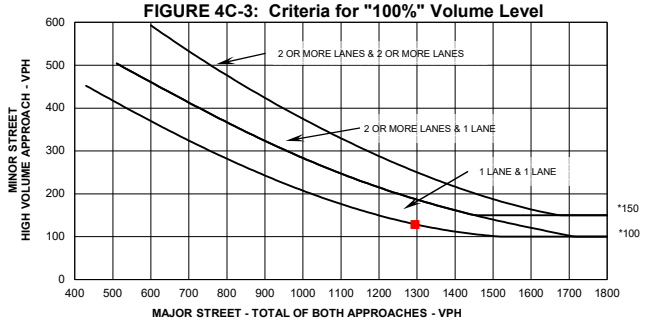
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.4	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	129	
Fulfilled?:	☑ Yes ☐ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		1,530
Fulfilled?:	☑ Yes ☐ No	

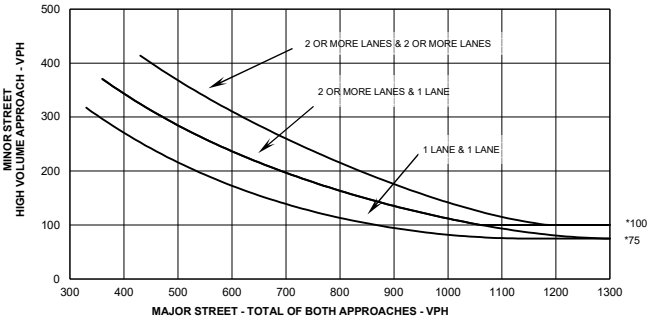
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Villiage of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 21, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**6**	Major Approach Speed:	**50**
Minor Street:	**Palma De Coco Dr. (Existing Plus Project)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5078	70

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5078	70

Criteria

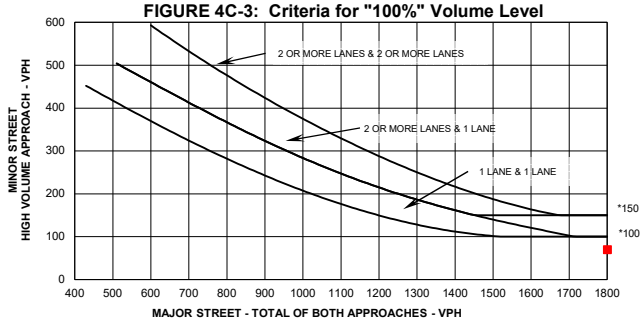
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	2.9	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	70	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		5,185
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

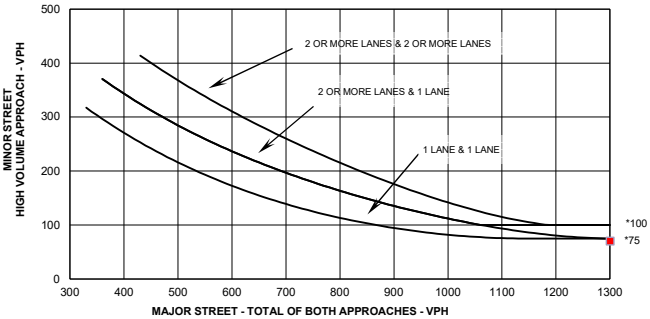
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 21, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**6**	Major Approach Speed:	**50**
Minor Street:	**Saffron Dr. (Existing Plus Project)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5019	56

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5019	56

Criteria

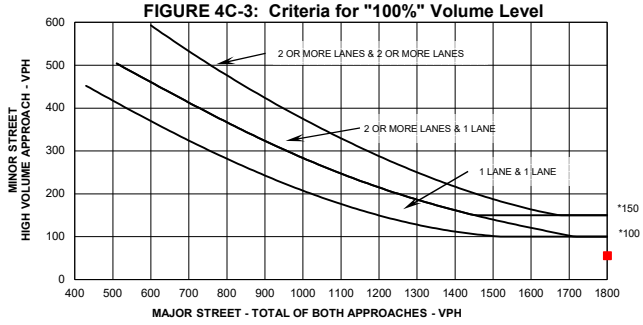
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.5	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	56	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	5,019	
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

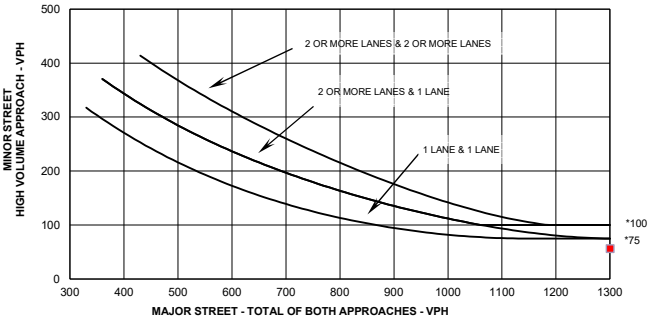
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 29, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**1**	Major Approach Speed:	**40**
Minor Street:	**Walden Center Dr. (Existing Plus Project)**	Lanes:	**1**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☐ Yes ☑ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	908	176

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

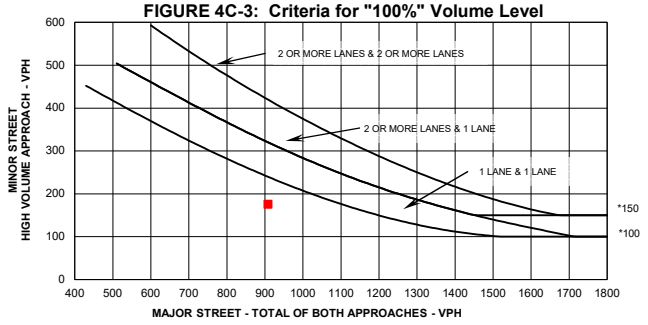
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		5.1
Fulfilled?:	☑ Yes ☐ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		176
Fulfilled?:	☑ Yes ☐ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		1,285
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

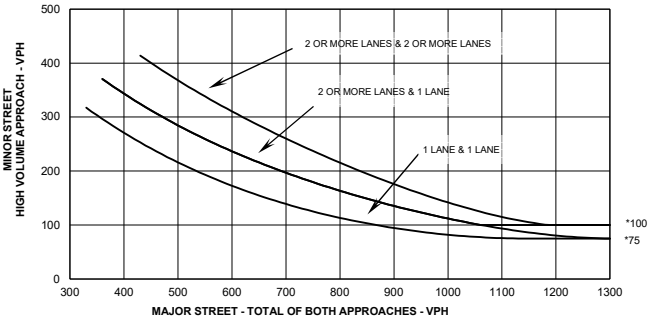
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 21, 2022**
District:	**One**		

Major Street:	**Coconut Road**	Lanes:	**2**	Major Approach Speed:	**40**
Minor Street:	**Coconut Driveway 2 (Existing Plus Project)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	1197	4

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

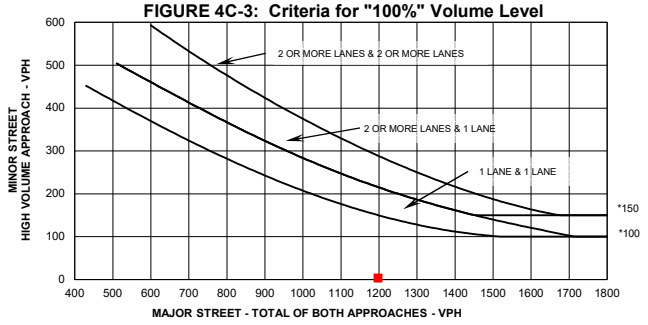
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	4	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	1,201	
Fulfilled?:	☑ Yes ☐ No	

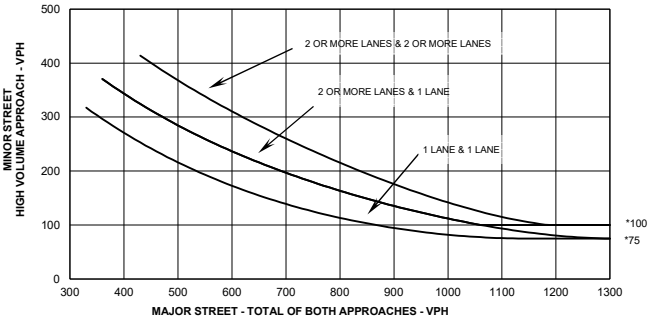
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 21, 2022**
District:	**One**		

Major Street:	**Coconut Rd.**	Lanes:	**4**	Major Approach Speed:	**40**
Minor Street:	**Via Villagio (Existing Plus Project)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	1453	129

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

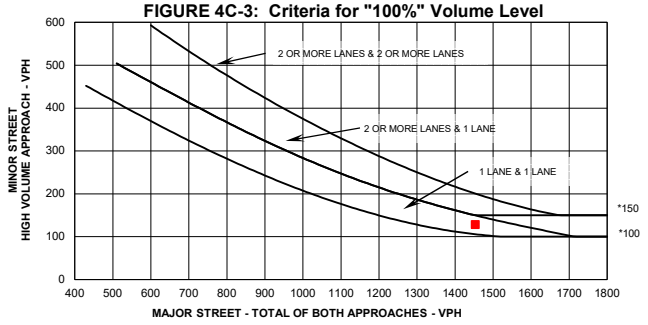
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.4	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	129	
Fulfilled?:	☑ Yes ☐ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		1,561
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

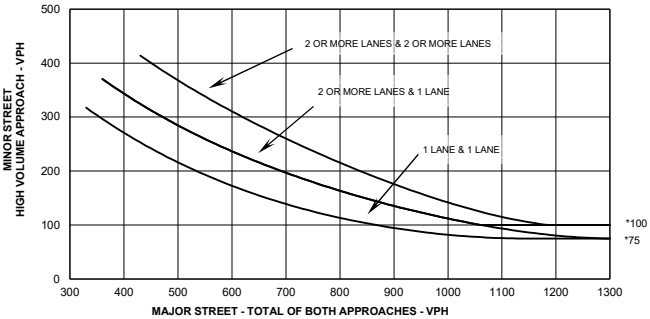
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 29, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**2**	Major Approach Speed:	**40**
Minor Street:	**Walden Center Dr. (Existing Plus Project)**	Lanes:	**1**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☐ Yes ☑ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	1460	318

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

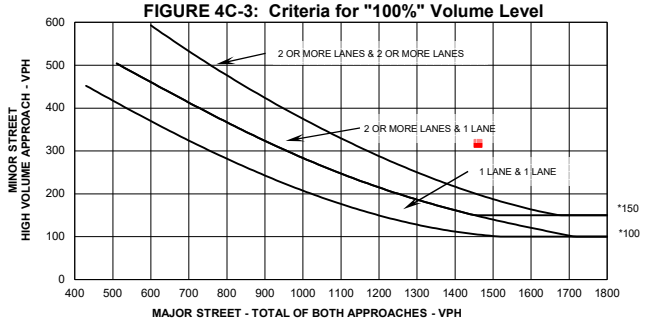
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*		1.2
Fulfilled?:	☐ Yes	☑ No

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*		318
Fulfilled?:	☑ Yes	☐ No

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		1,800
Fulfilled?:	☑ Yes	☐ No

Plot volume combination on the applicable figure below.

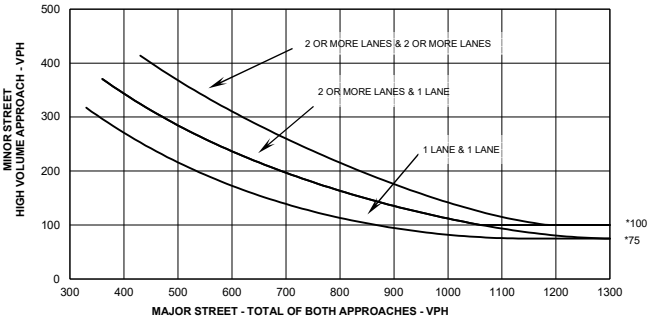
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 29, 2022**
District:	**One**		

Major Street:	**Coconut Rd.**	Lanes:	**4**	Major Approach Speed:	**40**
Minor Street:	**Via Villagio (Near Term without Project)**	Lanes:	**2**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	1694	137

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

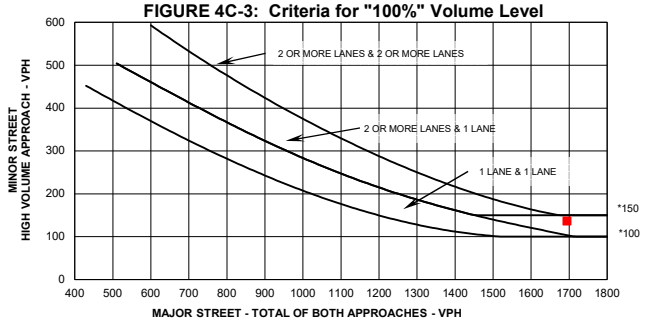
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.5	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	137	
Fulfilled?:	☑ Yes ☐ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		1,938
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

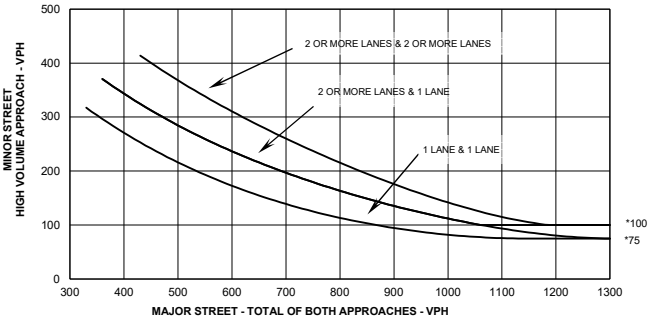
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

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October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 21, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**3**	Major Approach Speed:	**50**
Minor Street:	**Palma De Coco Dr. (Near Term Plus Project)**	Lanes:	**1**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5928	72

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5928	72

Criteria

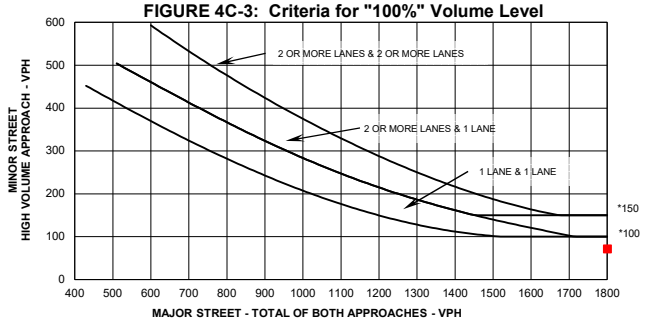
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	2.2	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	72	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		6,097
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

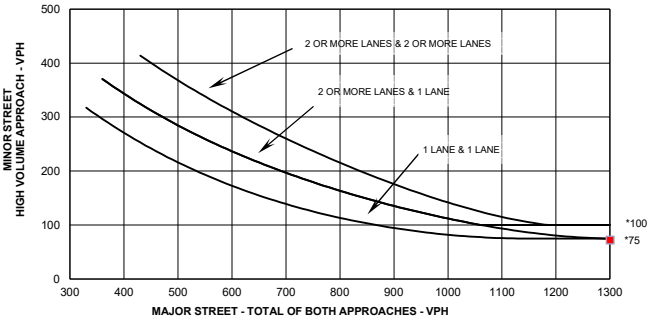
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 29, 2022**
District:	**One**		

Major Street:	**US 41**	Lanes:	**3**	Major Approach Speed:	**50**
Minor Street:	**Saffron Dr. (Near Term Plus Project)**	Lanes:	**1**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☑ Yes ☐ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☑ MAY ☑ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5891	56

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	5891	56

Criteria

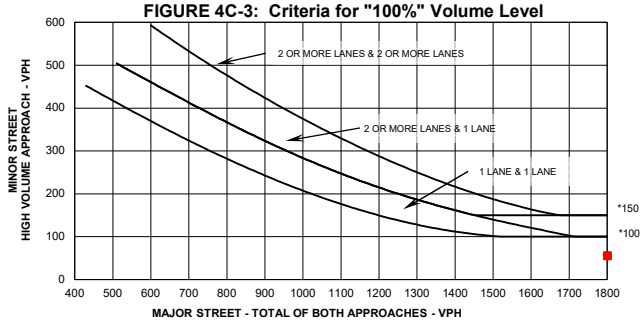
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.3	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	56	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*	5,947	
Fulfilled?:	☑ Yes ☐ No	

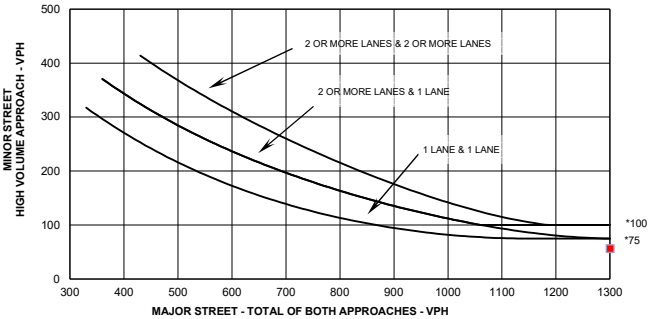
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Village of Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 29, 2022**
District:	**One**		

Major Street:	**Coconut Road**	Lanes:	**2**	Major Approach Speed:	**40**
Minor Street:	**Project Driveway 2 (Near Term Plus Project)**	Lanes:	**1**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☐ Yes ☑ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	2011	4

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

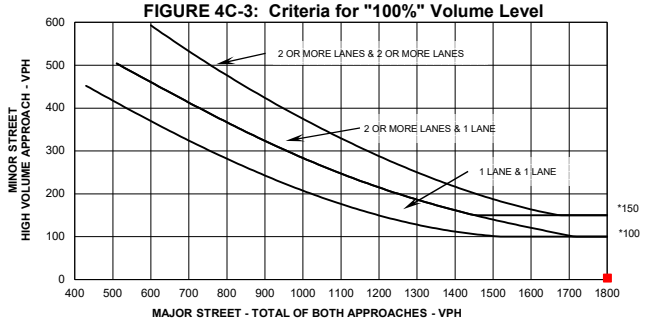
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.0	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	4	
Fulfilled?:	☐ Yes ☑ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		2,015
Fulfilled?:	☑ Yes ☐ No	

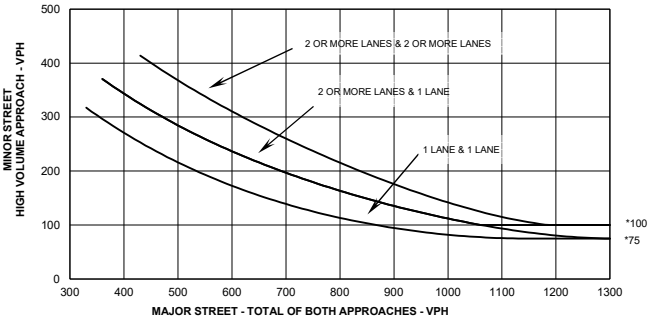
Plot volume combination on the applicable figure below.

FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level
(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Form 750-020-01
TRAFFIC ENGINEERING
October 2020

State of Florida Department of Transportation

TRAFFIC SIGNAL WARRANT SUMMARY

City:	**Estero**	Engineer:	**Elizabeth Suarez**
County:	**12 – Lee**	Date:	**December 29, 2022**
District:	**One**		

Major Street:	**Coconut Rd.**	Lanes:	**2**	Major Approach Speed:	**40**
Minor Street:	**Via Villagio (Near Term Plus Project)**	Lanes:	**1**	Minor Approach Speed:	**20**

MUTCD Electronic Reference to Chapter 4: http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph? ☐ Yes ☑ No
2. Is the intersection in a built-up area of an isolated community with a population < 10,000? ☐ Yes ☑ No

"70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" ☐ MAY ☐ 70% ☑ 100%

WARRANT 3 - PEAK HOUR

*If all three criteria are fulfilled **or** the plotted point lies above the appropriate line, then the warrant is satisfied.*

Applicable: ☑ Yes ☐ No
Satisfied: ☑ Yes ☐ No

Unusual condition justifying use of warrant:

-

Record hour when criteria are fulfilled and the corresponding delay or volume in boxes provided.

Peak Hour 100% Volume		
Time	Major Vol.	Minor Vol.
5:00 PM	1856	137

Peak Hour 70% Volume		
Time	Major Vol.	Minor Vol.

Criteria

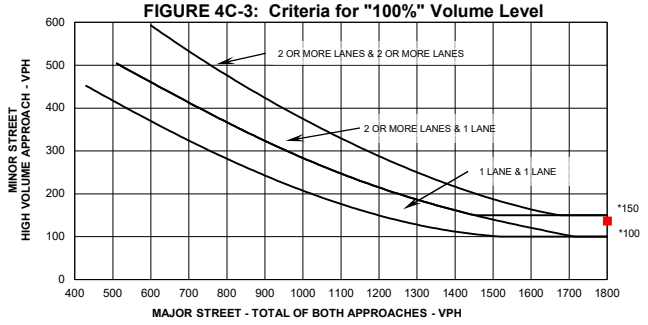
1. Delay on Minor Approach *(vehicle-hours)		
Approach Lanes	1	2
Delay Criteria*	4.0	5.0
Delay*	0.5	
Fulfilled?:	☐ Yes ☑ No	

2. Volume on Minor Approach One-Direction *(vehicles per hour)		
Approach Lanes	1	2
Volume Criteria*	100	150
Volume*	137	
Fulfilled?:	☑ Yes ☐ No	

3. Total Intersection Entering Volume *(vehicles per hour)		
No. of Approaches	3	4
Volume Criteria*	650	800
Volume*		3,263
Fulfilled?:	☑ Yes ☐ No	

Plot volume combination on the applicable figure below.

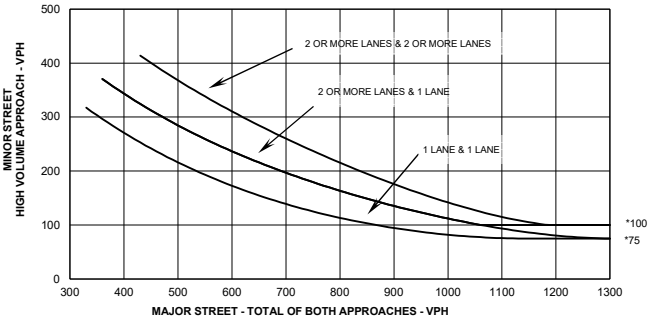
FIGURE 4C-3: Criteria for "100%" Volume Level



** Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume threshold for a minor street approach with one lane.*

FIGURE 4C-4: Criteria for "70%" Volume Level

(Community Less than 10,000 population or above 70 km/hr. (40 mph) on Major Street)



** Note: 100 ph. applies as the lower threshold volume for a minor street approach with two or more lanes and 75 phi applies as the lower threshold volume threshold for a minor street approach with one lane.*

Appendix D – MXD Information

FEHR PEERS

APA
American Planning Association
Planning Advisory Service
Creating Great Communities for All

November/December 2020

PAS MEMO

Still Getting Trip Generation Right: Revalidating MXD+

By John Gard and Corwin Bell

When planners are tasked with analyzing a proposed mixed use land development project, an early step in the process is to determine the number of trips it would generate during peak hours and on a daily basis. The Institute of Transportation Engineers' *Trip Generation Manual* (ITE 2017) is the default national resource for estimating a site's vehicle trips.

The vast majority of trip generation data within the ITE manual, however, was collected at suburban locations (Figure 1). As a result, direct application of this resource to analyze mixed use projects situated in dense, urban settings will almost certainly result in an overestimation of the site's vehicular trip generation.

This could have many secondary, undesired consequences, such as oversizing a project's infrastructure needs, overpayment of traffic impact fees, overestimation of vehicle miles of travel (VMT) and by extension greenhouse gas emissions, oversupply of parking, and other effects. In fact, the *Trip Generation Handbook* itself states, "The application of suburban data in dense or multimodal urban settings can in some cases overestimate motor vehicle demand" (ITE 2017, 8).

Transportation planners have known this for a very long time. In fact, it was the impetus for the May/June 2013 *PAS Memo*, "Getting Trip Generation Right: Eliminating the Bias Against Mixed Use Development." This *PAS Memo* is a long overdue update to the 2013 *PAS Memo*. It documents how the mixed use trip generation model known as MXD+ was recalibrated and revalidated using recent observed travel activity at a diverse group of mixed use sites located throughout the United States. This recalibration is necessary given the myriad changes in mobility, technology, and societal behavior that have occurred since MXD+ was originally formulated in the late 2000s.

This updated version of MXD+ represents a more accurate means for estimating a site's external vehicle trips than other available methods. Planners are encouraged to use state-of-the-practice analytical methods such as MXD+ to accurately estimate a mixed use project's trip generation. Because MXD+ can be a key part of the land-use development and environmental review process, it is important that it be available for planners to use. The last section of this *PAS Memo* describes how planners may access and apply this tool on their projects.



Figure 1. Data from autocentric suburban areas is not accurate for estimating trip generation from mixed use development projects. Photo courtesy Fehr & Peers.

A History of MXD+

The Urban Land Institute's *Mixed-Use Development Handbook* (Schwanke 2003) defines mixed use development as having three or more integrated and compatible land uses interconnected by on-site infrastructure that supports active transportation (i.e., walking and biking). These types of projects are designed to encourage internal trip-making by non-automobile modes. When placed near transit and in urban areas, their residents, customers, and employees are more likely to walk, bike, or take transit to external destinations, rather than drive.

In the late 2000s, two separate research studies improved the state of practice regarding prediction of trips from mixed use projects. Studies sponsored by the U.S. EPA (MXD) and the Transportation Research Board (NCHRP 684) developed separate tools for improving trip generation estimates for mixed

use developments. The MXD model was originally derived from 239 mixed use sites across the country and was validated in 2009 against 22 sites. *NCHRP 684: Enhancing Internal Trip Capture Estimation for Mixed use Developments* (Bochner et al. 2011) was based on six well-known mixed use project sites.

The principal authors of these original two methods—Reid Ewing at the University of Utah, Brian Bochner at Texas A&M, and Jerry Walters at Fehr & Peers—decided to collaborate on an integrated method that captured the best of both sets of research findings. The result was MXD+. The 2013 *PAS Memo* referenced above describes how MXD+ performed better than either individual method when validated against 27 sites. According to Table 3 of that *Memo*, MXD+ achieved average errors of two percent, 12 percent, and four percent for daily, AM peak hour, and PM peak hour conditions, respectively. These values suggest a good fit between the model's estimation and the actual counts.

Excluding the unprecedented changes in travel and economic distress that have occurred in 2020 because of the COVID-19 pandemic, there have been sweeping changes in travel behavior in the nearly 10 years since MXD+ was originally validated. These include:

- **E-Commerce.** More goods and services are now routinely delivered directly to the home because of the convenience of internet shopping. The number of daily freight deliveries per person in the United States increased from about 0.12 in 2009 to 0.25 in 2018 (Humes 2018).
- **Ridehailing.** Transportation network companies (TNCs) such as Uber and Lyft did not exist when MXD+ was originally validated, but they are now nearly ubiquitous throughout the country. Travel by TNC generates both an inbound and outbound trip, whereas a private passenger vehicle would have generated a single trip end. A 2018 report summarizing TNC user survey results found that 60 percent of TNC trips would have otherwise been taken by walking, bicycling or transit, or not taken at all (Shaller 2018). This further suggests that in geographic areas where travel by TNC is common, they may be contributing to increased vehicle trips.
- **Telecommuting.** Nationwide, the proportion of employees working from home rose from 4.1 percent in 2010 to 5.7 percent in 2019 (ACS 2010, 2019). With vastly improved technology, many professional sector employees can now routinely work from home and avoid the work commute, as seen during the COVID-19 pandemic in 2020.
- **Micromobility.** Bikeshare, e-scooters, and microtransit are now found in urban areas across the United States. These travel options have shifted some trips away from driving and transit, though they also create "first mile/last mile" opportunities to connect to transit.
- **Decreased transit ridership.** After peaking in 2015, overall U.S. transit use has been steadily declining in the vast majority of urban areas. Bus ridership numbers are now at their lowest since the early 1970s, light rail numbers are declining, and commuter rail ridership levels have leveled off in the last several years (National Academies of Sciences, Engineering, and Medicine 2020). These declines may be partially explained by some of the factors described above.
- **Evolving land uses and changing trip generation rates.** The *Trip Generation Manual, 10th Edition* (ITE 2017) contains sizeable decreases in vehicle trip generation rates for nearly all types of employment land uses when compared against the *Trip Generation Manual, 9th Edition* (ITE 2012). This is due to the replacement of pre-2000 data used in the *9th Edition* with new data collected after 2010. The *10th Edition* also includes several new land-use categories (i.e., fast casual restaurant), more overall data, and better definitions for land uses often found in mixed use sites such as multifamily housing.

Given these factors, it is readily apparent that a recalibration of MXD+ is warranted based on a dataset that considers these trends in travel behavior.

Model Recalibration

The development of predictive models requires two main steps: calibration and validation. *Calibration* refers to creating the "model fit" based on a set of observational/experimental data. *Validation* refers to how that fitted model then performs (in terms of accuracy of predictions) against an independent dataset that was not used to calibrate the model. The following sections describe how these two processes were followed for the update of the MXD+ model.

Model recalibration consisted of a series of sequential steps: site selection, data collection, initial calibration results, and recalibration.

Site Selection

The following selection criteria were established to guide the selection of sites for data collection and analysis:

- Sites should be geographically diverse, both in terms of locations across the United States and in their place type.
- Sites should be both small and large, with varying levels of mode choice options.
- Site traffic should be able to be accurately counted at a reasonable cost.
- Sites should be well understood in terms of occupied land uses, available modes of travel, and other built environment characteristics.

Since MXD+ is intended to be applied across a variety of geographic settings, it was important that the chosen sites represented the most common place types where studies are typically conducted. Hence, site selection focused on suburban and urban settings and avoided rural areas and ultra-dense areas where auto mode split is very low.

Land-use mix was of paramount importance in the selection of validation sites. A diverse, complementary mix of uses on site was desired so that the internal trip estimates of MXD+ could be tested. For instance, a project consisting of 1,000 dwelling units and a mere 5,000 square feet of office/retail

would not be a good candidate site as the actual trip rate for the dwelling units would be more important than all other factors combined.

It was critical to select sites that allowed for accurate data collection. This resulted in the exclusion of potential sites because of non-project-related cut-through traffic passing through the site and adjacent on-street parking and loading/unloading activity.

Site selection also considered whether an accurate estimate of occupied land-use quantities could be developed. In most instances, this was achieved from public agency staff, developer input, project site plans, or internet searches. In some instances, it was necessary to measure building footprints using aerial imagery and conduct research on vacant and available dwelling units and commercial square footage. This process is similar to the standard procedure used to document existing land uses for travel demand model development purposes.

A total of 15 sites were chosen for data collection. These sites were then separated into either the calibration dataset (12 sites) or validation dataset (3 sites). The validation sites were specifically selected to provide a diverse range of geographic settings, modal opportunities, and project sizes to challenge the accuracy of the model over a wide array of conditions.

Early analysis findings indicated that model accuracy could be improved for weekday AM and PM peak hour conditions through a set of minor adjustments, which are discussed in detail below.

Figure 2 shows the 12 calibration sites that were selected, as well as the three validation sites. Notably absent are any locations within the Midwest, Rust Belt, New England, Texas, and Florida. Several well-known candidate sites in Texas (e.g., Mockingbird Station in Dallas) and Florida (e.g., Mizner Park) were considered but rejected because of challenges in data collection accuracy and cost. The lack of certainty of occupied land-use totals and availability of other required input variables were further barriers to selection.

Data Collection

Table 1 (p. 3) provides an overview of the size, diversity of uses, and transit proximity of the sites that comprise the calibration database.

The MXD+ tool includes queries from various sources (e.g., U.S. Census, American Community Survey, local travel demand models) to enable easy importing of built environment and surrounding area travel characteristics and demographic variables. Some of the more important variables are:

- Employment within a one-mile walk distance
- Percentage of regional employment within a 30-minute transit ride
- Site/adjacent area intersection density (a proxy for site walkability and internal trip-making potential)

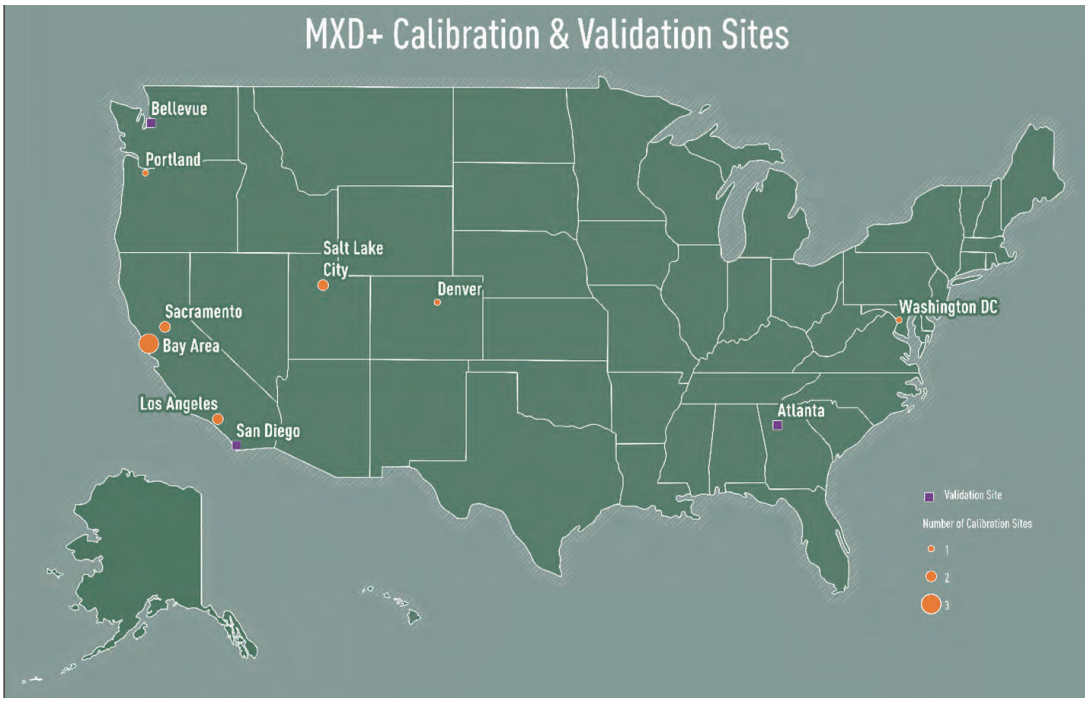


Figure 2. MXD+ calibration and validation sites. Courtesy Fehr & Peers.

Table 1. Overview of MXD+ Calibration Sites

Metric	*Range*	*Average*	*Median*	*Total*
Acres	4–221 acres	50 acres	19 acres	603 acres
Number of Dwelling Units[1]	8–1,841 units	563 units	414 units	6,756 units
Retail	0–753,000 sq. ft.	168,000 sq. ft.	38,000 sq. ft.	2,013,000 sq. ft.
Office	0–1,084,000 sq. ft.	212,000 sq. ft.	41,000 sq. ft.	2,544,000 sq. ft.
Range of Transit Services	None, adjacent bus stops, on-site transit centers, and nearby/on-site light rail			
Range of Land Uses	Grocery store Student housing Medical office building Restaurants Health club	Pharmacy Hotel Coffee shop Library Schools	Museum Movie theater Bowling alley Hospital	

1. Over 95 percent of dwelling units are multifamily. Site with only 8 dwelling units also includes 315 student housing units.

- Average vehicle ownership per household
- Average household size

Measurement of all types of vehicle trips generated by each site was a critical component of the data collection effort. This includes the following distinct types of trip generation:

- Vehicles being parked on site (either in a surface lot or garage)
- Motorists parking on the street and then walking into the site
- Persons being dropped off or picked up by a taxi, TNC, or friend/spouse/coworker to access the site
- Truck/service deliveries to the site (either parked on site
- or from a loading zone)

To overcome the considerable cost associated with data collection via video cameras, an innovative approach was undertaken: collection of a site's travel during its busiest 14 hours was used to accurately estimate its 24-hour traffic generation. Typically, these 14 hours represent about 90 percent of the land use's total daily trip generation. A factoring process was then performed using the ITE hourly trip generation data (from the *Trip Generation Manual*) to convert the 14-hour counts into 24-hour observations.

In several instances, site characteristics allowed for a multi-day hose tube count in which a pneumatic tube placed across the road registered vehicles as they passed over. But this was the exception and not the norm as the majority of sites were located in dense, urban environments where tube counts would have likely yielded inaccurate results.

In several cases, site reconnaissance was necessary to better understand site-specific travel behavior. This led to conclusions that on-street parking on one side of the street was project-related, while the other side was not. Other situations involved motorists parking in nearby garages or lots and walking into the project. In those instances, pedestrian activity (both at intersections and mid-block) was observed and classified to translate pedestrian groups into vehicle trips.

Seven of the 12 calibration data sites were counted in October 2019. The remaining five were counted as part of prior research efforts, in either 2015 or 2017. Table 2 shows the number of vehicle trips these sites were observed to generate on a weekday daily basis and during the AM and PM peak hours.

Table 2. Trips Generated by MXD+ Calibration Sites

Time Period	*External Vehicle Trips[1]*		
	Range	*Average*	*Median*
Weekday (daily)	2,383–35,825	12,461	9,495
Weekday AM peak hour[2]	100–2,017	752	518
Weekday PM peak hour[3]	181–3,381	1,161	712

1. *Includes trips to/from the site for all purposes including deliveries, TNC trips, pass-by trips (i.e., already on the adjacent street) in addition to the typical trip types.*
2. *AM peak hour represents the site's busiest consecutive 60-minute period of travel between 7 and 9 a.m.*
3. *PM peak hour represents the site's busiest consecutive 60-minute period of travel between 4 and 6 p.m.*

Recalibration of MXD+

The land-use and built environment variables described above were inputted into MXD+ for each of the 12 calibra-

tion sites. MXD+ then processed that data in the following generalized steps:

- **Step 1:** Gross number of vehicle trips were estimated for land uses based on published rates contained in the *Trip Generation Manual, 10th Edition*.
- **Step 2:** Built environment and site characteristics variables were used to estimate the likelihood for internal trip-making and external trips being made by transit and walking/biking.
- **Step 3:** The model estimated the number of internal trips made between complementary land uses within the site.
- **Step 4:** The model estimated the number of external trips made by transit and walking/biking.

MXD+ relies on *Trip Generation Manual, 10th Edition* trip generation rates (both weighted averages and as derived from fitted curve equations) for the "suburban/urban" land use category. The "rural," "multi-use urban," and "center city core" categories are not used because their corresponding datasets have insufficient numbers of sites from which reliable trip generation rates could be derived.

Because trip generation estimates should reflect, to the extent possible, the specific uses within the project's zoning classification (ITE 2017, 14), individual uses such as grocery stores, banks, pharmacies, restaurants, health clubs, day-care centers, and others present at each site were entered separately into MXD+ versus being aggregated into a single "retail shopping center" category.

Early analysis findings indicated that model accuracy could be improved for weekday AM and PM peak hour conditions through a set of minor adjustments. While the daily results were sufficiently accurate so as to not require any adjustments, the AM and PM peak hour predictions tended to underestimate the observed count more often than desired. This was an undesirable outcome because MXD+ applications should be reasonably conservative. If anything, they should err on the side of overestimating actual trips. The means by which internal trips and external non-automobile trips had been estimated for AM and PM peak hour conditions was quickly identified as a leading culprit.

In the MXD+ model, the following steps are applied to estimate reductions in AM and PM peak hour vehicle trips due to internal trip-making and external walk/bike trips.

- **Step 1:** Apply MXD peak hour factors by trip purpose to the daily predicted probabilities of these trip reductions to obtain AM and PM peak hour percentages.
- **Step 2:** Apply the following weighting of two methods that independently estimate these trip reductions:
  - **PM Peak Hour:** 37 percent NCHRP 684 and 63 percent MXD
  - **PM Peak Hour:** 37 percent NCHRP 684 and 63 percent MXD

The NCHRP 684 procedure was incorporated by ITE into its *Trip Generation Handbook*, and is referred to as the "ITE Internalization Method" in this PAS Memo. Note that this procedure estimates internal trips only for AM and PM peak hours (and not daily conditions).

Data from the 2017 National Household Travel Survey was found to yield a set of peak hour factors for the MXD component of this calculation (Step 1 above) that much better fit the calibration dataset when compared against those used originally in the EPA MXD version. These values, shown in Table 3, were used to update the model. This is the one change that was needed to update the 2013 MXD+ model for 2020.

Calibration for Daily Conditions

The calibration tests focus on five specific areas (from least to most statistically complex): aggregate total trips comparison, proportion of cases where MXD+ underestimates the actual number of trips, absolute average error, correlation coefficient, and percent Root Mean Square of Errors (RMSE). Results are presented first for daily conditions, and then for AM and PM peak hour conditions.

Aggregate Total of MXD+ Estimates Versus Actual Counts

For the 12 sites, MXD+ estimated 160,696 daily external vehicle trips. This represents seven percent more trips than the 149,527

Table 3. Updated MXD Peak Hour Factors by Trip Purpose[1]

Predicted Probability[2]	*AM Peak Hour*			*PM Peak Hour*		
	HBW[3]	*HBO*[4]	*NHB*[5]	*HBW*[3]	*HBO*[4]	*NHB*[5]
Internal capture	1.10	1.80	1.00	1.00	1.00	1.00
Walking/biking external	1.20	1.30	1.00	1.00	1.00	1.00
Transit external	1.40	1.10	1.00	1.40	1.00	1.00

1. Source was analysis of data from the 2017 National Household Travel Survey, specifically analyzing the national dataset to understand the relative likelihood of each type of travel choice during weekday AM and PM peak hours, versus on a daily basis.
2. These factors are multiplicatively applied (by trip purpose) to the daily predicted possibilities for each type of vehicle trip reduction.
3. HBW = Home-based work trip.
4. HBO = Home-based other trip (e.g., shopping, school, recreation, etc.).
5. NHB = Non-home-based trip (e.g., from office to deli).

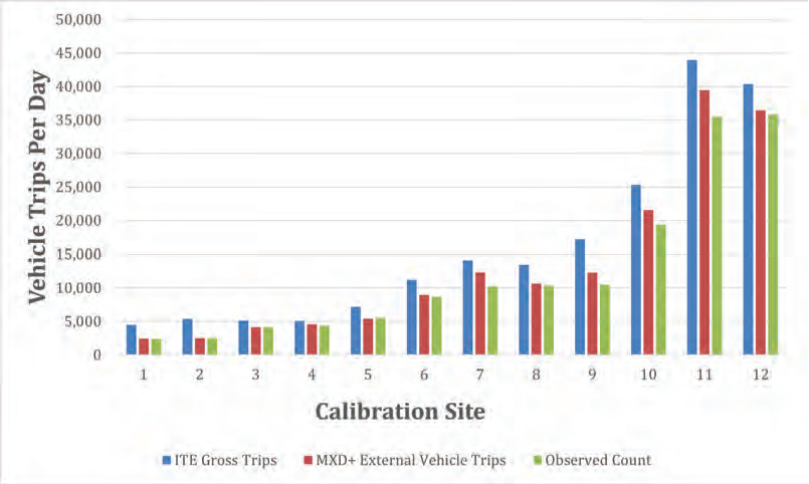


Figure 3. MXD+ calibration for daily conditions. Courtesy Fehr & Peers.

daily trips that were counted. This implies that MXD+ is being reasonably conservative.

The ITE gross daily trip estimate (i.e., without any reductions of internal trips or external non-auto trips) total for the 12 sites was 192,905 trips, which represents a 29 percent overestimation versus the counts. This reiterates the statement from the *Trip Generation Handbook* that the use of ITE rates for the suburban/urban place type without any adjustments for internal trips and external non-auto trips would result in a substantial overestimation of a mixed use site's vehicle trip generation.

Proportion of MXD+ Underestimations

At all 12 sites, the MXD+ estimates were slightly higher than or very closely matched the observed count. At one site, an underestimate of two percent was predicted, though condition was considered insignificant as daily traffic volumes can fluctuate by five percent or more from day to day. In summary, MXD+ results displayed a very low likelihood of underprediction.

Average Absolute Error

Figure 3 orders the 12 calibration sites from least to greatest number of observed daily trips. Data is then presented for the MXD+ external vehicle trip estimate and the ITE gross trip estimate. At sites 1–6, MXD+ predictions are nearly identical to the observed counts. Slightly greater variation occurs at the larger sites (7–12) for reasons discussed below.

The 12 sites displayed an average absolute error of six percent, meaning that this MXD+ estimate was, on average, within six percent of the actual count. For the six sites with the smallest number of actual trips (i.e., no more than 8,700), the performance was substantially better with the average absolute error being just two percent. For the six sites with the greatest number of total estimated trips, the average absolute error was 11 percent.

The larger sites presented some unique challenges. At one site, the majority of its uses were retail-related, many of which are believed to be underperforming based on the types of tenants. Even when the "department store" land-use category was applied (which has lower rates than the shopping center category), MXD+ still overestimated trips.

Another site consisted of a number of vacation rental-type properties whose occupancy could not be determined at the time of the counts in October 2019. Additionally, this site had a public street passing through it. Although traffic flows were collected at each end and evaluated to determine likely amounts of cut-through travel along it, this type of situation is not ideal and may have contributed to the differences between the observed and estimated vehicle trip values.

Correlation Coefficient

This statistic measures the relationship between variables. A measure close to 1.00 means that variables are highly positively correlated, a value of zero suggests no or weak correlation, and a value close to 1.00 represents strong negative correlation.

The correlation coefficient was 1.00 between the MXD+ external daily trip generation estimates and observed counts. A value of 0.88 or higher is generally desirable for travel demand model development.

Percent RMSE

RMSE—the square root of the mean squared error between the predicted and observed count divided by the mean of the observed count—is a measure of the model's accuracy. Large errors can have a substantial effect on percent RMSE; thus, it is sensitive to outliers. Percent RMSE should not be compared across different data sets (i.e., daily versus peak hour) because they are scale dependent. In general, the closer the value is to zero, the more accurate the model.

Table 4. MXD+ Calibration Results

Calibration Statistic	*Goal/Objective*	*Daily*	*AM Peak Hour*	*PM Peak Hour*
Aggregate total of MXD+ vehicle trip generation estimates versus actual counts	As close to zero as possible	+7%	-0.9%	+1.6%
Proportion of calibration sites that were underestimated by MXD+[1]	Ideally none	0 of 12	4 of 12	3 of 12
Average absolute error	As close to zero as possible	6%	11%	6%
Correlation coefficient	> 0.882	1.00	0.99	1.00
Percent RMSE	< 40%[2]	12%	13%	7%

1. Estimates that were within five percent of the actual counts were not considered underestimations since traffic volumes themselves may fluctuate by five percent or more from one day to the next.
2. Based on statistical measures typically applied in travel demand model development.

The percent RMSE was 12 percent. A value of 40 percent or less is considered reasonable for travel demand model development.

Calibration for AM and PM Peak Hour Conditions

Table 4 displays the five calibration statistics for AM and PM peak hour conditions. Results are also shown for daily conditions for comparison purposes.

Overall, Table 4 indicates that MXD+ does an excellent job of fitting the data for AM and PM peak hour conditions. However, there were some specific instances where MXD+ was challenged to accurately match the observed counts.

At one site in Southern California, MXD+ overestimated AM peak hour trips by 12 percent, but underestimated PM peak hour trips by 14 percent. This mixed use site contained a large quantity of office space, and it is possible that site-specific tenants or atypical employee commute patterns may have contributed to the AM peak hour overestimation. During the PM peak hour, a disproportionately high amount of on-street parking and loading/unloading activity was observed (for which each vehicle is counted twice), which is likely associated with TNCs. Since MXD+ does not directly account for higher-than-average levels of TNC use in more urbanized areas, off-model adjustments would be necessary to account for that behavior. At another calibration site, the traffic counts were performed by students in 2015, and did not fully capture all trips to the project, resulting in underestimations of actual trips during both peak hours.

Validation of MXD+

Three case study sites were selected for validation purposes. These sites were specifically chosen to provide geographic diversity, varied sizes, and widely differing levels of modal travel options.

Safeway/Avalon, Bellevue, Washington

Safeway/Avalon is a true mixed use center, totaling four acres with a variety of complementary land uses (Figure 4). It consists of a midrise apartment complex known as Avalon Meydenbauer with 368 occupied units, a 55,000 square-foot Safeway grocery store, 15,000 square feet of general retail, and 8,000 square feet of sit-down restaurants. It is situated in downtown Bellevue, across Lake Washington from downtown Seattle. Despite its location only 10 miles from downtown Seattle, a commute to downtown by auto can exceed one hour.

Sound Transit operates fixed-route bus service with stops immediately adjacent to the building. The site is located in a suburban downtown setting with good sidewalk connectivity and heavy pedestrian volumes, but also wide arterial streets, large blocks, and heavy traffic. There are no bike routes or lanes nearby.

Adjacent land uses include a variety of residential, retail, and employment centers as well as a large regional mall and the 21-acre Downtown Park. Apartment residents pay $85 to $110 per month for a parking space.



Figure 4. Safeway/Avalon. Photo courtesy Fehr & Peers.

Table 5. Safeway/Avalon Validation Site Trip Generation Comparison

Source of Estimate	*Daily*[1]	*AM Peak Hour*[1]	*PM Peak Hour*[1]
Field measurements in October 2019	5,505	239	512
MXD+ external vehicle trip generation	5,968 (+8%)	254 (+6%)	497 (-3%)
Unadjusted ITE trip rates	8,580 (+56%)	437 (+83%)	798 (+56%)
ITE Trip Rates with ITE Internalization Method	Not Available	359 (+50%)	577 (+13%)

1. Values in parentheses represent the percent increase/decrease in trips estimated by the given method versus the 2019 field measurements.

Table 5 presents the number of external vehicle trips measured at this site in October 2019 versus the estimated number it would generate using MXD+. These results indicate that MXD+ yields a desirable result in which the site's external vehicle trips generation have been slightly overestimated (on a daily basis and during the AM peak hour). MXD+ underestimated the site's actual PM peak hour trip generation by 15 trips, which is very respectable given the 515 trips the site generated.

On a daily basis, MXD+ estimated a relatively modest four percent internal trips, but a much more substantial 34 percent external trips made by non-auto modes. These results make sense because the internalization will be limited by the types of uses present (i.e., no professional office). The site is well-served by transit and within the downtown part of Bellevue where there are thousands of jobs within a one-mile walk.

Table 5 also shows estimated AM and PM peak hour trip generation using unadjusted ITE *Trip Generation Manual* trip rates and the ITE Internalization Method for suburban/urban areas. The results show that the former would have overestimated the project's actual trip generation by 198 AM peak hour trips and 286 PM peak hour vehicle trips, a massive overestimate of what was measured. The latter would have overestimated that site's actual trips by 120 vehicles during the AM peak hour and 65 trips during the PM peak hour. This case study clearly indicates that MXD+ more accurately predicts the Safeway/Avalon site's actual vehicle trips than the standard ITE methods.

Hazard Center, San Diego, California

Hazard Center is located five miles north of downtown San Diego near the intersection of Interstate 8 and State Route



Figure 5. Hazard Center. Photo courtesy Fehr & Peers.

Table 6. Hazard Center Validation Site Trip Generation Comparison

Source of Estimate	*Daily*[1]	*AM Peak Hour*[1]	*PM Peak Hour*[1]
Field measurements in October 2019	11,189	680	930
MXD+ external vehicle trip generation	12,395 (+11%)	696 (+2%)	977 (+5%)
Unadjusted ITE trip rates	15,588 (+39%)	966 (+42%)	1,367 (+47%)
ITE Trip Rates with ITE Internalization Method	Not Available	604 (-11%)	957 (+3%)

1. Values in parentheses represent the percent increase/decrease in trips estimated by the given method versus the 2019 field measurements.

163. It is a vibrant, highly diverse mixed use center comprising 16 acres. It consists of a midrise apartment complex with 120 dwelling units, 256,000 square feet of office space, a 305-room hotel, a 7-screen movie theater, 23,000 square feet of sit-down restaurants, and 111,000 square feet of general retail. Retail uses at the time of data collection included cleaners, dance studios, bookstores, financial offices, salons, learning centers, fitness studios, coffee shops, jewelers, auto detailing, and optometry. All land uses are situated within a quarter-mile walk to the Hazard Center light rail station, which serves the San Diego Trolley Green Line light rail service (Figure 5, page 8). This station transports riders to downtown San Diego in about 20 minutes. A bus stop is also situated within a quarter mile of the site.

A variety of uses are within a half-mile walk from Hazard Center, including Westfield Mission Valley Mall, grocers, employers, and restaurants, and the San Diego River multiuse pathway is adjacent to the site. In summary, this site has a good mix of complementary land uses, regional transit access, and various nearby uses that can be accessed by walking or biking.

Table 6 presents the number of external vehicle trips measured at this site in October 2019 versus the estimated number it would generate using MXD+. The MXD+ results were significantly closer to actual counts as compared to both standard ITE trip generation methods as well as the ITE Internalization Method alone. The former overestimated counts by an average of six percent, while the unadjusted ITE trip rates overestimated counts by an average of 42 percent, and the ITE Internalization Method both over-and underestimated the actual peak hour counts.

Similar to the findings from the Bellevue site, for this site MXD+ yields a desirable result in which the site's external vehicle trip generation has been slightly overestimated during all three analysis periods. Reasons for this overestimation could be the result of many factors such as the type of office tenants, levels of occupancy at the hotel during the count period, and relative success of the various retail uses on site (note that the site is surrounded by many other competing retail centers). This offers a great illustration of how challenging it can be to accurately estimate a site's trip generation.



Figure 6. Avalon. Photo courtesy Google Earth.

Avalon, Alpharetta, Georgia

Avalon is a suburban mixed use project of a quintessential type now found in many communities across the country. At a considerable size of 79 acres, it features all of the typical land uses found in mixed use sites plus some additional atypical uses, such as single-family residential. It is a food and beverage destination with numerous bars and restaurants ranging from fast food, fast casual, and high-turnover sit-down to fine dining establishments.

Avalon consists of 100 single-family dwelling units, 525 multifamily dwelling units, 582,000 square feet of office space, a 330-room hotel, a 12-screen movie theater, a 45,000-square-foot grocery store, 250,000 square feet of general retail, and 54,000 square feet of restaurant space (Figure 6).

The project is located directly west of U.S. Highway 19, about 25 miles north of downtown Atlanta. Adjacent transit is limited to a single local bus route that operates on 30-minute headways. Parking is not priced anywhere within Avalon, with the exception of the hotel. The site is anchored by Avalon Boulevard, a 1,200-foot long, walkable "Main Street" flanked by ground-floor retail and stacked residential on both sides. Lower-density residential, office, and parking extends outwardly from the site's hub, with vehicular access provided by 10 distinct driveways on two public streets.

Table 7. Avalon Validation Site Trip Generation Comparison

Source of Estimate	*Daily*[1]	*AM Peak Hour*[1]	*PM Peak Hour*[1]
Field Measurements in October 2019	33,301	1,685	2,543
MXD+ External Vehicle Trip Generation	33,332 (0%)	1,894 (+12%)	2,674 (+5%)
Unadjusted ITE trip rates	38,406 (+15%)	2,387 (+42%)	3,505 (+38%)
ITE Trip Rates with ITE Internalization Method	Not Available	1,461 (-13 %)	2,203 (-13%)

1. *Values in parentheses represent the percent increase/decrease in trips estimated by the given method versus the 2019 field measurements.*

Unlike the previous two case studies, adjacent land uses are suburban or rural in nature. To the north and west of the site is a residential wooded area. To the east is U.S. Highway 19. To the south are various buildings containing employers, restaurants, and a trade college, though they are separated from the site by the six-lane Old Milton Parkway.

Table 7 presents the number of external vehicle trips measured at this site in October 2019 versus the estimated number it would generate using MXD+. The match is nearly perfect for daily conditions, with modest overestimations during the AM and PM peak hours. The overestimation during the AM peak hour is particularly noteworthy because ITE trip rates for restaurants reveal greater than expected (by most analysts) levels of trips generated by these uses than is typically seen. It is a shortcoming in this data resource, and one that becomes visible when large amounts of restaurant space are present.

On a daily basis, MXD+ estimated 8.5 percent internal trips, which makes sense based on the diversity of land uses on site, though the large amount of office ultimately limits internal trip opportunities. External trips made by non-auto modes were estimated at five percent, which is reasonable given the modest transit service provided and limited amount of uses within walking/biking distance of the site.

As was the case for the other two validation sites, application of unadjusted ITE *Trip Generation Manual* rates resulted in substantial overestimates of actual project trip generation, by as much as 42 percent. And had an analyst instead applied ITE trip rates with the ITE Internalization Method, the site's actual trips would have been underestimated by 13 percent during both the AM and PM peak hours. Not only would this approach have yielded less accurate results than MXD+, but the values themselves would have been underestimates, which is highly undesirable.

How Planners Can Use MXD+

This section describes how planners can use apply MXD+ on their projects using readily available information and tools. While the process is somewhat arduous (given the inherent complexity of the methodology itself), it is entirely possible to complete provided the analyst has access to various necessary inputs. The following steps will produce MXD+ results:

- **Step 1: Download the original MXD model** from the Fehr & Peers website's MXD+ page.
  This is the same model that resides on the EPA MXD website, but this version has been modified to reflect the peak hour factoring values from Table 3 of this *PAS Memo*.
- **Step 2: Download the ITE *Trip Generation Handbook* Internalization Method spreadsheet** from the ITE website.
- **Step 3: Enter/calculate project land uses, site characteristics, and trip generation estimates in each spreadsheet.** This step requires that the project›s trip generation be estimated using the ITE *Trip Generation Manual, 10th Edition* for the suburban/urban place type. Most agencies, planning organizations, and planning/engineering firms have access to this data.
- **Step 4: Apply the following blending of results from the two spreadsheets.**
  - Daily: 100% Modified EPA MXD
  - AM Peak Hour: 89.9 percent Modified EPA MXD / 10.1 percent ITE Internalization
  - PM Peak Hour: 63.5 percent Modified EPA MXD / 36.5 percent ITE Internalization

The source of these blending ratios is Table 1 of the 2013 *PAS Memo*. Note that the daily estimate is based entirely on the Modified EPA MXD spreadsheet because the ITE Internalization Method does not estimate internal trips for daily conditions.

Conclusion

Planners are at risk of severely overestimating a mixed use project's trip generation if they apply unadjusted ITE trip generation rates. As documented in published resources such as the *Trip Generation Handbook* and quantitatively demonstrated by the three validation sites described above, unadjusted ITE rates overestimated each site's actual vehicular trip generation by about 50 percent during weekday AM and PM peak hours.

ITE has attempted to address these inaccuracies by integrating the NCHRP 684 trip internalization methodology into its guidance. However, in terms of predictive ability, MXD+ performed much better than the ITE Internalization Method. For the three validation sites, MXD+ had an average error of seven percent during the AM peak hour, as compared with an

average error of 25 percent for the ITE Internalization Method. During the PM peak hour, MXD+ had an average error of four percent, as compared with an average error of 10 percent for the ITE Internalization Method.

Planners are encouraged to use MXD+ not only because it provides a more accurate depiction of traffic impacts of a mixed use project, but also because it translates into more accurate estimations of VMT, greenhouse gas emissions, and air, noise, and energy impacts. This will help ensure that mixed use projects will not be burdened by unnecessary fees, excessive parking requirements, and other potential barriers to implementing projects that create more livable, sustainable communities.

About the Authors

John Gard, TE, is a principal with 25 years of consulting experience at Fehr & Peers who has applied MXD+ on numerous projects across the western United States. He has a bachelor's degree in applied mathematics and a master's degree in civil engineering from University of California–Davis. He can be reached at j.gard@fehrandpeers.com.

Corwin Bell is a transportation planner at Fehr & Peers with a background in consulting and academic research. He earned a bachelor's degree in urban studies and a master's degree in city planning from University of California–Berkeley. He can be reached at c.bell@fehrandpeers.com.

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VILLAGE OF ESTERO, FLORIDA
ZONING
ORDINANCE NO. 2023-06

AN ORDINANCE OF THE VILLAGE COUNCIL OF THE VILLAGE OF ESTERO, FLORIDA, CONSIDERING A REZONING FROM MIXED USE PLANNED DEVELOPMENT (MPD) TO ESTERO PLANNED DEVELOPMENT (EPD) FOR A 45.6-ACRE PARCEL ON THE NORTHWEST CORNER OF US-41 AND COCONUT ROAD; PROVIDING FOR CONFLICTS; PROVIDING FOR SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, Coconut Road Estero Apartments, LLC, represented by Ross Abramson (the "Applicant"), filed for a rezoning on property located on the northwest corner of US-41 and Coconut Road for a project known as **Coconut Road EPD**; and

WHEREAS, the Property STRAP numbers are 09-47-25-E2-U1902.2012, 09-47-25-E2-U1900.2033, 09-47-25-E2-U1908.2037, 09-47-25-E2-U1908.2404; 09-47-25-E1-U1874.2023 and 09-47-25-E1-U1877.2039, and the Properties are legally described in Exhibit A attached hereto; and

WHEREAS, the Property was zoned as Mixed Use Planned Development by Lee County; and

WHEREAS, the Applicant has requested a rezoning to Estero Planned Development (EPD) (Case No. DCI2022-E005); and

WHEREAS, the Applicant has requested deviations; and

WHEREAS, a Public Information Meeting was held on February 21, 2023 at the Planning Zoning and Design Board; and

WHEREAS, at a public hearing held on June 13, 2023 the Planning Zoning and Design Board recommended _____ of the rezoning request; and

WHEREAS, a duly noticed first reading was held before the Village Council on June 21, 2023; and

WHEREAS, a duly noticed second reading and public hearing was held before the Village Council on July 5, 2023, at which time the Village Council gave consideration to the evidence presented by the Applicant and the Village staff, the recommendations of the Planning, Zoning, and Design Board and the comments of the public.

NOW, THEREFORE, be it ordained by the Village Council of the Village of Estero, Florida:

Section 1. Rezoning.

The Village Council approves/denies the rezoning from Mixed Use Planned Development to Estero Planned Development with the following conditions and deviations.

Section 2. Conditions of Approval.

1. Master Concept Plan

   Development of this project must be consistent with the Master Concept Plan (MCP) titled "Woodfield – Estero Planned Development Master Concept Plan", dated April 11, 2023. Resolution Z-98-075 and all prior zoning actions and administrative amendments issued by Lee County are null and void as a result of this zoning action and are superseded by this Zoning Ordinance.

2. Development Parameters

   This project is limited to a maximum of 596 multiple family and townhouse dwelling units, 42,000 square feet of medical and general office use, 82,000 square feet of commercial retail and dining use, 260 hotel rooms, and 3,000 square feet of civic space. Uses must be consistent with the Schedule of Uses below.

3. Maximum Building Height and Stories

   70 feet for Hotel (Block 7) (6 stories)
   60 feet for Blocks 3, 6 & 8 (Residential & Commercial) (4 stories)
   45 feet for Blocks 1-2, 4-5, and 9-10 (Residential, Commercial and Civic) (3 stories)
   Architectural features may extend up to 15 feet above maximum height but may not exceed 20% of the total roof area.

4. Uses and Site Development Regulations

   The following uses and limits apply to the project:

   Schedule of Uses

   Banks and financial institutions
   Bar and Consumption on Premises (see Conditions 25 and 26)
   Brewpub or micro-brewery, -winery, or distillery (see Conditions 25 and 26)
   Business services, Groups I & II
   Cinemas and theaters

Clubs, lodges, or community-oriented associations
Convenience food and beverage store without gas service
Convention center or Exhibition Hall
Counseling, nonresidential
Cultural facility, noncommercial
Day care center
Drugstore
Dwelling, live-work Multiple-family
Dwelling, Multiple-family
Dwelling, Townhouse
Grocery store or food market
Hotels/motels
Dryclean & Laundry services
Library
Medical or dental lab
Office, general business
Office, medical
Outpatient care facilities
Park, Village
Personal services Groups I and II (excluding escort services, palm readers, fortunetellers, card readers and tattoo parlors)
Pet services
Place of worship
Post office
Real estate sales office
Recreational facilities, indoor and outdoor
Repair shop, household
Restaurant, convenience
Restaurant, fast casual or fast food
Restaurant, standard
Retail sales groups I and II
Utility, minor
Vocational or trade school

Accessory Uses

Antenna
Automated teller machine (ATM) Automatic car wash
Bike parking rack
Bike share station
Clubhouse (as accessory to a residential development, golf, or tennis facility)
Community recreation facility (as accessory to a residential development)
Cool roof
Dock
Electric vehicle (EV) level 1, 2 or 3 charging station

Excavation, water retention
Fences, walls
Garage or carport
Greenhouse
Green roof
Home garden
Home occupation
Laundromat (as accessory to a multifamily dwelling)
Outdoor display of merchandise (as accessory to a retail sales use)
Outdoor seating (as accessory to an eating or drinking establishment)
Parking lot, accessory
Parking structure
Pickleball facilities (appropriate setbacks and conditions to be determined at time of development order by Planning Zoning and Design Board)
Satellite earth stations and amateur radio antennas
Signs, in accordance with LDC Chapter 6
Solar energy collection facility, small-scale
Swimming pools, tennis courts, porches, decks, and similar recreational facilities

Property Development Regulations

Minimum Lot Area:	N/A
Minimum Lot Width:	N/A
Minimum Lot Depth:	N/A
Minimum Building Separation:	25 feet
Maximum Lot Coverage:	55%
Maximum Height:	See Condition 3

Note: If Property is subdivided, a zoning amendment will be necessary to establish alternative property development regulations.

Minimum Building Setbacks:

Street, Principal & Accessory:	
US-41:	45 feet minimum
Coconut Road:	25 feet minimum
Side:	15 feet Principal
Rear:	10 feet Principal
Waterbody:	10 feet Principal, 5 feet Accessory
Accessory:	5 feet
Minimum Open Space:	40%

5. Connectivity

The developer will be responsible for roadway and pedestrian connections to US-41, Coconut Road and Lyden Drive rights-of-way. The roadway connections and pedestrian connections must be installed prior to the issuance of the first Certificate of Compliance within the planned development.

6. Traffic Signal

The developer will be responsible for the installation of a traffic light as a site-related improvement at the intersection of Coconut Road and Walden Center Drive. The traffic light, roadway connections and pedestrian connections must be installed prior to the issuance of the first Certificate of Compliance within the planned development. The traffic light is not eligible for impact fee credits.

7. LeeTran Bus Shelter

The developer must construct a transit bus stop shelter in accordance with LeeTran specifications, including paved walkway to and from the development and bus stop, signage, bicycle rack, bus pull-off area within right-or-way, proper curbing (Type E), shelter and lighting. The architectural design must complement the development design as approved by the Village. The bus shelter must be installed prior to the issuance of the first Certificate of Compliance within the planned development.

8. Impact Fees

Applicant or successor will pay impact fees in effect at the time of building permit issuance.

9. Transportation

a. At the time of the first development order, the applicant will construct an additional eastbound left turn lane on Coconut Road to US-41 north.

b. At the time of the first development order, the applicant will construct an additional northbound left turn lane on US-41.

c. Applicant will work with FDOT to provide turn lanes in addition to those in paragraphs a. and b. above, on US-41 at project access points at time of first development order.

d. Applicant will repaint traffic signal pole at Coconut Road and US-41 with FDOT permission.

10. Landscape

Applicant or successor will be responsible for installation, irrigation, and maintenance of plantings along the roadway shoulder of US-41 extending along the east boundary of this project. Landscape palette is subject to review by Village staff at time of first development order.

11. No Blasting or Pile Driving

No development blasting or pile driving is permitted as part of this project.

12. Utilities

The project will be developed with underground utilities, including electric. The project potable water service and sewer service is provided by Bonita Springs Utilities (BSU) and the project must connect to those services as part of any local development order for the site. Existing overhead power lines along US-41 and through the FPL Easement Area may remain.

13. Pattern Book

The project must be consistent with the Pattern Book entitled "Woodfield Estero Planned Development Pattern Book" dated April 11, 2023. The Pattern Book is not conceptual. Photographic images may be illustrative, but development must be in substantial compliance with the Pattern Book, including a consistent architectural, landscape and signage theme for all commercial and residential development.

Specific details such as: landscaping plant species, parking lot screening from US-41 and similar buffer items; additional urban streetscape, pedestrian activity areas along the pedestrian paseo and "Rambla" Streets (north and south); addition of bike racks throughout; color scheme to ensure the variation of contrasting building colors to differentiate buildings, and architectural massing and other details, will be evaluated as part of development order review. Taller trees shall be planted adjacent to buildings on Coconut Road to soften the massing of the tall buildings, subject to Planning Zoning and Design Board approval.

No signage plan is included in the Pattern Book. A unified signage plan will be submitted at time of development order review, including attractive signature entry features/monument signs to be reviewed by Planning Zoning and Design Board as a planned development minor amendment.

14. Buffers

As part of local development order approval for the project, the development order plans must demonstrate buffering consistent with the Master Concept Plan and the

Pattern Book which show enhanced buffers and landscaping, as well as compliance with the Land Development Code. As part of local development order approval, all required buffer plantings must be 100% native vegetation.

The buffer along Coconut Road will consist of an enhanced Type "D" buffer, minimum 20 feet wide, with 4 trees per 100 linear feet planted at 14-18 feet, and a double hedge row 48" tall at time of planting.
The buffer along US-41 will consist of an enhanced Type "D" buffer, minimum 32 feet wide, with 4 trees per 100 linear feet planted at 14-18 feet, and a double hedge row 48" tall at time of planting

50-foot-wide Type "F" buffers will be provided to the North, adjacent to Marsh Landing and to the West, adjacent to the FPL Easement as shown on the Master Concept plan, regardless of existing vegetation within the indigenous preserve area. The buffer shall be 50 feet wide, with 15 trees per 100 linear feet planted at 10 feet, and a double staggered hedgerow 48" at time of planting. The north and west boundary buffer will include a 6-foot tall black chain link fence installed on the development side of the buffer.

15. Public Gathering Areas and Public Park

    a. The applicant shall provide details regarding the improvements associated with the public areas, including the Central Green, Neighborhood Park, Crescent Park, Paseo and Rambla Street North & South as shown in the Pattern Book at the time of the first development order.

    b. The Central Green park shown on the Master Concept Plan shall be designed to include shade trees and seating areas and be open to the public through a public easement or similar document or condition acceptable to the Village attorney at time of the first development order. The Central Green park shall be constructed at the time of the first development order.

    c. A 10-foot-wide nature trail will be provided around the Western Lake Open Space. If the FPL easement becomes a multi-use path, the applicant will provide pedestrian connections from the development to the easement.

    d. The improvements are at the applicant's cost and will be maintained by the applicant or its successor.

16. Indigenous Preserve

    A minimum of 7.6 acres of indigenous open space will be provided along the northern and western property lines as shown on the Master Concept Plan.

17. Concurrency

Approval of this rezoning does not constitute a finding that the proposed project meets the regulatory concurrency requirements set forth in the Land Development Code and the Comprehensive Plan. The developer is required to demonstrate compliance with mandatory concurrency requirements prior to issuance of a local development order.

18. Project Phasing

This project may be developed in multiple phases and must be developed in the following order. Commercial uses and public amenities in each phase must be complete before starting the next phase. At a minimum, the project will be phased to ensure that commercial uses and public amenities in each phase are developed concurrently with residential uses to ensure the mixed use nature of the development.

a. The first phase of the project will include the planned development master infrastructure, including stormwater retention, roadways, utilities, and traffic signal at Coconut Road and Walden Center Drive.

b. The second phase of the project will include a minimum of 56,000 square feet of commercial uses along with the first 274 residential units, hotel and 3 parking garages as shown in the Pattern Book Conceptual Phasing Table.

c. The third phase of the project will include 63,000 square feet of commercial uses, 63 residential units and a parking garage

d. The fourth phase will include 65 residential units, 5,000 square feet of office, and 6,000 square feet of civic space. The civic space use will be at no cost for civic uses, such as art leagues. Parking for civic building will be in close proximity and will be reviewed at time of development order.

e. The fifth phase will consist of 194 residential units.

f. Prior to the issuance of the last residential building Certificate of Compliance, a minimum of eighty-five percent (85%) of the commercial square footage shall be constructed.

19. Green Building Standards, Residential Impact Standards, and Hurricane Preparedness

The applicant will provide sufficient information at the time of development order to demonstrate compliance with Green Building Standards (LDC 5-8), Residential Impact Standards (5-13), compliance with the Hurricane Preparedness (LDC 7-5)

and Mitigation. The applicant should consider solar panels on parking garage rooftops.

20. Stormwater Management

The project's proposed stormwater outfall discharges to a ditch along the FPL transmission line on property owned by Coconut Shores Community Association and Marsh Landing Community Association. At time of first development order, the applicant will work with the property owners to obtain an easement to maintain the ditch from the project's outfall to the wetland flowway located between Marsh Landing and Fountain Lakes.

21. Incentive Offerings

The applicant's incentive offerings, and the time by which each offering must be completed, are incorporated into this zoning approval as part of the Master Concept Plan and Pattern Book.

22. Maintenance

The applicant or successor will maintain in good condition all common areas including, but not limited to the Neighborhood Park, Rambla Street Linear Park, Central Green and Plaza/Paseo, shall be maintained in perpetuity by a Property Owners Association or similar entity that will consist of both the residential and commercial parcels.

23. Building Construction

Buildings will be constructed of concrete block or poured concrete, and all buildings 3-story or greater will contain elevators.

24. Construction Traffic Management Plan

A Construction Traffic Management Plan shall be submitted with the first development order application indicating construction hours of operation, and access, equipment and staging details. The Plan shall designate a contact person for the public to contact for construction issues, such as noise, dust, etc.

25. Outdoor Consumption on Premises

Prior to development order approval, any outdoor seating areas in conjunction with consumption on premises of alcoholic beverages must demonstrate compliance with the following:

a. The development order site plan must show the proposed location and square footage of the outdoor seating area.

b. Outdoor Consumption on Premises is limited to 10 a.m. to 11 p.m. Sunday through Thursday, and 10 a.m. to 12 a.m., Friday and Saturday. Any variation from these hours would require a minor amendment to be reviewed by the Planning Zoning and Design Board in a public hearing.

c. For the purposes of this condition, outdoor seating shall be defined as roofed or non-roofed areas of a restaurant, bar or microbrewery which are not enclosed.

d. Nowithstanding the above, temporary outdoor consumption permits may be issued as allowed in the Land Development Code.

26. Outdoor Entertainment/Live Music

Outdoor entertainment or live music for restaurant, bar, microbrewery or similar use will be limited to the Central Green and Plaza/Paseo areas and limited to the hours of 10 a.m. to 11 p.m. Sunday through Thursday, and 10 a.m. to 12 a.m., Friday and Saturday. Any variation from these hours would require a minor amendment to be reviewed by the Planning Zoning and Design Board in a public hearing. Notwithstanding the above, temporary permits may be issued as allowed in the Land Development Code.

27. Leases

All rental leases for the project must require minimum 12-month leases. Lease restrictions are not applicable to the Hotel.

28. Public Easements

Public easements must be provided for public's use of public easement areas identified on Pattern Book page 10 including Rambla Street Linear Park, Plaza/Paseo, Central Green, and Neighborhood Park prior to the Certificate of Compliance for each improvement. Documents are subject to approval by the Village Attorney.

29. Radio Enhancement

The applicant shall conduct an assessment model at the time of development order to determine if the minimum radio signal's strength for the fire department communication is in compliance with NFPA1:11.10, NFPA 1221:11.3.9, standards for inbound and outbound signal strength and quality. If minimum signal strength

is not available, the applicant shall install radio enhancement in the building. This will be evaluated at time of development order.

30. Land Development Code (LDC)

Where the Village LDC is referenced in these conditions of approval for implementation of the condition at the time of development order, the LDC in effect at the time of the development order shall be applicable. Any subsequent amendments to the local development order shall require compliance with the Land Development Code in effect at the time.

Section 3. Deviations (If Rezoning is Approved)

1. A request to deviate from Land Development Code (LDC) Section 5-408.I.6., which states that hardened shoreline structures may comprise up to 20 percent of an individual lake shoreline; to allow hardened shoreline structures to comprise up to 26% percent.

APPROVED for those portions of the lake that abut Buildings A & B and the pool area between those buildings. The equivalent littoral shelf design will be provided at time of development order.

2. A request to deviate from Land Development Code (LDC) Section 5-204.B.1. Minimum Number of Off-Street Parking Spaces, which requires a total of 2,107 parking spaces for the proposed mix of uses, density and intensity; to allow for a total of 1,872 parking spaces.

APPROVED.

3. A request for relief from Village LDC Section 7-206 (G)(3)(A)(1) which requires excavation to occur no less than 50 feet from an existing property line and collector or arterial street, to allow for excavation to occur no less than 25 feet from an existing property line. LDC Section 2-506 (C) allows for this deviation request.

APPROVED for Lakeside Street and Crescent Lake area shown in Pattern Book. Staff will review at time of development order to determine if additional protective measures for wayward vehicles are needed.

4. A request to deviate from Land Development Code (LDC) 5-304(1)(A) which requires 125 feet between intersections on local roads to allow for a minimum separation of 46', 106' and 109' for 3 intersections within the project as identified in the Pattern Book.

APPROVED AS SHOWN IN THE PATTERN BOOK.

5. A request to deviate from Section 3-707.H.3.A. of the Estero Land Development Code which encourages connecting streets to follow the typical cross-sections shown on Figure 3-707.T.3. to allow connecting streets to be provided per the cross-sections depicted on the proposed Tiered Development Plan.

APPROVED AS SHOWN IN THE PATTERN BOOK.

Section 4. Findings and Conclusions

Based upon the analysis of the application and standards for the approval in the Land Development Code for the Estero Planned Development Zoning District, the following findings are made:

1.

2.

3.

4.

5.

6.

7.

Section 5. Exhibits

The following exhibits are attached to this Ordinance and incorporated herein by reference:

Exhibit A Legal Description
Exhibit B Woodfield EPD – Master Concept Plan dated 4/11/2023
Exhibit C Woodfield Estero Planned Development Pattern Book dated 4/11/2023

Section 6 **Severability.**

Should any section, paragraph, sentence, clause, phrase or other part of this Ordinance subsequent to its effective date be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Ordinance as a whole or any portion thereof, other than the part so declared to be invalid.

Section 7 **Effective Date.**

This Ordinance shall take effect immediately upon adoption.

PASSED on first reading this 21st day of June, 2023.

PASSED AND ADOPTED BY THE VILLAGE COUNCIL of the Village of Estero, Florida on second reading this 5th day of July, 2023.

Attest: **VILLAGE OF ESTERO, FLORIDA**

Carol Sacco, Village Clerk Jon McLain, Mayor

Reviewed for legal sufficiency:

By: _____
Nancy Stroud, Esq., Village Attorney

Vote:	AYE	NAY
Mayor McLain	____	____
Vice Mayor Ribble	____	____
Councilmember Fiesel	____	____
Councilmember Fayhee	____	____
Councilmember Lopez	____	____
Councilmember Ward	____	____
Councilmember Zalucki	____	____

June 5, 2023

Ms. Mary Gibbs, FAICP
The Village of Estero
Department of Community Development
9401 Corkscrew Palms Circle
Estero, Florida 33928

RE: Woodfield Estero Planned Development
DCI2022-E005 - 8-Day Letter

Dear Ms. Gibbs:

In advance of the Planning, Zoning and Design Board hearing on June 13, 2023, the applicant has reviewed the Staff Report with attachments, including the proposed conditions, and is in agreement with the Staff's recommendation of approval and the majority of the proposed conditions.

The Applicant respectfully requests consideration of the following modifications to Staff's proposed conditions (shown in ~~strikethrough~~/underline format):

4. Property Development Regulations

Minimum Lot Area:	N/A
Minimum Lot Width:	N/A
Minimum Lot Depth:	N/A
Minimum Building Separation:	25 feet[1]
Maximum Lot Coverage:	55%

Note: If Property is subdivided, a zoning amendment will be necessary to establish alternative property development regulations.

[1]All buildings will provide separation in accordance with applicable fire codes. 10 feet of separation is allowed between accessory structures/buildings, and between the civic buildings and adjoining structures.

Minimum Building Setbacks:

Street, Principal & Accessory:

US-41:	45 feet minimum
Coconut Road:	25 feet minimum (except balconies may encroach up to 5 feet into the setback)

DRAFT

RVi Planning + Landscape Architecture • 28100 Bonita Grande Drive, Sutie 305 • Bonita Springs, FL 34135 • 239.405.7777 • www.rviplanning.com

Side:	15 feet Principal
Rear:	10 feet Principal
Waterbody:	10 feet Principal, 5 feet Accessory
Accessory:	5 feet
Minimum Open Space:	40%
Maximum Height:	See Condition 3

9. Transportation

   a. At the time of the first development order, the applicant will ~~construct an additional~~ coordinate with FDOT to determine if modification of the timing of the signal for the eastbound left turn lane on Coconut Road to US-41 north is warranted.

   b. Should FDOT approve an additional northbound left turn lane on US-41, ~~A~~at the time of the first development order, the applicant will enter into a development agreement with the Village of Estero to address their proportionate fair share of the improvement. ~~construct an additional northbound left turn lane on US-41.~~

   c. If approved by FDOT, the Applicant will ~~work with FDOT to~~ provide turn lanes as shown on the MCP, in addition to those in paragraphs a. and b. above, on US-41 at the following project access points at time of first development order~~.~~:

      - Southbound right turn on US-41 at Cerise Drive
      - Northbound left turn on US-41 at Cerise Drive
      - Southbound right turn on US-41 at Saffron Drive

   d. Applicant will repaint traffic signal pole at Coconut Road and US-41 with FDOT permission.

10. Landscape

    Applicant or successor will be responsible for installation, irrigation, and maintenance of plantings along the roadway shoulder of US-41 extending along the east boundary of this project, if approved by FDOT. Landscape palette is subject to review by Village staff at time of first development order.

11. Project Phasing

    This project may be developed in multiple phases and must be developed in the following order. ~~Commercial uses and public amenities in each phase must be complete before starting the next phase.~~ At a minimum, the project will be phased to ensure that commercial uses and public amenities in each

phase are developed concurrently with residential uses to ensure the mixed use nature of the development.

a. The first phase of the project will include the planned development master infrastructure, including stormwater retention, roadways, utilities, and traffic signal at Coconut Road and Walden Center Drive.

b. The second phase of the project will include a minimum of ~~56,000~~ 40,000 square feet of commercial uses ~~along with the first~~ and a maximum of 274 residential units, and supportive parking for the uses. ~~hotel and 3 parking garages as shown in the Pattern Book Conceptual Phasing Table.~~

~~c. The third phase of the project will include 63,000 square feet of commercial uses, 63 residential units and a parking garage~~

~~d. The fourth phase will include 65 residential units, 5,000 square feet of office, and 6,000 square feet of civic space. The civic space use will be at no cost for civic uses, such as art leagues. Parking for civic building will be in close proximity and will be reviewed at time of development order.~~

~~e. The fifth phase will consist of 194 residential units.~~

f. Prior to the issuance of the last residential building Certificate of Compliance, a minimum of eighty-five percent (85%) of the commercial square footage shall be constructed, exclusive of the hotel.

20. Stormwater Management

The project's proposed stormwater outfall discharges to a ditch along the FPL transmission line on property owned by Coconut Shores Community Association and Marsh Landing Community Association. At time of first development order, the applicant will obtain an Environmental Resource Permit for the appropriate discharge. ~~the work with the property owners to obtain an easement to maintain the ditch from the project's outfall to the wetland flowway located between Marsh Landing and Fountain Lakes.~~

23. Building Construction

Buildings will be constructed of concrete block or poured concrete, and all buildings ~~3-story~~ 4-story or greater will contain elevators.

In support of the above request, the Applicant is requesting a new deviation (Deviation 5) as follows:

Deviation 5 from LDC Section 4-219 to omit the requirement for elevators in 3 story multifamily/townhouse buildings in the areas shown on the MCP.

Justification: For the purposes of this deviation, the applicable multifamily/townhouse buildings will consist of a group of three or more dwelling units attached to each other by a common wall or roof wherein each unit has direct exterior access and no unit is located above another, and each unit is completely separated from any others by a rated firewall or a fire and sound resistant enclosed separation or space.

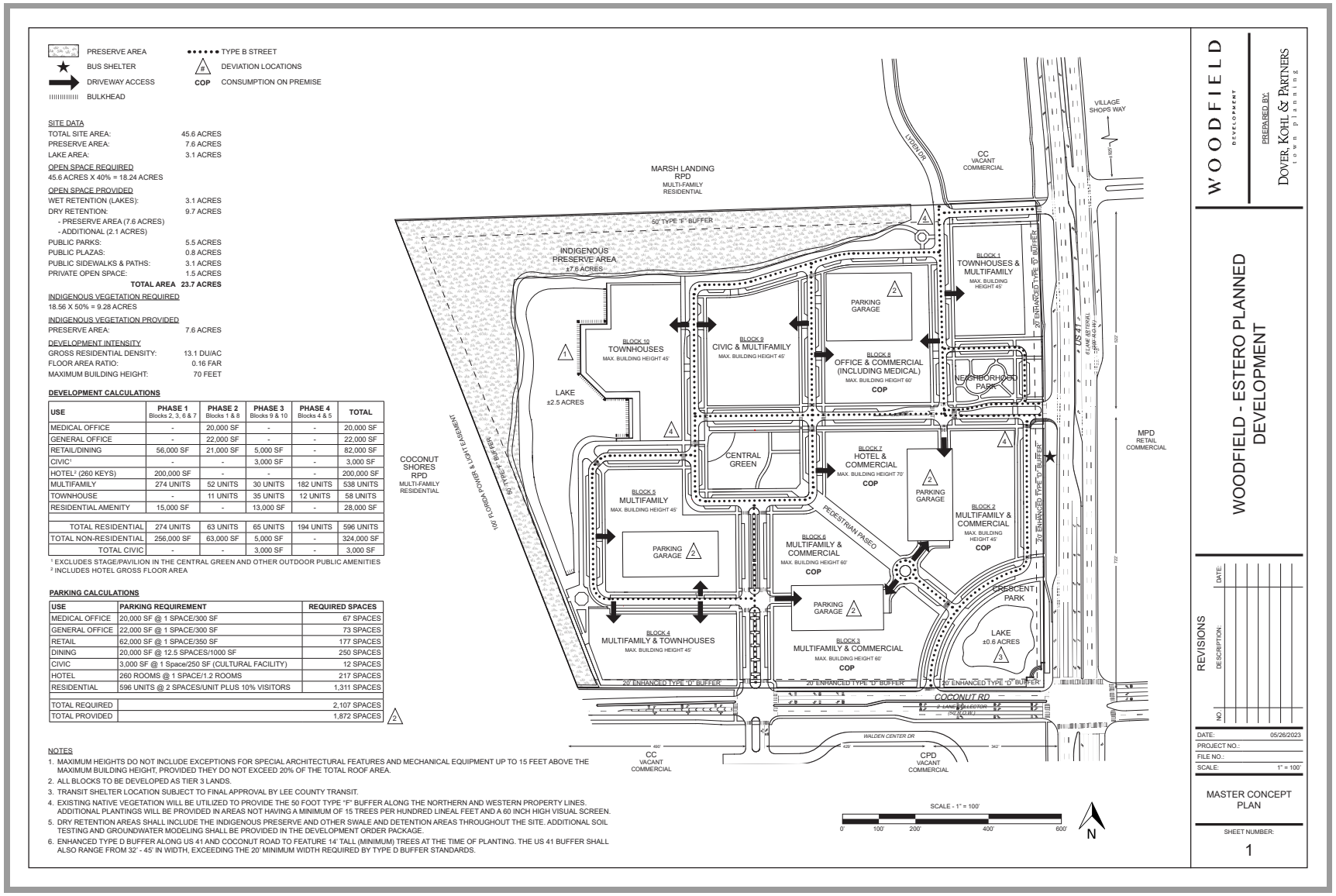
If you have questions or concerns, please do not hesitate to contact me at (239) 850-8525 or Acrespo@RViPlanning.com.

Thank you,

RVi Planning + Landscape Architecture



Alexis Crespo, AICP
Vice President of Planning


PRESERVE AREA
BUS SHELTER
DRIVEWAY ACCESS
BULKHEAD
TYPE B STREET
DEVIATION LOCATIONS
COP CONSUMPTION ON PREMISE
SITE DATA
TOTAL SITE AREA: 45.6 ACRES
PRESERVE AREA: 7.6 ACRES
LAKE AREA: 3.1 ACRES
OPEN SPACE REQUIRED
45.6 ACRES X 40% = 18.24 ACRES
OPEN SPACE PROVIDED
WET RETENTION (LAKES): 3.1 ACRES
DRY RETENTION: 9.7 ACRES
- PRESERVE AREA (7.6 ACRES)
- ADDITIONAL (2.1 ACRES)
PUBLIC PARKS: 5.5 ACRES
PUBLIC PLAZAS: 0.8 ACRES
PUBLIC SIDEWALKS & PATHS: 3.1 ACRES
PRIVATE OPEN SPACE: 1.5 ACRES
TOTAL AREA 23.7 ACRES
INDIGENOUS VEGETATION REQUIRED
18.56 X 50% = 9.28 ACRES
INDIGENOUS VEGETATION PROVIDED
PRESERVE AREA: 7.6 ACRES
DEVELOPMENT INTENSITY
GROSS RESIDENTIAL DENSITY: 13.1 DU/AC
FLOOR AREA RATIO: 0.16 FAR
MAXIMUM BUILDING HEIGHT: 70 FEET
DEVELOPMENT CALCULATIONS
USE | PHASE 1 Blocks 2, 3, 6 & 7 | PHASE 2 Blocks 1 & 8 | PHASE 3 Blocks 9 & 10 | PHASE 4 Blocks 4 & 5 | TOTAL
MEDICAL OFFICE | - | 20,000 SF | - | - | 20,000 SF
GENERAL OFFICE | - | 22,000 SF | - | - | 22,000 SF
RETAIL/DINING | 56,000 SF | 21,000 SF | 5,000 SF | - | 82,000 SF
CIVIC[1] | - | - | 3,000 SF | - | 3,000 SF
HOTEL[2] (260 KEYS) | 200,000 SF | - | - | - | 200,000 SF
MULTIFAMILY | 274 UNITS | 52 UNITS | 30 UNITS | 182 UNITS | 538 UNITS
TOWNHOUSE | - | 11 UNITS | 35 UNITS | 12 UNITS | 58 UNITS
RESIDENTIAL AMENITY | 15,000 SF | - | 13,000 SF | - | 28,000 SF
TOTAL RESIDENTIAL | 274 UNITS | 63 UNITS | 65 UNITS | 194 UNITS | 596 UNITS
TOTAL NON-RESIDENTIAL | 256,000 SF | 63,000 SF | 5,000 SF | - | 324,000 SF
TOTAL CIVIC | - | - | 3,000 SF | - | 3,000 SF
[1] EXCLUDES STAGE/PAVILION IN THE CENTRAL GREEN AND OTHER OUTDOOR PUBLIC AMENITIES
[2] INCLUDES HOTEL GROSS FLOOR AREA
PARKING CALCULATIONS
USE | PARKING REQUIREMENT | REQUIRED SPACES
MEDICAL OFFICE | 20,000 SF @ 1 SPACE/300 SF | 67 SPACES
GENERAL OFFICE | 22,000 SF @ 1 SPACE/300 SF | 73 SPACES
RETAIL | 62,000 SF @ 1 SPACE/350 SF | 177 SPACES
DINING | 20,000 SF @ 12.5 SPACES/1000 SF | 250 SPACES
CIVIC | 3,000 SF @ 1 Space/250 SF (CULTURAL FACILITY) | 12 SPACES
HOTEL | 260 ROOMS @ 1 SPACE/1.2 ROOMS | 217 SPACES
RESIDENTIAL | 596 UNITS @ 2 SPACES/UNIT PLUS 10% VISITORS | 1,311 SPACES
TOTAL REQUIRED 2,107 SPACES
TOTAL PROVIDED 1,872 SPACES
NOTES
1. MAXIMUM HEIGHTS DO NOT INCLUDE EXCEPTIONS FOR SPECIAL ARCHITECTURAL FEATURES AND MECHANICAL EQUIPMENT UP TO 15 FEET ABOVE THE MAXIMUM BUILDING HEIGHT, PROVIDED THEY DO NOT EXCEED 20% OF THE TOTAL ROOF AREA.
2. ALL BLOCKS TO BE DEVELOPED AS TIER 3 LANDS.
3. TRANSIT SHELTER LOCATION SUBJECT TO FINAL APPROVAL BY LEE COUNTY TRANSIT.
4. EXISTING NATIVE VEGETATION WILL BE UTILIZED TO PROVIDE THE 50 FOOT TYPE "F" BUFFER ALONG THE NORTHERN AND WESTERN PROPERTY LINES. ADDITIONAL PLANTINGS WILL BE PROVIDED IN AREAS NOT HAVING A MINIMUM OF 15 TREES PER HUNDRED LINEAL FEET AND A 60 INCH HIGH VISUAL SCREEN.
5. DRY RETENTION AREAS SHALL INCLUDE THE INDIGENOUS PRESERVE AND OTHER SWALE AND DETENTION AREAS THROUGHOUT THE SITE. ADDITIONAL SOIL TESTING AND GROUNDWATER MODELING SHALL BE PROVIDED IN THE DEVELOPMENT ORDER PACKAGE.
6. ENHANCED TYPE D BUFFER ALONG US 41 AND COCONUT ROAD TO FEATURE 14' TALL (MINIMUM) TREES AT THE TIME OF PLANTING. THE US 41 BUFFER SHALL ALSO RANGE FROM 32' - 45' IN WIDTH, EXCEEDING THE 20' MINIMUM WIDTH REQUIRED BY TYPE D BUFFER STANDARDS.
MARSH LANDING RPD MULTI-FAMILY RESIDENTIAL
COCONUT SHORES RPD MULTI-FAMILY RESIDENTIAL
CC VACANT COMMERCIAL
CPD VACANT COMMERCIAL
MPD RETAIL COMMERCIAL
VILLAGE SHOPS WAY
LYDEN DR
INDIGENOUS PRESERVE AREA ±7.6 ACRES
50' TYPE 'F' BUFFER
100' FLORIDA POWER & LIGHT EASEMENT
LAKE ±2.5 ACRES
CENTRAL GREEN
PEDESTRIAN PASEO
CRESCENT PARK
LAKE ±0.6 ACRES
NEIGHBORHOOD PARK
BLOCK 1 TOWNHOUSES & MULTIFAMILY MAX. BUILDING HEIGHT 45'
BLOCK 2 MULTIFAMILY & COMMERCIAL MAX. BUILDING HEIGHT 45' COP
BLOCK 3 MULTIFAMILY & COMMERCIAL MAX. BUILDING HEIGHT 60' COP
BLOCK 4 MULTIFAMILY & TOWNHOUSES MAX. BUILDING HEIGHT 45'
BLOCK 6 MULTIFAMILY & COMMERCIAL MAX. BUILDING HEIGHT 60' COP
BLOCK 7 HOTEL & COMMERCIAL MAX. BUILDING HEIGHT 70' COP
BLOCK 8 OFFICE & COMMERCIAL (INCLUDING MEDICAL) MAX. BUILDING HEIGHT 60' COP
BLOCK 9 CIVIC & MULTIFAMILY MAX. BUILDING HEIGHT 45'
BLOCK 10 TOWNHOUSES MAX. BUILDING HEIGHT 45'
PARKING GARAGE
20' ENHANCED TYPE 'D' BUFFER
COCONUT RD
WALDEN CENTER DR
US 41
SCALE - 1" = 100'
0' 100' 200' 400' 600'
N
WOODFIELD DEVELOPMENT
PREPARED BY: DOVER, KOHL & PARTNERS town planning
WOODFIELD - ESTERO PLANNED DEVELOPMENT
REVISIONS NO. DESCRIPTION DATE
DATE: 05/26/2023
PROJECT NO.:
FILE NO.:
SCALE: 1" = 100'
MASTER CONCEPT PLAN
SHEET NUMBER: 1

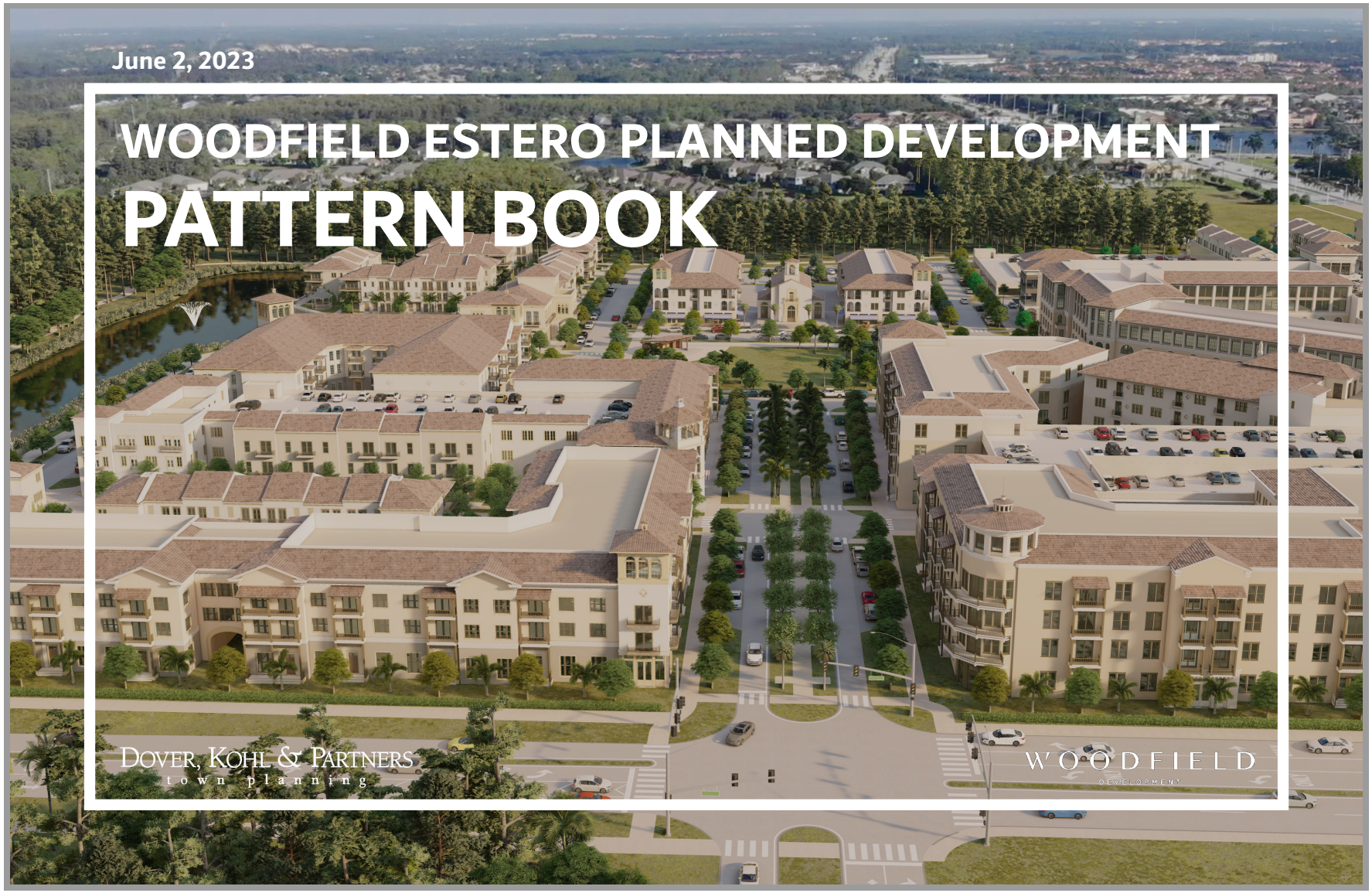

June 2, 2023
WOODFIELD ESTERO PLANNED DEVELOPMENT
PATTERN BOOK
DOVER, KOHL & PARTNERS
town planning
WOODFIELD
DEVELOPMENT

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INTRODUCTION

The Woodfield Estero Planned Development property is a 45.6 acre site on the northwest corner of US 41 and Coconut Road in Estero, Florida. The site has a 7.6 acre indigenous preserve area along the western and northern boundaries and some existing street infrastructure, including one access point from Coconut Road at Walden Center Drive, that was constructed as part of a previous development plan.

The site is very well located, with Lee Health Coconut Point, an emergency room, outpatient center, and observation hospital, a few blocks away, and Coconut Point Mall just across the street on the east side of US 41. It is currently zoned for mixed-use development under the Mixed Use Planed Development (MPD) district classification, though, as is required in the Village's Land Development Code for any planned developments in the Village Center Area, the development application will be requesting a rezoning to the Estero Planned Development (EPD) classification, and specifically the Tier 3, Village Center designation.

The Woodfield Estero Planned Development conceptual master plan described in this pattern book proposes a new mixed-use center that offers signature public open spaces, connected walking and biking paths, a variety of housing types and commercial uses, as well as a civic building for private and community events—all which come together to create a complete neighborhood centered on community and quality of life.



Figure 1: Site and Context Map

PROJECT DESCRIPTION

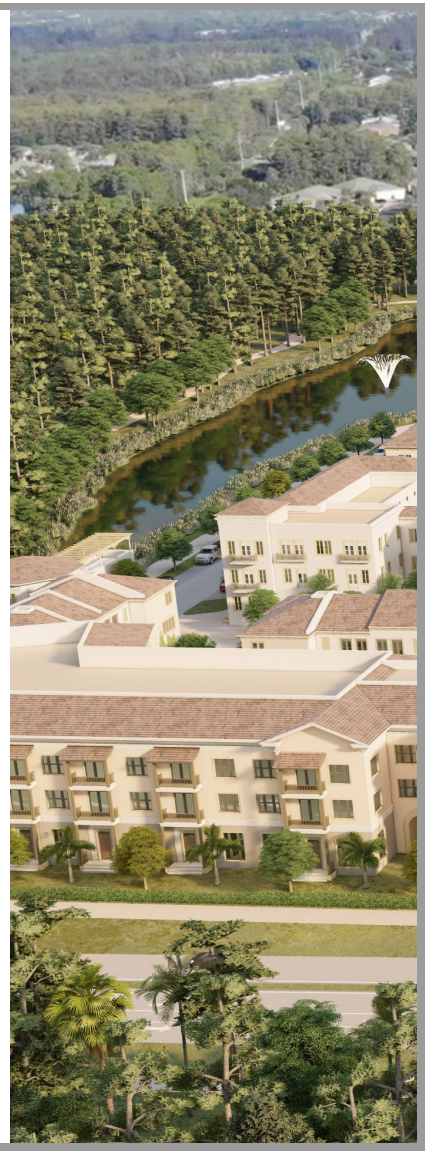
This pedestrian-friendly, mixed-use community is meant to align with the needs of the Village of Estero today and in the future, creating a village center for all of Estero's residents to enjoy outdoor and cultural activities, have an office, and gather with friends and visitors alike to shop and dine. The proposed development utilizes an overall design framework comprised of street-oriented buildings, generous public amenities, safe and multi-modal transportation facilities, and new and protected natural areas.

One of the ways the Woodfield Estero Planned Development conceptual master plan design encourages daily activity is by keeping the blocks small enough for people to walk around comfortably. Subtly tuning the geometry of the streets and blocks to increase the number of block edges and street corners, as well as orienting the buildings to face public spaces and streets, instead of facing parking lots or the backs of other buildings, is also key to enriching the character of the neighborhood and generating high value real-estate opportunities.

A Rambla street with a linear public space running down the center, a pedestrian street that serves as a restaurant row, a large central green with an outdoor stage that can host events, a neighborhood park with room for exercise equipment and playgrounds, as well as two retention lakes that create beautiful natural open spaces for people to enjoy, are all key features of the plan. Moreover, the provision of a 3,000 square foot civic building and a landmark hotel add to the diversity of attractions, sense of place, and economic vitality of the neighborhood.

The inclusion of multiple connected walking and biking trails, which include multi-use paths, sidewalks on every street, a natural trail, and a separated two-way bicycle track, as well the creation of a mobility hub, on-street parking, and lined parking garages, also help ensure that the Woodfield Estero Planned Development project will function effectively as a park-once environment for all and even possibly a car-optional neighborhood for some who live there.

This pattern book has been prepared to summarize and illustrate the key characteristics and design intent of the Woodfield Estero Planned Development. The ultimate goal is not to dictate overly prescriptive architectural design standards nor to restrict the exact location of future uses in such a way that makes it impossible for future phases of construction to adapt to changing market realities. Rather, the goal of this document is to establish an overall conceptual development program that defines the most important elements of the neighborhood plan, such as the network of blocks and streets and the location and size of public open spaces, and ensures a final built product that the whole community supports and values.



(Right) Rambla Street Aerial View:
On Coconut Road and Walden Center Drive looking north


Woodfield Development - Estero Pattern Book | Page 3


Page 4 | Prepared by Dover, Kohl & Partners

(Left) Overall Aerial View:
Looking northwest

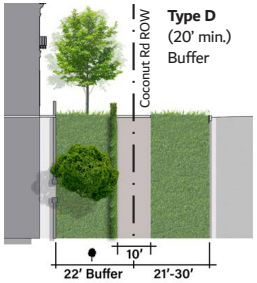


Figure 2: Illustrative Plan

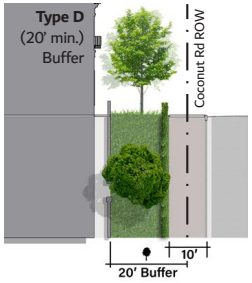
ILLUSTRATIVE PLAN

This Illustrative Plan demonstrates the overall neighborhood design for the Woodfield site, including the proposed building footprints, block and street network, landscaping, parking, and public open spaces. From this drawing it is easy to see the natural areas that have been preserved along the western and northern boundaries, as well as the tight network of blocks and streets that make it easy and comfortable for people to get around by car, bike, or on foot.

Section L.1: Coconut Rd West



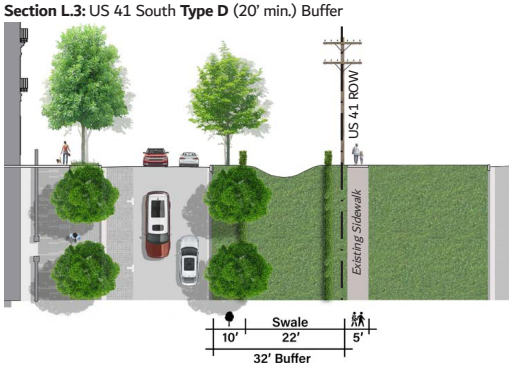
Section L.2: Coconut Rd East



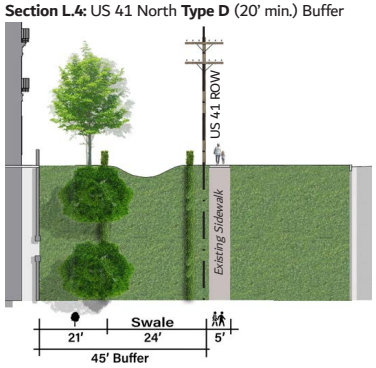
LANDSCAPE BUFFERS

The section diagrams on this page illustrate the landscaping buffers that shall be provided along the borders of the project. All of these buffers, except for Section L.1, exceed the minimum width requirements in the code. Hedge heights and tree spacing within these landscape buffers shall comply with all existing code requirements. The existing sidewalks along Coconut Road shall also be expanded to 10-feet in width.

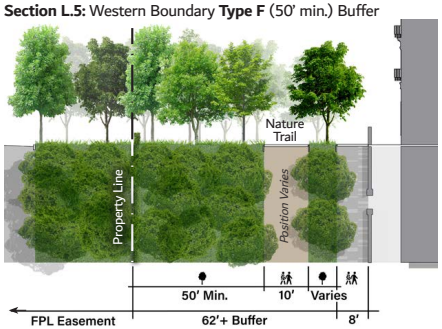
Section L.3: US 41 South **Type D** (20' min.) Buffer



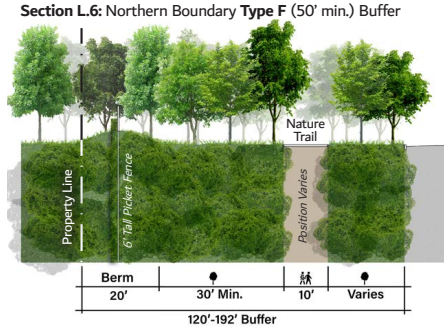
Section L.4: US 41 North **Type D** (20' min.) Buffer



Section L.5: Western Boundary **Type F** (50' min.) Buffer



Section L.6: Northern Boundary **Type F** (50' min.) Buffer



LANDSCAPING PLAN

1. Nature Trail
- 10' wide natural soil, woodchip, or crushed stone/shell path

2. Coconut Road Type D Landscpe Buffer
- 20' wide min. buffer (Sections L.1 & L.2)
- Enhanced plantings: 14'-18' tall trees
- Hedge shrub 36" at installation

3. US 41 Type D Landscape Buffer
- Enhanced width buffer: 32'-45' wide buffer (Sections L.3 & L.4)
- Enhanced plantings: 14'-18' tall trees and two hedge shrubs 36" at installation

4. North Boundary Type F Landscape Buffer
- Type F landscape buffer: 50' required
- Type F landscape requirement: 15 trees per 100 linear feet, double staggered hedge row 48" tall at installation
- Enhanced width buffer: 120'-192' wide buffer (Section L.6) and a 6' tall picket fence
- Enhanced plantings: Existing 20' swale & existing mature tree canopy exceeding the 15 tree per 100' linear ft min.

5. West Boundary Type F Landscape Buffer
- Type F landscape buffer: 50' required
- Type F landscape requirement: 15 trees per 100 linear feet, double staggered hedge row 48" tall at installation
- Enhanced width buffer: 62'+ wide buffer (Section L.5)
- Enhanced plantings: Existing mature tree canopy exceeding the 15 tree per 100' linear ft min.

6. Western Lake Open Space

7. Crescent Lake Open Space

8. Enhanced Littoral Planting

9. Lake View Plaza
- Paved plaza with benches

10. Central Green
- 8' min. sidewalks & concrete paths
- Benches along the inner paths
- Open central lawn
- 14'-18' tall shade trees along perimeter
- Trees on axis with the Rambla Street shall be 12'-14' tall Royal/Date Palms to preserve views of the civic building

11. Public Stage/Pavilion & Plaza
- Specially paved plaza
- 1,200 - 1,800 sq. ft. pavilion/stage
- Lighting for special events

12. Neighborhood Park
- 8' min. sidewalks & concrete paths
- Benches along the inner paths
- 14'-18' tall trees along the perimeter and outside of the central dry retention area

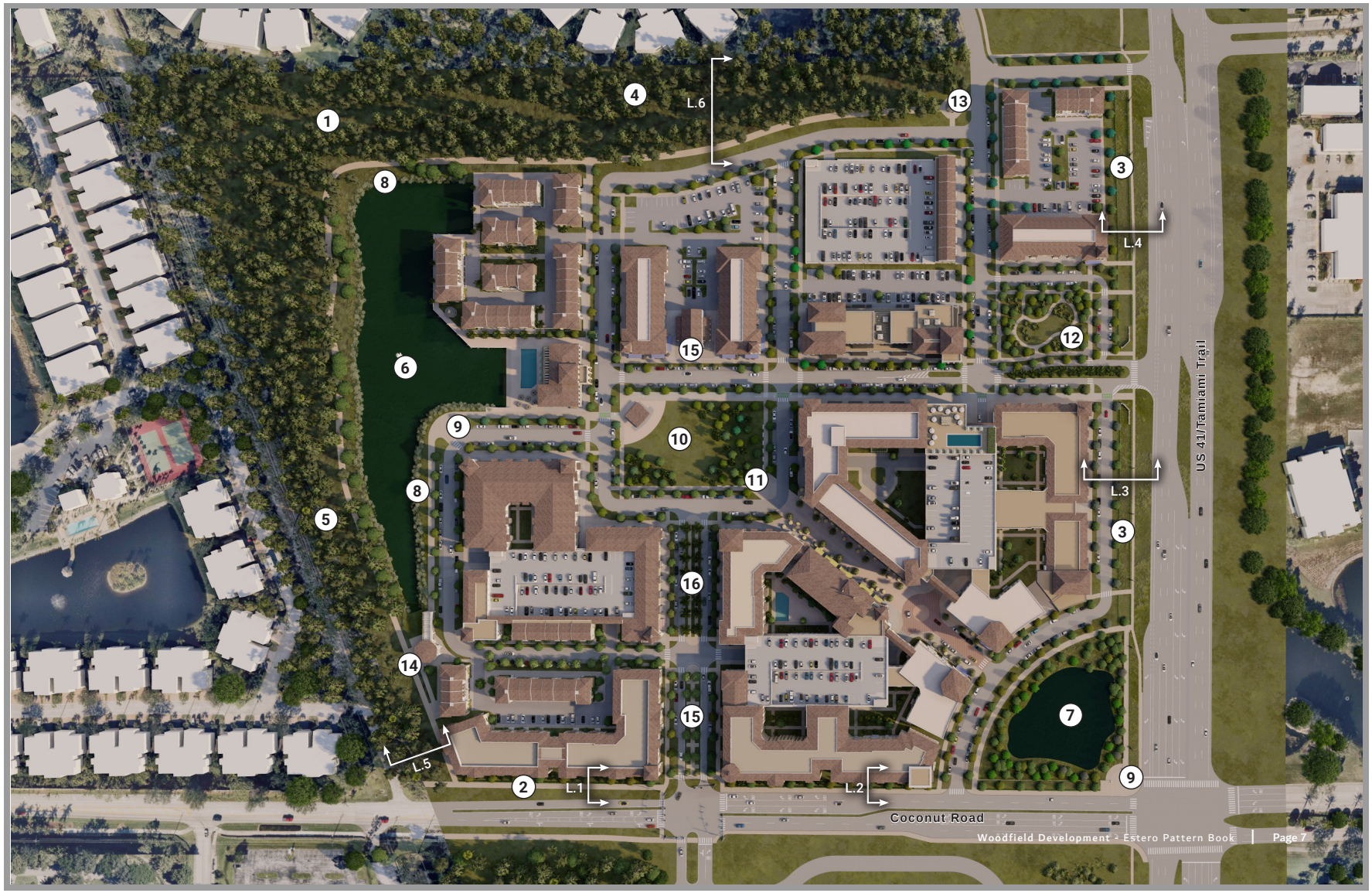
13. Public Gazebo

14. Public Pavilion & Pergola
- Pavilion with attached pergola covering the sidewalk
- Small plaza space round the pavilion

15. Rambla Street South Median
- 28' wide median (Section S.2 on pg. 14)
- 8' wide concrete path down the center
- Two rows of shade trees, one on each side of the central path in the median
- Benches between the trees along path

16. Rambla Street North Median
- 28' wide median (Section S.1 on pg. 14)
- 5' wide concrete paths on both sides
- Two rows of 12'-14' tall Royal/Date Palms, one on each side of the median
- Benches between the palms along path

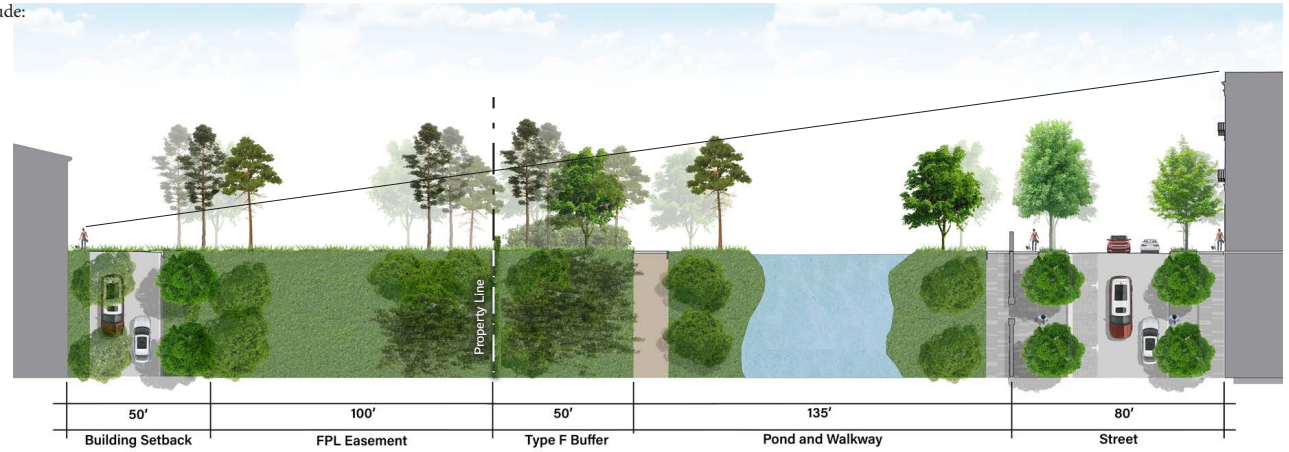
17. Civic Building Plaza
- Specially paved plaza
- 12'-14' tall Royal/Date Palms in front of the civic building
- Public seating (benches and cafe tables)
- Adjacent public restrooms


1
2
3
4
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15
16
L.1
L.2
L.3
L.4
L.5
L.6
US 41/Tamiami Trail
Coconut Road
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LINE OF SIGHT

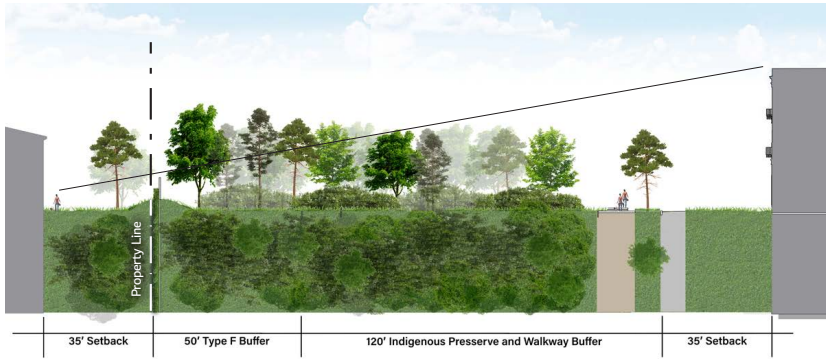
West Neighbor Line of Sight include:

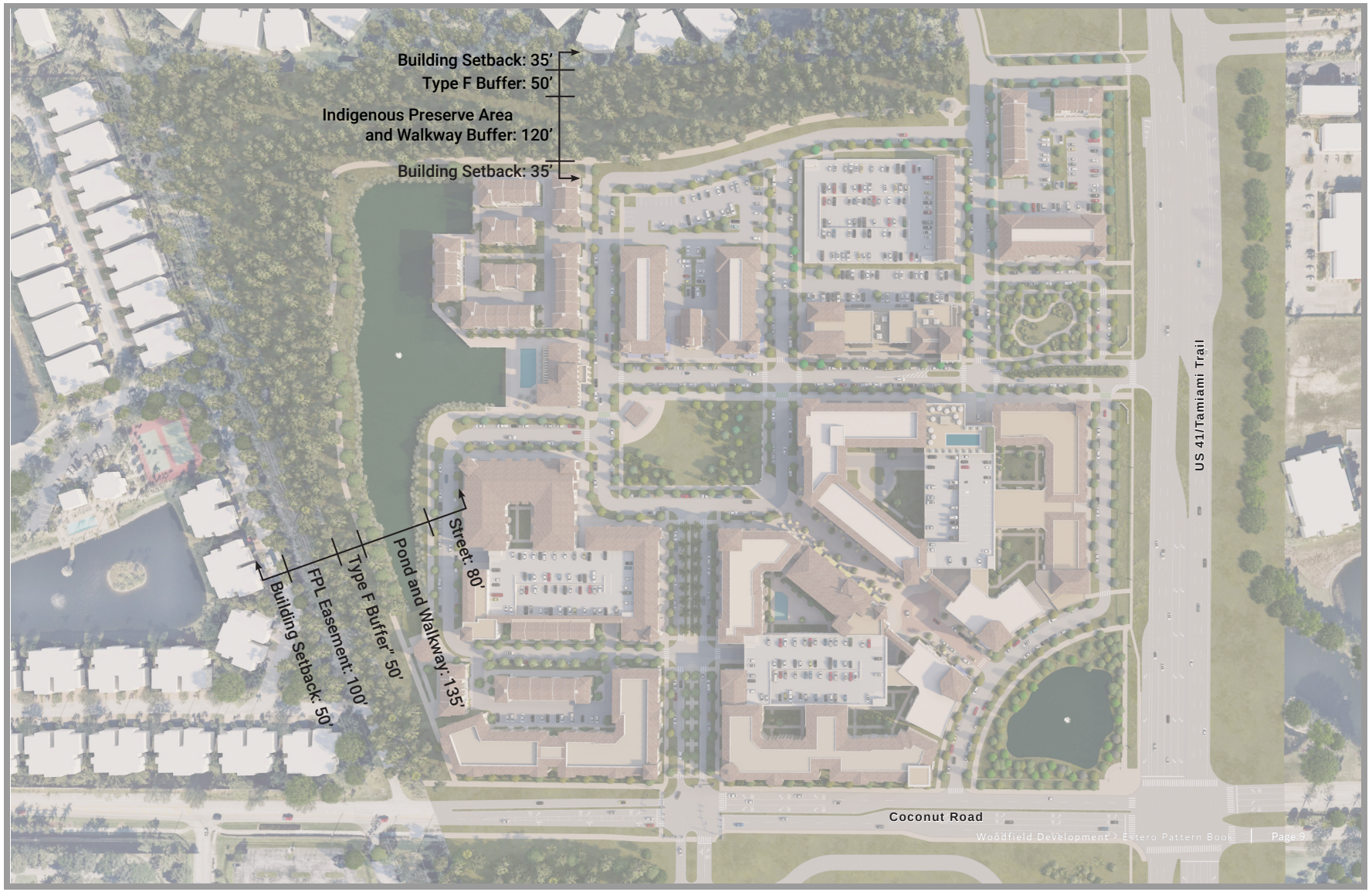
- 50’ Building Setback
- 100’ FPL Easement
- 50’ Type F Buffer
- 135’ Pond and Walkway
- 80’ Street



North Neighbor Line of Sight include:

- 35’ Building Setback
- 50’ Type F Buffer
- 120’ Indigenous Preserve Area and Walkway Buffer
- 35’ Building Setback




Building Setback: 35'
Type F Buffer: 50'
Indigenous Preserve Area
and Walkway Buffer: 120'
Building Setback: 35'
Street: 80'
Pond and Walkway: 135'
Type F Buffer: 50'
FPL Easement: 100'
Building Setback: 50'
US 41/Tamiami Trail
Coconut Road
Woodfield Development - Estero Pattern Book | Page 9

PUBLIC OPEN SPACES

Roughly half of the 45.6 acre site is dedicated to public open spaces. These include a neighborhood park, lakes, indigenous preserve areas, multiple plazas, and a central green that features a pavilion for outdoor events. These spaces will be owned and maintained by Woodfield and will be open to the public for recreation and community events.

Land Cover	Acres	%
Total Open Space	**23.7**	**52.0%**
Wet Retention (Lakes)	3.1	6.8%
Dry Retention		
- Indigenous Preserve	7.6	16.6%
- Additional	2.1	4.6%
Public Parks/Green Spaces	5.5	12.1%
Public Plazas	0.8	1.7%
Public Sidewalks & Paths	3.1	6.8%
Private Open Spaces*	1.5	3.3%
Total Built-Up Area	**16.8**	**36.8%**
Total Streets	**5.1**	**11.2%**
Total Site	**45.6**	**100%**

* These are the private green courtyard areas for the hotel and multifamily residential buildings

Public Open Space Types

- Preserve & Retention Areas
- Neighborhood Park
- Rambla Street Linear Park
- Central Green
- Plaza/Paseo

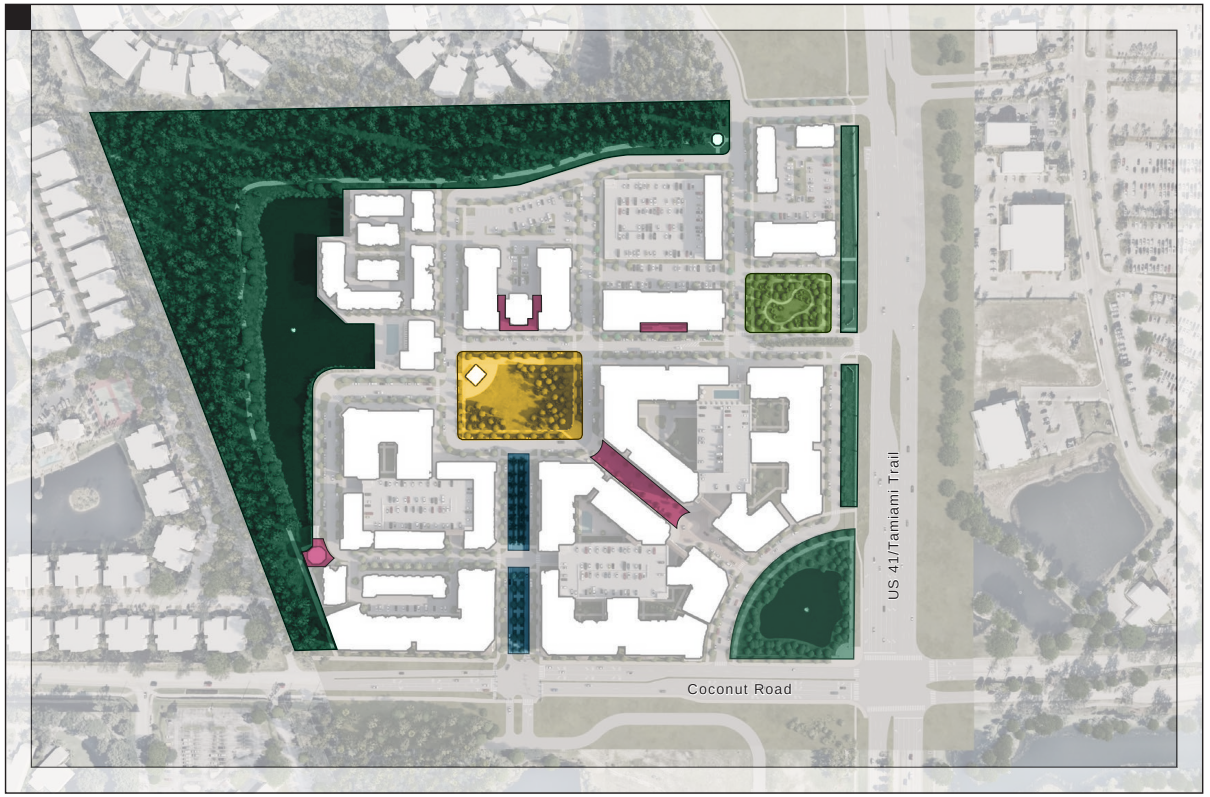


Figure 3: Public Open Space Plan

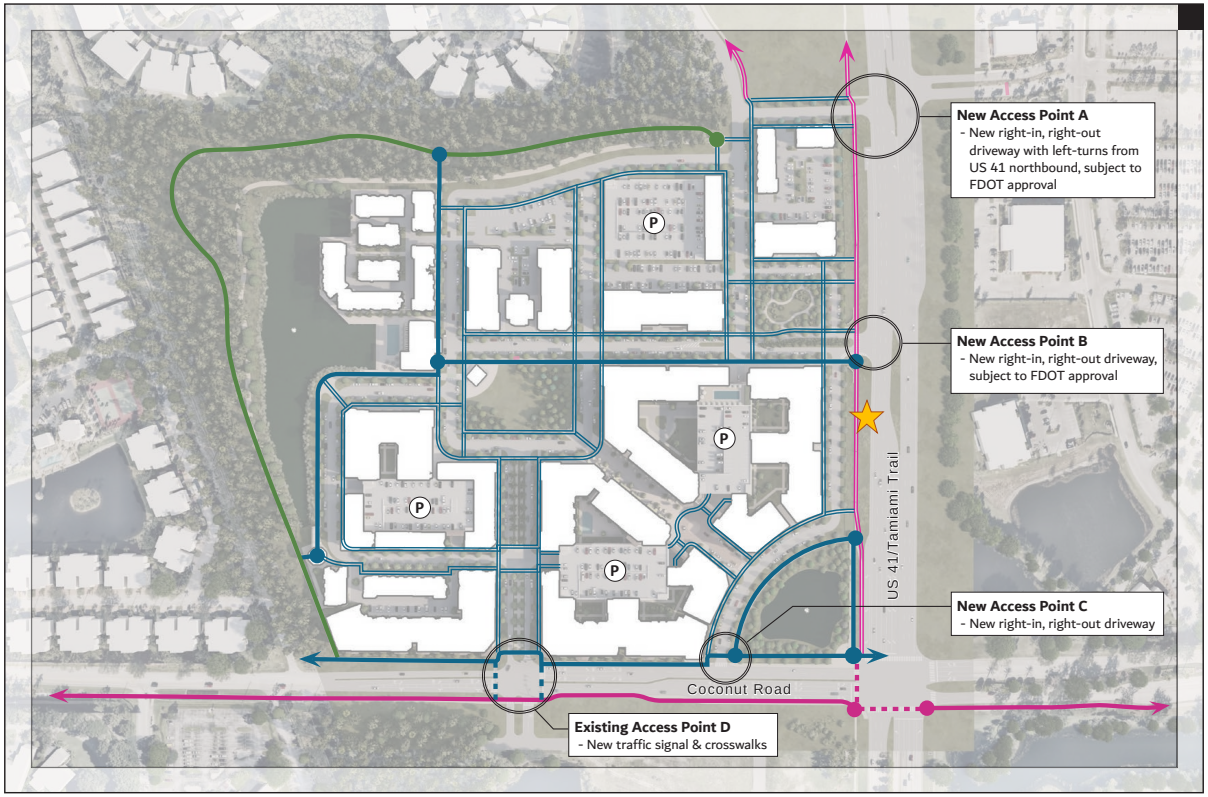


Figure 4: Mobility + Site Access Plan

MOBILITY+ ACCESS

One of the plan objectives is to facilitate multi-modal transportation within the neighborhood, as well as to and from it. There is a network of nature trails and multi-use paths running through the project, in addition to 8' minimum sidewalks on every street to promote safe and comfortable walking and biking. There is also an opportunity to locate a new southbound LeeTran bus station and pull-out area along US 41.

No access points exist today along US 41. Several new access points have also been proposed. The two along US 41 shall require FDOT approval. Any additional future access points would require coordination with FDOT in order to lower the speed along US 41 to 45 mph and re-classify the roadway context to C4 Urban General. These two measures would enable shorter distances between driveways and open up the possibility for a future access point by the southeastern retention lake along US 41.

Bike/Ped Trails

- New 10' Natural Trail
- New 10' Multi-Use Path
- Existing Multi-Use Path
- New 8' Sidewalk
- Existing Sidewalk

Multi-Modal Access

- Vehicular Access
- Potential Bus Station/Pull-Out
- Parking Garage

ACTIVE GROUND FLOOR USES + SPECIAL BUILDING SITES

Given the proximity to Coconut Point Mall and the overall decline in brick and mortar retail, which has accelerated due to the COVID-19 pandemic, the locations for active ground floor uses, including retail and dining, have been strategically concentrated along the key public spaces in the neighborhood, where the highest number of people walking and biking is expected.

In addition to the locations of active ground floor uses, this map also demonstrates special building sites. These represent ideal locations for future neighborhood anchors, including a civic building for public and private events center at the north end of the Central Green, a medical and traditional office complex with ground floor retail just the east of that, a residential amenity clubhouse overlooking the western lake, and a landmark hotel at the east side of the Central Green that stretches along the pedestrian restaurant row.

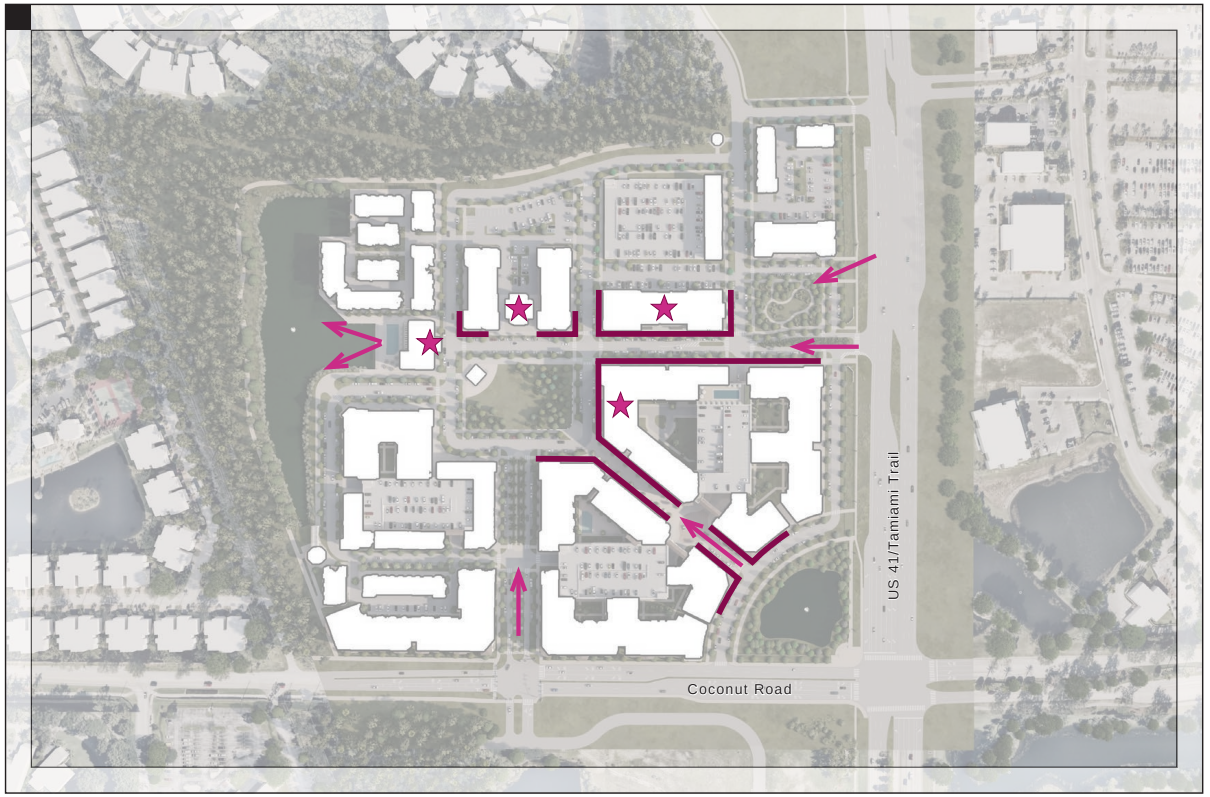


Figure 5: Plan of Active Ground Floor Uses + Special Building Sites

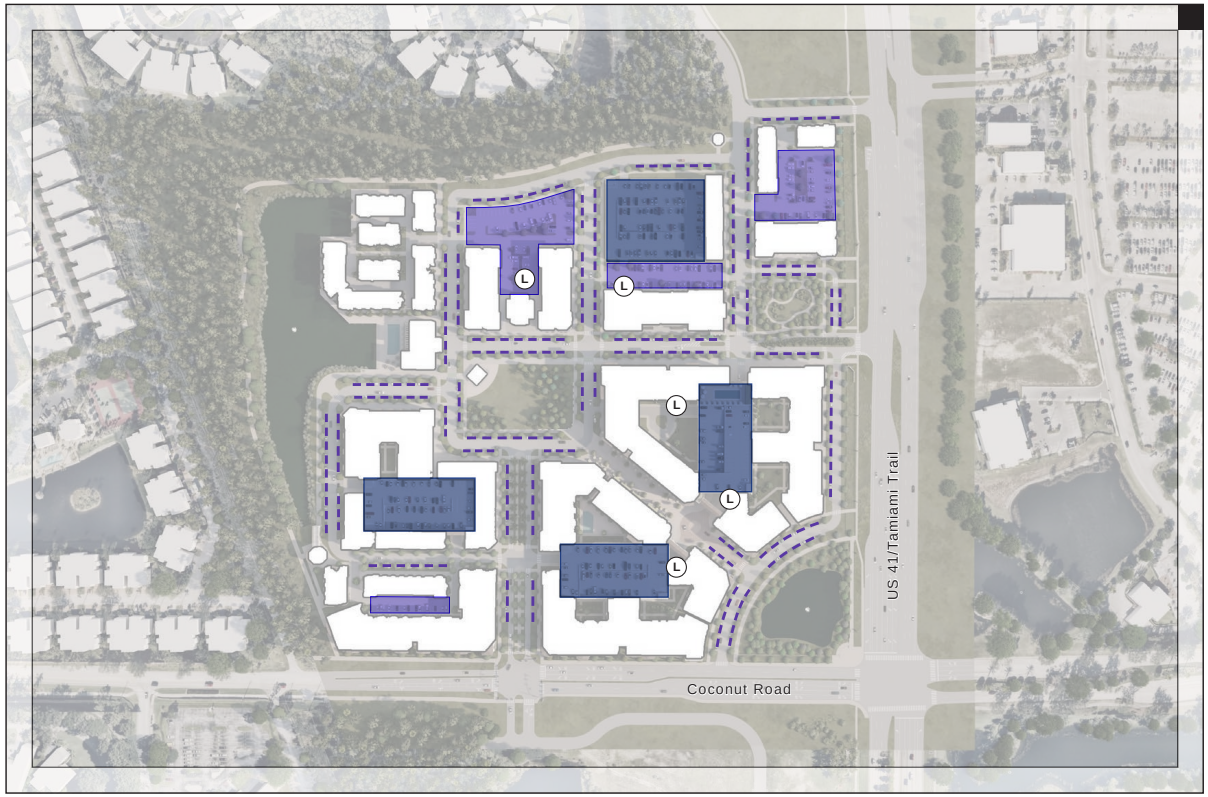


Figure 6: Parking Plan

PARKING AREAS

This map illustrates the different parking areas on the property. A majority of the parking is supplied in four structured parking garages located in the center of the blocks and lined with buildings wherever possible. There are also some surface parking lots in the center of the blocks, as well as on-street parking on most streets, and some building integrated parking. Required parking for retail and dining shall be provided throughout the site, both on-street and in dedicated sections of some parking garages.

Type of Parking	No. of Spaces
Parking Garage	1,375
Surface Parking	200
On-Street Parking	330
Building-Integrated Parking*	131
Total	**2,036**

*These are parking spaces that are integrated into the building type, like in the case of the townhouses and some multifamily buildings, which can have park under garages accessed from a rear lane or alley

Parking Types

- Parking Garage
- Surface Parking
- On-Street Parking
- (L) Loading Zone

STREET CLASSIFICATIONS

Woodfield intends to own and maintain all of the streets on the property. With the exception of the private access road in the townhouse block on the northwest corner of the site, and potentially some of the garage access roads, all of the connecting streets throughout the neighborhood shall be accessible to the public. This map details the specific street types for the project according to Estero's Land Development Code classifications for projects in the Estero Planned Development District, which include:

- Type A - Semi-public street that will be privately owned and maintained through a recorded easement which grants the general public the right to travel by motor vehicle, bicycle, and by foot. Type A streets will not be dedicated to the Village.
- Type B - Private street that may or may not be accessible to the public: an easement for public use is not required. Type B will be privately maintained.

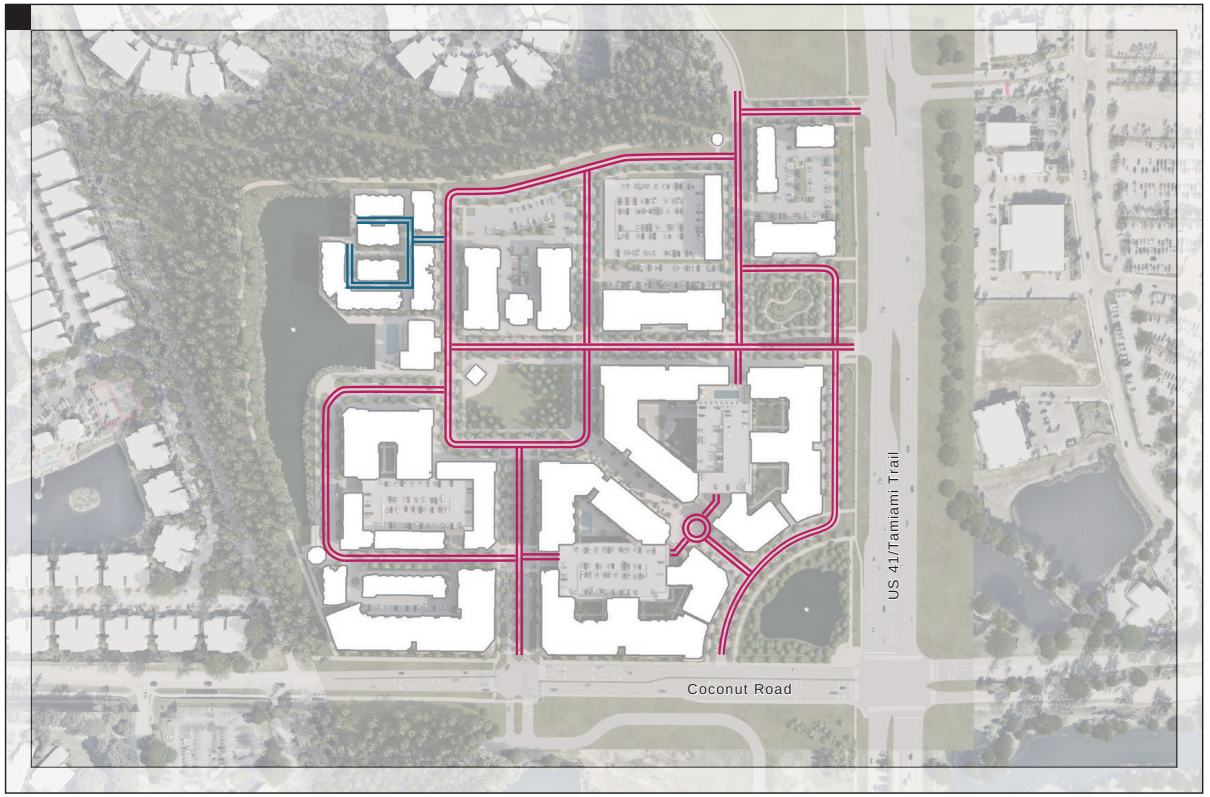


Figure 7: Street Classifications

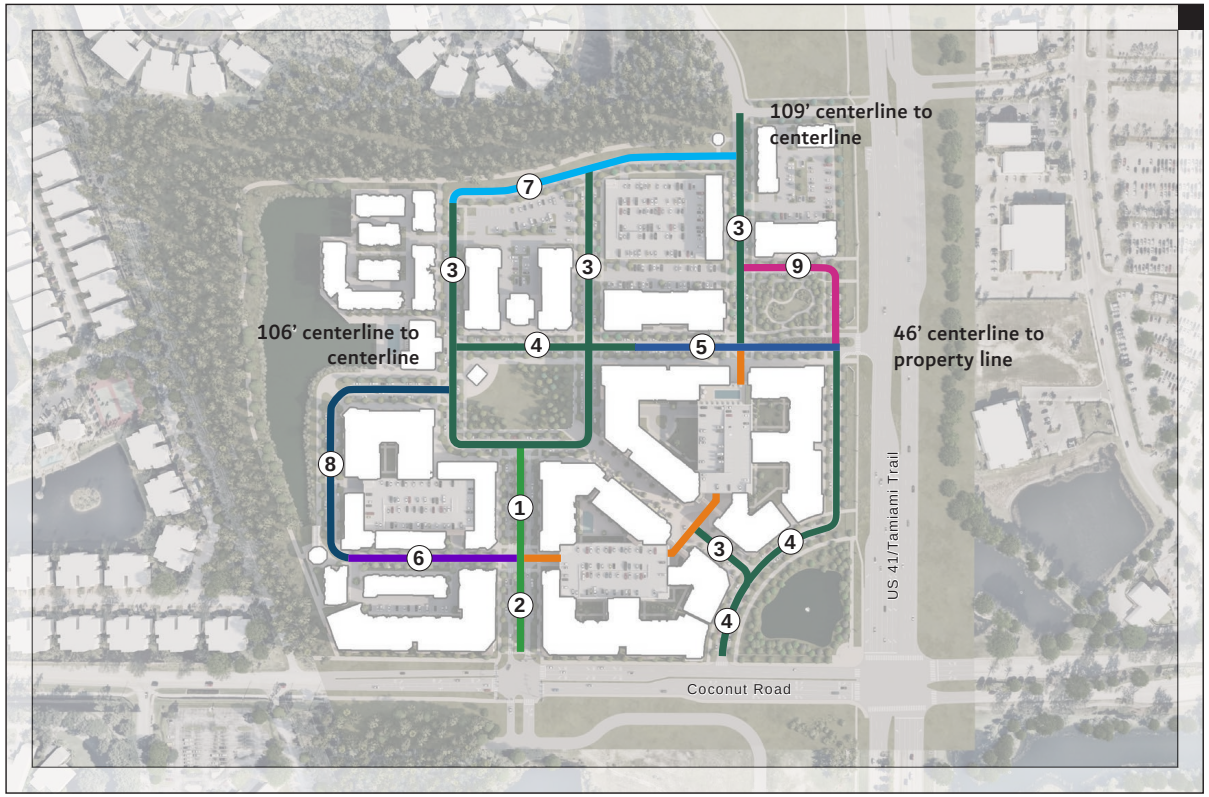


Figure 8: Internal Street Network Plan

STREET NETWORK

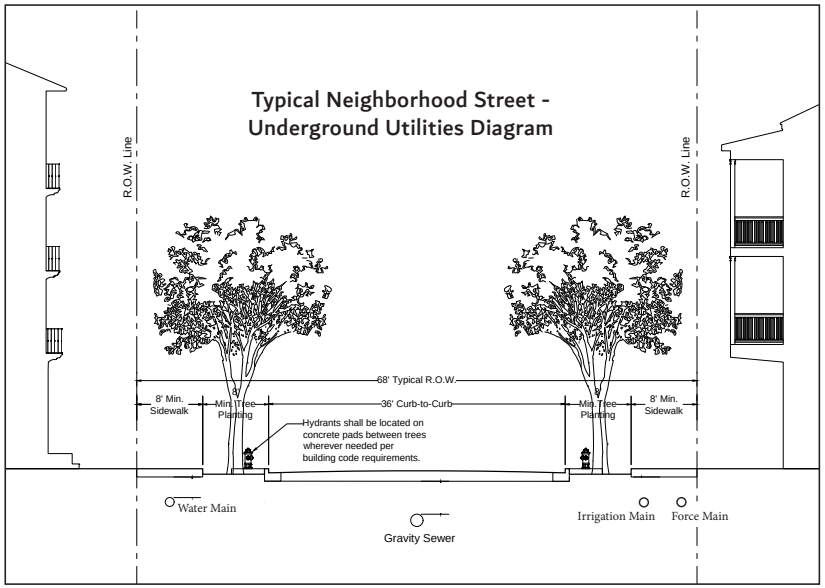
This map illustrates the internal network and hierarchy of street types provided throughout the neighborhood. These vary from the wide Rambla Street, with it's large central median that provides additional public open space, to narrower one-way streets and lanes, to streets that run along the lakeside or forested conservation area. With the exception of the Townhouse Lane, all of the streets feature sidewalks of at least 8 feet in width and all have on-street parking on at least one side.

Street Types

1. Rambla North
2. Rambla South
3. Neighborhood Street
4. Neighborhood Street with Multi-Use Path
5. Neighborhood Street with Median
6. Townhouse Lane
7. Forest Street
8. Lakeside Street
9. One-Way Street

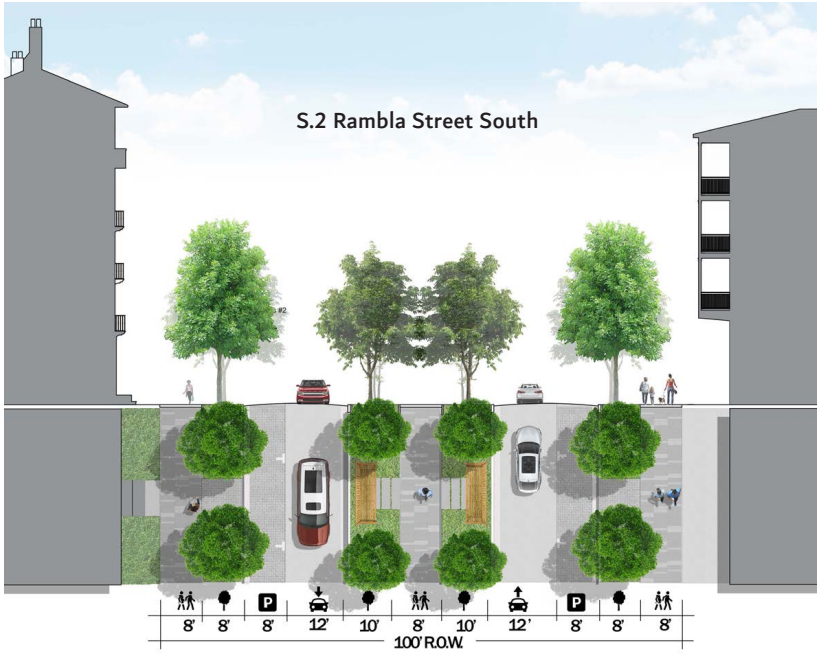
Garage Access

TYPICAL STREET SECTIONS



Water and sewer utilities shall be located within the internal street rights-of-way. The diagram above depicts the location of utility lines on a typical neighborhood street with a 68' R.O.W. The exact location of underground utilities shall comply with all code requirements and will be further refined during engineering. This information shall be included in the Development Order Package.




S.2 Rambla Street South
8'
8'
8'
12'
10'
8'
10'
12'
8'
8'
8'
100' R.O.W.


S.3 Neighborhood Street
8'
8'
8'
10'
10'
8'
8'
8'
68' R.O.W.

TYPICAL STREET SECTIONS






S.6 Townhouse Lane
8'
8'
10'
10'
8'
8'
8'
60' R.O.W.


S.7 Forest Street
10'
10'
P
8'
8'
8'
44' R.O.W.


S.8 Lakeside Street
10'
8'
8'
10'
10'
8'
8'
8'
70' R.O.W.


S.9 One-Way Street
8'
8'
8'
12'
60' R.O.W.
8'
8'
8'

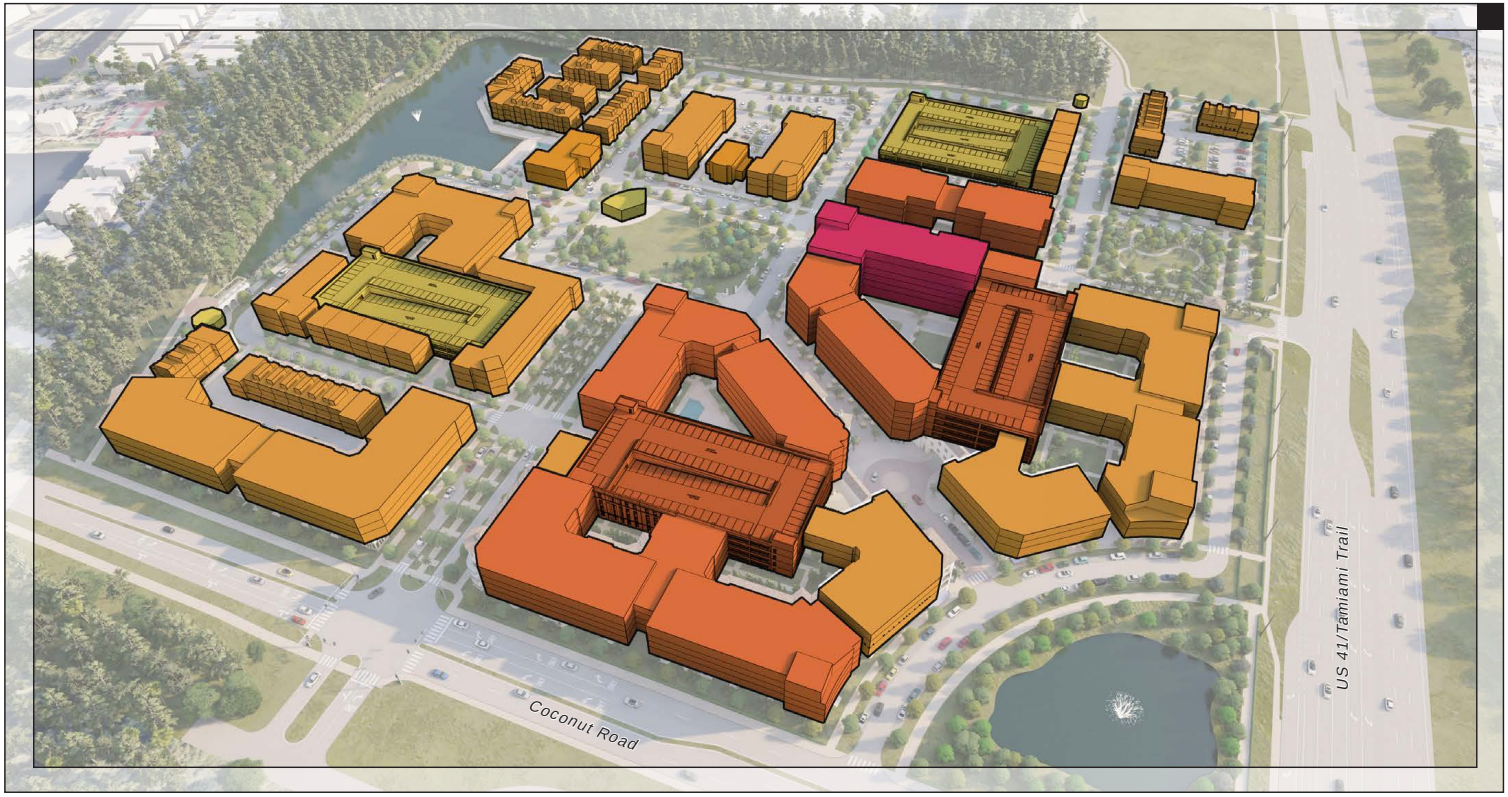


Figure 9: Aerial View with Building Heights (Looking Northwest)

BUILDING HEIGHT

This diagram illustrates the maximum building heights in the project by block, measured from the street-grade to the top of the parapet for flat roofs or the midpoint of pitched roofs. The buildings in the project are typically between three to four stories in height and all except a portion of the landmark hotel, which complies with the 70-foot height limit for Tier 3 Village Center projects.

Exceptions to this height limit exist for special architectural features such as chimneys, turrets, cupolas, and finials, provided they do not exceed 20% of the total roof area and 15 feet in height beyond the maximum building height.

Building Heights

- Under 35’
- 35’ - 45’
- 45’ - 60’
- 60’ - 70’

Note: These heights do not include exceptions for special architectural features and mechanical equipment up to 15’ above the maximum building height.



Rendering of the Landmark Hotel Tower from the northeast corner of the Central Green looking south.

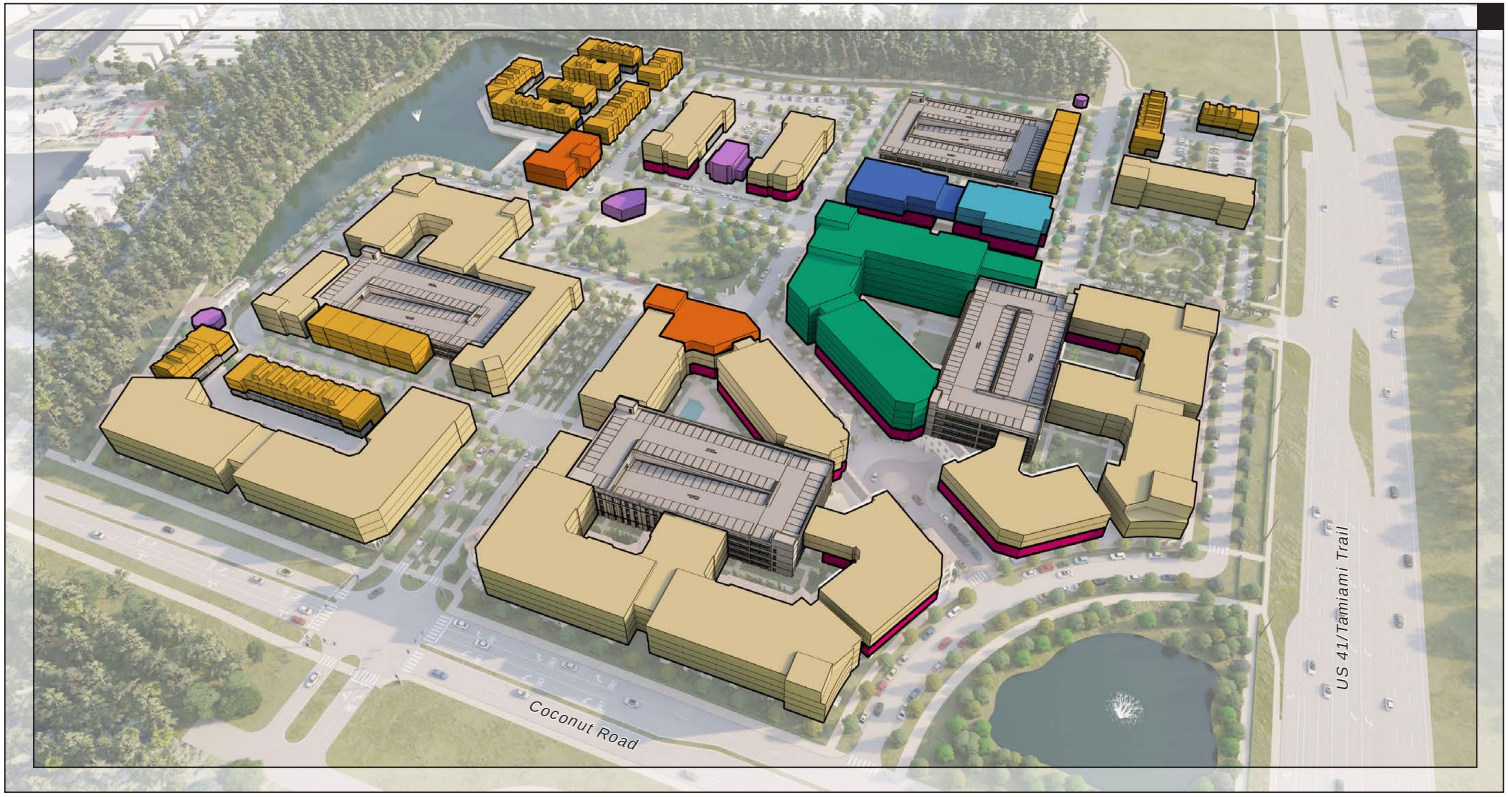


Figure 10: Aerial View with Development Program (Looking Northwest)

DEVELOPMENT PROGRAM

This diagram illustrates the proposed development program for the neighborhood. The project includes 596 residential units, resulting in a gross density of 13 du/a, as well as 324,400 square feet of commercial, office, and hotel uses and a 3,000 square-foot civic building including adjacent restrooms with public access, which can host public and private events.

While the locations for special building types, including the civic building, the hotel, and the mixed-use office building, as well as the locations for retail and dining on the ground floor, should generally remain where they have been illustrated, it is possible that other building uses such as residential amenity space and townhouses may shift in the next phases of design development.

DEVELOPMENT PROGRAM	
LAND USE	**GROSS FLOOR AREA/UNITS**
Medical Office	20,000 sq. ft.
Office	22,000 sq. ft.
Retail/Dining[1]	82,000 sq. ft.
Civic	3,000 sq. ft.
Hotel (260 keys)	200,000 sq. ft.
Multifamily	538 units
Townhouse	58 units
Residential Amenity	28,000 sq. ft.
Total Residential	**596 units**
Total Commercial/Office[2]	**324,000 sq. ft.**
Total Civic[3]	**3,000 sq. ft.**

[1] Diagonal hatch is used to denote ground floor retail/dining in the plan diagram on the right, while the magenta color denotes retail/dinng in the perspective diagram on page 20 (left)
[2] Includes hotel gross floor area
[3] Does not include outdoor stage/pavilion in the Central Green, nor other outdoor civic amenities

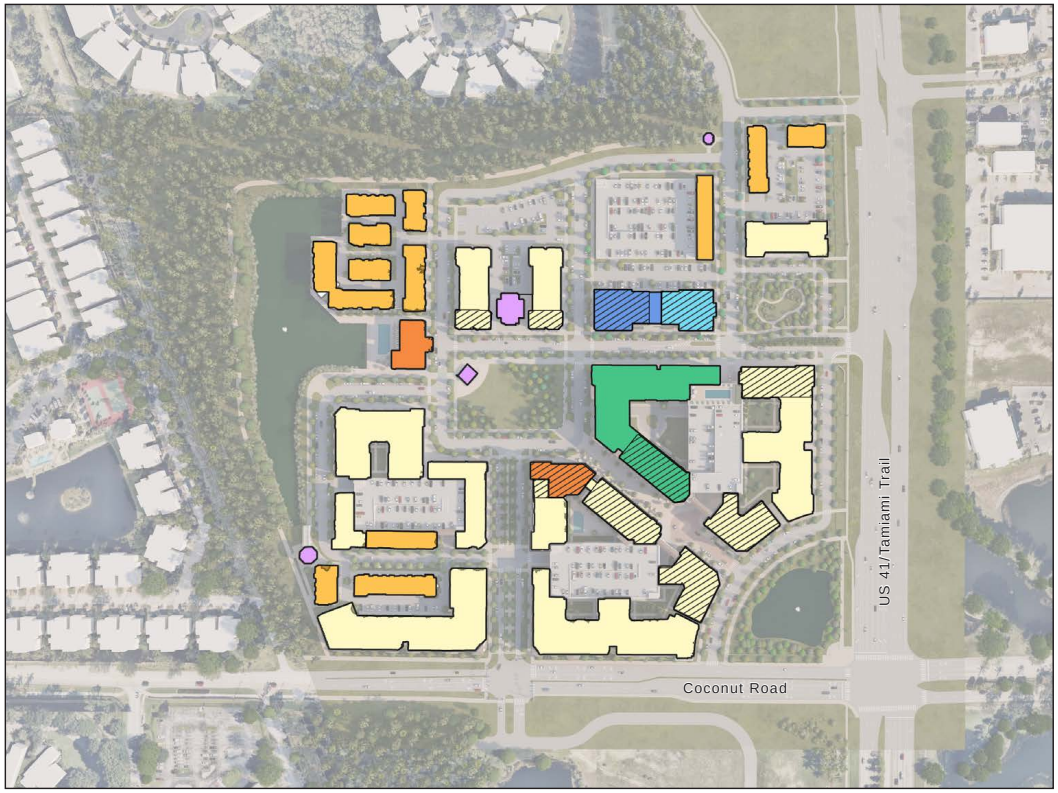


Figure 11: Development Program Plan

CONCEPTUAL PHASING

The following table and image series illustrate an idealized conceptual phasing for how the property will likely be constructed by Woodfield Development and their partners over time.

	Phase 1	Phase 2	Phase 3	Phase 4	Total
Conceptual Development Program					
Medical Office	-	20,000 sq. ft.	-	-	20,000 sq. ft.
Office	-	22,000 sq. ft.	-	-	22,000 sq. ft.
Retail/Dining	56,000 sq. ft.	21,000 sq. ft.	5,000 sq. ft.	-	82,000 sq. ft.
Civic*	-	-	3,000 sq. ft.	-	3,000 sq. ft.
Hotel (260 keys)	200,000 sq. ft.	-	-	-	200,000 sq. ft.
Multifamily	274 units	52 units	30 units	182 units	538 units
Townhouse	-	11 units	35 units	12 units	58 units
Residential Amenity	15,000 sq. ft.	-	13,000 sq. ft.	-	28,000 sq. ft.
Total Residential	**274 units**	**63 units**	**65 units**	**194 units**	**596 units**
Total Commercial/Office	**256,000 sq. ft.**	**63,000 sq. ft.**	**5,000 sq. ft.**	**-**	**324,000 sq. ft.**
Total Civic	**-**	**-**	**3,000 sq. ft.**	**-**	**3,000 sq. ft.**
Parking					
Structured Garage(s)	3	1	-	-	4
Total Spaces	**1,300**	**1,640 (340 added)**	**1,770 (130 added)**	**1,872 (102 added)**	**1,872**

[1] Includes hotel gross floor area
[2] Does not include outdoor stage/pavilion in the Central Green, nor other outdoor civic amenities



QUADRANT 1

In Qudrant 1, the complete network of blocks, streets, and public spaces will be completed, including both retention lakes, the Central Green, the Neighborhood Park, the Rambla Street, and the Restaurant Row paseo. Additionally, three parking garages and all of the site's above and below ground infrastructure will be constructed in this quadrant.

In terms of development, all of the buildings in the southeastern quadrant of the property will be completed, including a 260-key hotel, a large proportion of the ground floor retail and dining space of the entire project, and 274 apartment units.

Land Use	Gross Area/ Units
Medical Office	-
Office	-
Retail/Dining	56,000 sq. ft.
Civic	-
Hotel	200,000 sq. ft.
Multifamily	274 units
Townhouse	-
Residential Amenity	15,000 sq. ft.
Total Parking	**1,300 spaces**



QUADRANT 2

In Quadrant 2, the northeastern quadrant will be developed, including the construction of rowhomes, a three-story apartment building, and a mixed-use office building with ground floor retail and upper-level office and medical office. In this quadrant, the fourth and final parking garage will also be constructed. This single level deck will be lined along Lyden Drive with stacked flats that are designed as rowhomes to create a more inviting street into the project.

Land Use	Gross Area/ Units
Medical Office	20,000 sq. ft.
Office	22,000 sq. ft.
Retail/Dining	21,000 sq. ft.
Civic	-
Hotel	-
Multifamily	52 units
Townhouse	11 units
Residential Amenity	-
Total Parking	**1,640 spaces**

QUADRANT 3

Land Use	Gross Area/ Units
Medical Office	-
Office	-
Retail/Dining	5,000 sq. ft.
Civic	3,000 sq. ft.
Hotel	-
Multifamily	30 units
Townhouse	35 units
Residential Amenity	13,000 sq. ft.
Total Parking	**1,770 spaces**

In Quadrant 3, a 3,000 square-foot civic building that terminates the view of the Rambla Street, shall be constructed on the north end of the Central Green. This building will serve as a community gathering and event space with outdoor plazas between that central building and mixed-use apartment buildings on either side. This quadrant also includes the development of rowhomes and a residential clubhouse along the Western Lake in the northwest quadrant of the site.



QUADRANT 4

Land Use	Gross Area/ Units
Medical Office	-
Office	-
Retail/Dining	-
Civic	-
Hotel	-
Multifamily	182 units
Townhouse	12 units
Residential Amenity	-
Total Parking	**1,872 spaces**

In Quadrant 4 development will be exclusively residential and will include the construction of 12 townhouses, 182 apartments units, and stacked flats that line the southern edge of the parking garage that was built as a part of Quadrant 1.



KEY AREAS + ILLUSTRATIONS

This diagram illustrates some of the key buildings, streets, and public spaces that define the Woodfield Development project. On the following pages, there are a series of street level and aerial renderings, which help to explain each of these key areas in more detail and which also begin to establish the overall neighborhood character and architectural language of the project. These renderings serve both as an inspiration and a guide for future development partners to help bring this neighborhood to life as has been envisioned in this Pattern Book.



Figure 12: Aerial View with Key Areas Highlighted (Looking Northwest)



AERIAL ILLUSTRATIONS

Rambla Street Aerial View: At Walden Center Dr. and Coconut Rd. looking north



Overall Aerial View: On Coconut Rd. looking northeast



AERIAL ILLUSTRATIONS

Neighborhood Park Aerial View: On US 41 looking southwest



Central Green Aerial View: At the Civic Building site looking southwest



ILLUSTRATIONS

Western Lake + Townhouses View: Looking southeast from the Western Lake and preserve area

COLOR PALETTE

The following color pallette shall guide the wall and trim paints for the project. These colors have been selected to match the Spanish Colonial Revival style and the architectural precedents shown on pages 32 and 33. Warm, natural tones with hints of limestone will set this project apart and create the timeless aesthetic that Spanish Colonial Architecture is known for.

SECONDARY WALL COLOR & ACCENT
- Smooth Stucco
- Appropriate for building base only
- Paired with Pure White Architectural Trims

TAUPE

PRIMARY WALL COLOR
- Smooth Stucco
- Paired with Pure White or Taupe Architectural Trims

CREAM

PRIMARY WALL COLOR
- Smooth Stucco
- Paired with Taupe, Pure White, and/or Limestone Architectural Trims

NATURAL LINEN

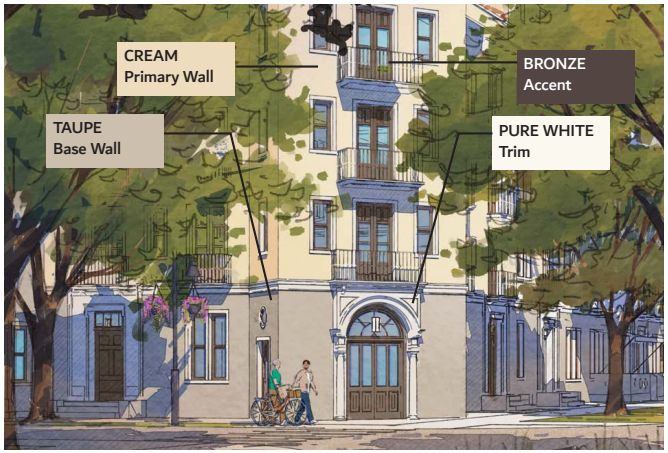
ACCENT COLOR
- Architectural Trim
- Columns & Niches

PURE WHITE

BRONZE

ACCENT COLOR
- Balcony Railings & Columns
- Corbels
- Window & Door Frames

Example of Color Selection on a Spanish Colonial Revival Building



STONE-FINISH TILE
- May include real stone and/or concrete, ceramic, and stucco applications with a stone finish
- Architectural Trim
- Columns & Niches
- Appropriate as a wall finish for building base/ground floor
- To be used for special buildings (civic building, hotel, club house, etc.)



CONCRETE BARREL TILE ROOF
- Blend of terracota and taupe tones



ARCHITECTURAL STYLE PRECEDENTS

The architectural precedents studied for the conceptual design of the this project are the Spanish Colonial Revival styles found in Palm Beach, Florida and Santa Barbara, California. These were selected for their enduring popularity and timeless elegance, both of which are achieved through their use of natural and local materials, muted color palettes, and simplified building forms and ornamentation.

Palm Beach & Mizner Mediterranean

Addison Mizner, one of the most famous American Architects of the early 20th century, is responsible for popularizing Spanish Colonial and Mediterranean Revival architecture in South Florida and is the father of Palm Beach's unique "Mizner Mediterranean" aesthetic.

Until his arrival in Palm Beach in 1918, the small resort town had more colorful wood versions of buildings found up the north. Realizing that this imported wooden, shingle-style resort architecture was inappropriate for the climate and threat of hurricanes in Florida, Mizner looked to the styles found in places like Guatemala and Spain, constructed with stone, tile, and stucco, to make a name for himself.

Mizner's designs feature elements like courtyards, lofty arcades and galleries, the loggia room (now known widely as a Florida Room), french doors, casement windows, barrel tile roofs, and decorative ironwork. While his work was clearly inspired by traditional Mediterranean, Spanish, and Moorish architecture, he pulled design elements from many different styles. His most famous projects include the Everglades Club in Palm Beach, as well as a number of estate homes there, the Gulfstream Club in Delray Beach, and the Cloister in Boca Raton.

Santa Barbara Spanish Colonial

Spanish Colonial architecture kicked off in California thanks in part to the work of Bertram Goodhue for the Panama-California Expo in San Diego in 1916 and the work of famed architect George Washington Smith in Santa Barbara. Until the 1920s most Spanish architecture in California was based on the Mission style.

Today the City of Santa Barbara owes much of its charm to the Spanish Colonial Revival architecture it preserves and continues to foster. While the details of this architectural style can vary greatly depending on which period is referenced, in Santa Barbara it is the Andalusian vernacular and the Southern-Spanish farmhouse that have resulted in the signature simplicity and timelessness of the local Spanish Colonial Style.

Key elements in Santa Barbara's Spanish Colonial style are well-defined cubic volumes, patios, pergolas, verandas, plain washed walls, and exposed wood and tiling. Unlike other Mediterranean Revival styles found across South Florida that feature candy-colors and an excess of faux-ornamentation, Santa Barbara's iconic white and cream tone buildings, with their minimal ornamentation, have a simple sophistication that can withstand changing tastes and styles.



Via Mizner on Worth Avenue in Palm Beach, FL



Paseo Chapala Mixed-Use Development in Santa Barbara, CA



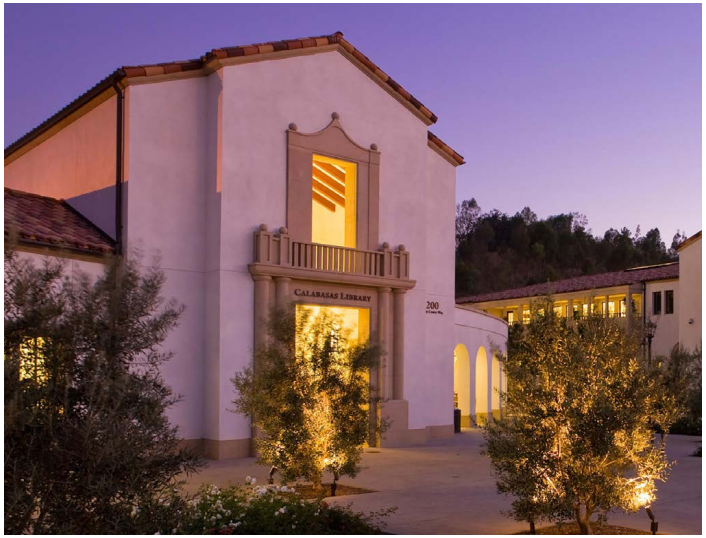
Hotel Californian (121 rooms) in Santa Barbara, CA



Renato's Restaurant Courtyard on Via Mizner in Palm Beach, FL



Santa Barbara County Courthouse in Santa Barbara, CA



Public Library in Calabasas, CA



Palm Beach Historic Inn (13-room Boutique Hotel) in Palm Beach, FL

SPANISH COLONIAL REVIVAL STYLE GUIDE

This section summarizes some of the key architectural elements that define the Spanish Colonial Revival architecture that is referenced in the Conceptual Master Plan for the Woodfield Development project. This information can be used to supplement the Architectural Styles and Characteristics found in the Village of Estero's Land Development Code, Section 5-703.

Spanish Tile

The style is characterized by having red clay Spanish Tile roof tops that give buildings a warm, earthy, and rustic look. Most of the roof elements are low-pitched, most commonly gable, and have a short overhang or no overhang at all. Often, roof elements are multi-level to create hierarchy, complex massing, and asymmetry.

Wrought Iron Work

Finely crafted, ornamental wrought iron work is usually included in exterior elements such as stairs, balcony railings, gates, window grilles, and lanterns. Also, wooden doors, columns, lintels, beams, and gates often feature iron details that can be decorative or function as part of the overall assembly and structure.

Stucco Exterior Finishes

Exterior walls are usually undecorated, white or tan, and may include terracotta foundations. Exterior elements are covered with either rough or smooth textured stucco.

Paneled Doors and Windows

The style also contains multi-pane, wooden windows and doors. Grilled, casement windows are also typical. Focal windows with surrounding elaboration are also common and focal elements are usually located in places that accentuate facades for asymmetry.

Decorative Vents and Rondels

Simple decorative elements may adorn the exterior, including objects such as tower-like chimneys, stucco vents, rondels, multicolored tile accents, arched niches, etc. No detail is too small. Many, if not all, functional chimneys are given special treatment with moldings, little windows, or decorative caps, often using the same tile from the roof. Chimneys are typically located on the front or side façades and may have ledges.

Arcades

A series of arches, as part of the walls or supported by columns, may surround the entry way or an outdoor space. This architectural feature shelters walkways or patios. Arcades may includes impressive woodwork above and can serve as gathering spaces.

Exterior Spaces

Balconies are frequently incorporated, which are designed so that one could step out from a room to enjoy the fresh air and views. Also, balconies and terraces add to the asymmetry of the building design. Moreover, courtyards and patios encourage outdoor living.

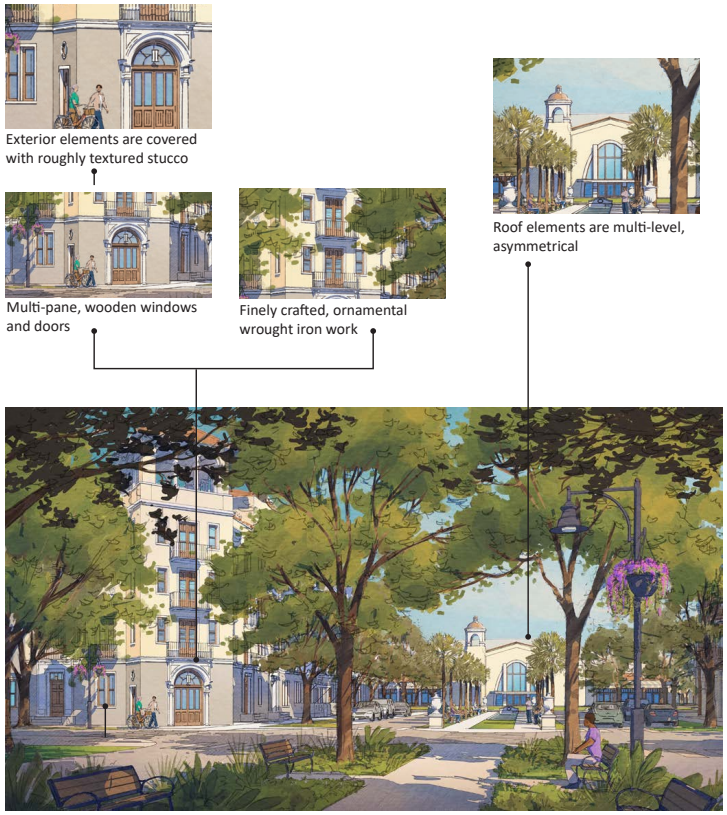
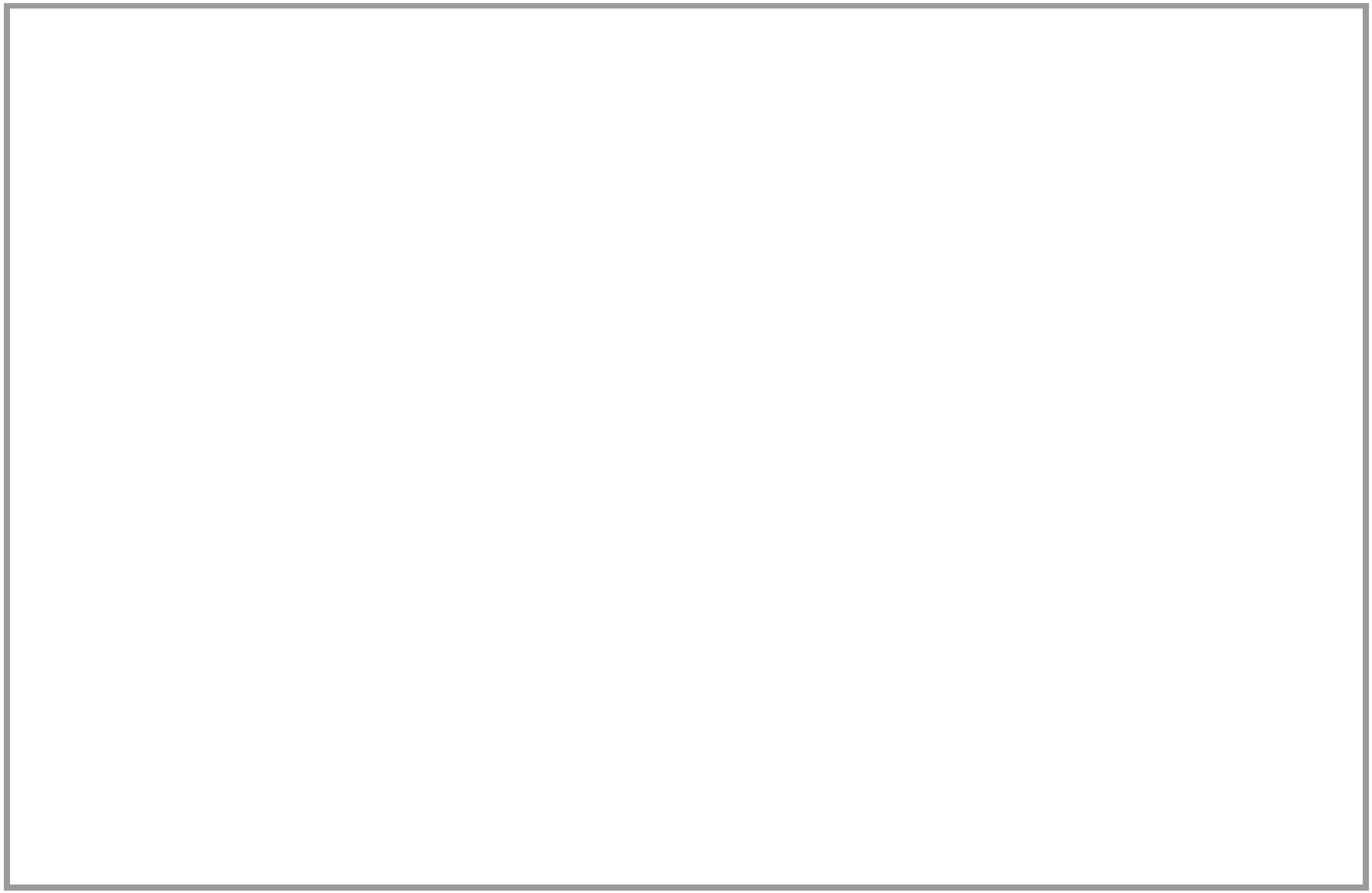


Figure 13: Examples of Spanish Colonial Architectural Detailing - Civic and Residential Types

LIST OF FIGURES

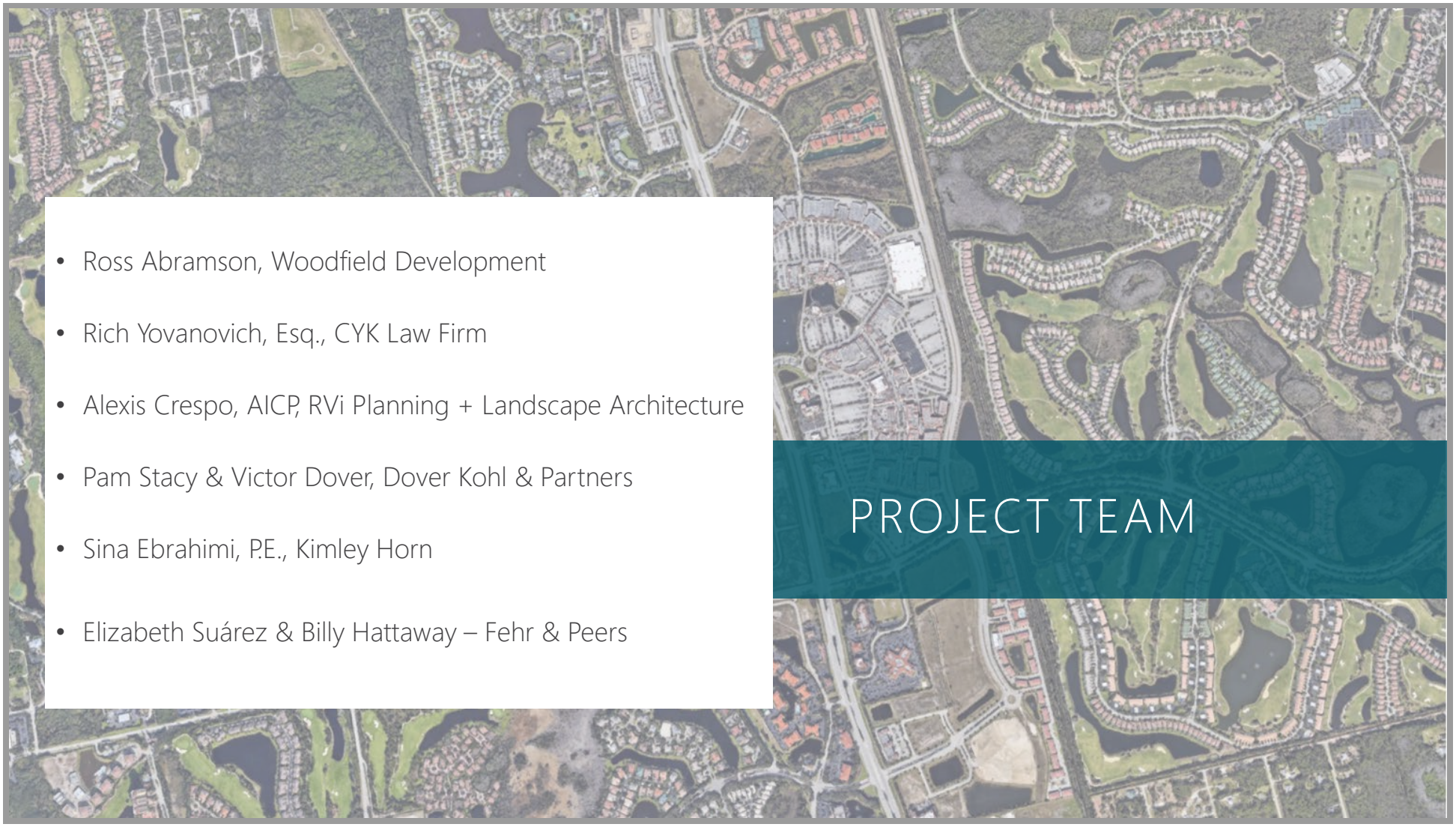
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DOVER, KOHL & PARTNERS
town planning

WOODFIELD
DEVELOPMENT

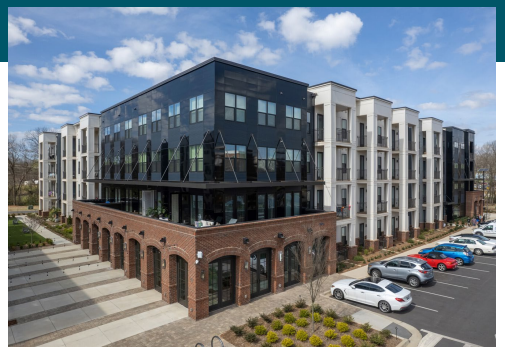

June 13, 2023 Planning, Zoning & Design Review Board
WOODFIELD EPD REZONE
DCI2022-E005
DOVER, KOHL & PARTNERS
town planning



PROJECT TEAM

- Ross Abramson, Woodfield Development
- Rich Yovanovich, Esq., CYK Law Firm
- Alexis Crespo, AICP, RVi Planning + Landscape Architecture
- Pam Stacy & Victor Dover, Dover Kohl & Partners
- Sina Ebrahimi, P.E., Kimley Horn
- Elizabeth Suárez & Billy Hattaway – Fehr & Peers

INTRODUCTION TO WOODFIELD DEVELOPMENT









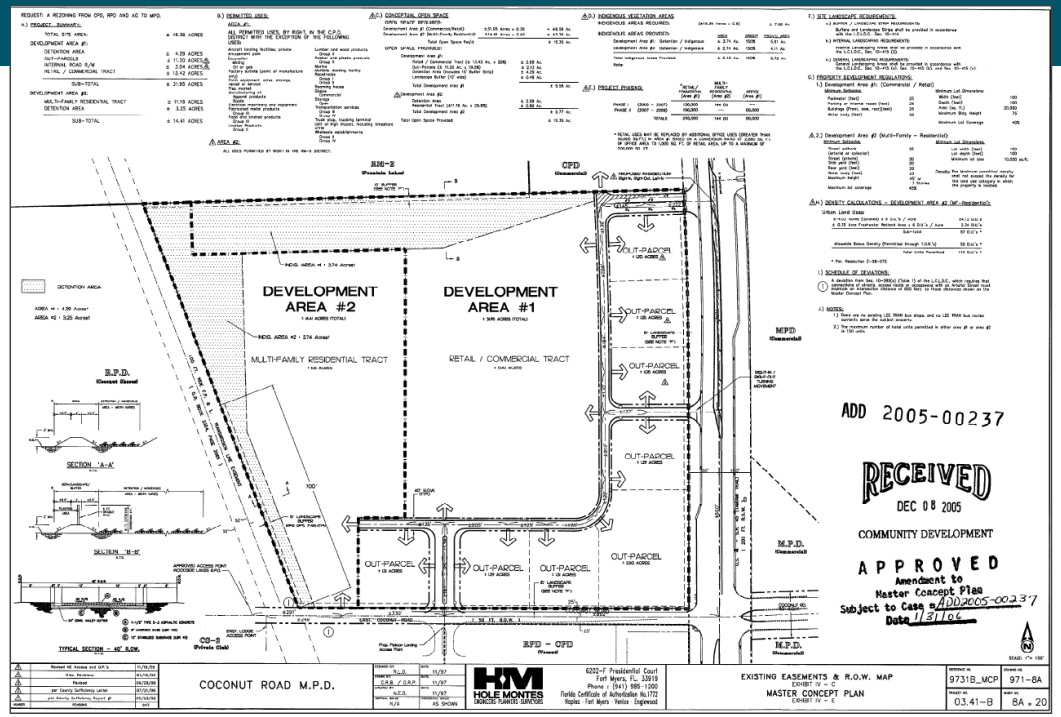
- Founded in 2005 in the Carolinas and Metro D.C.
- Developer of Class A multifamily and mixed-use communities across the country
- Committed to "custom designed" projects emphasizing quality and local context
- 70+ Communities Completed with 18,000+ Units currently under development
- Purchased the subject property in 2022

3


Raptor Bay Golf Club
Fountain Lakes Community
US 41 Tamiami Trail
Fire Station #42
Via Coconut Point
Target Superstore
Shadow Wood Country Club
Coconut Point Mall
46 Acres
Coconut Road
Lee Health Coconut Point
Spring Run Golf Course
Sheriff's Office
Colony Golf & Country Club
NCH Healthcare Bonita


46 Acres
US 41
Via Coconut Point
Coconut Road
N
DK P

CURRENT MPD ZONING



- Zoned MPD by Lee County in 1998
- 50,000 SF of office
- 200,000 SF of light industrial OR 142 multi-family dwelling units
- 250,000 SF of retail
- 150 hotel rooms
- Development Orders for Big Box/Retail: Kohls, Orion Bank, CVS and Strip Commercial
- **NOT Consistent with Estero's Vision**

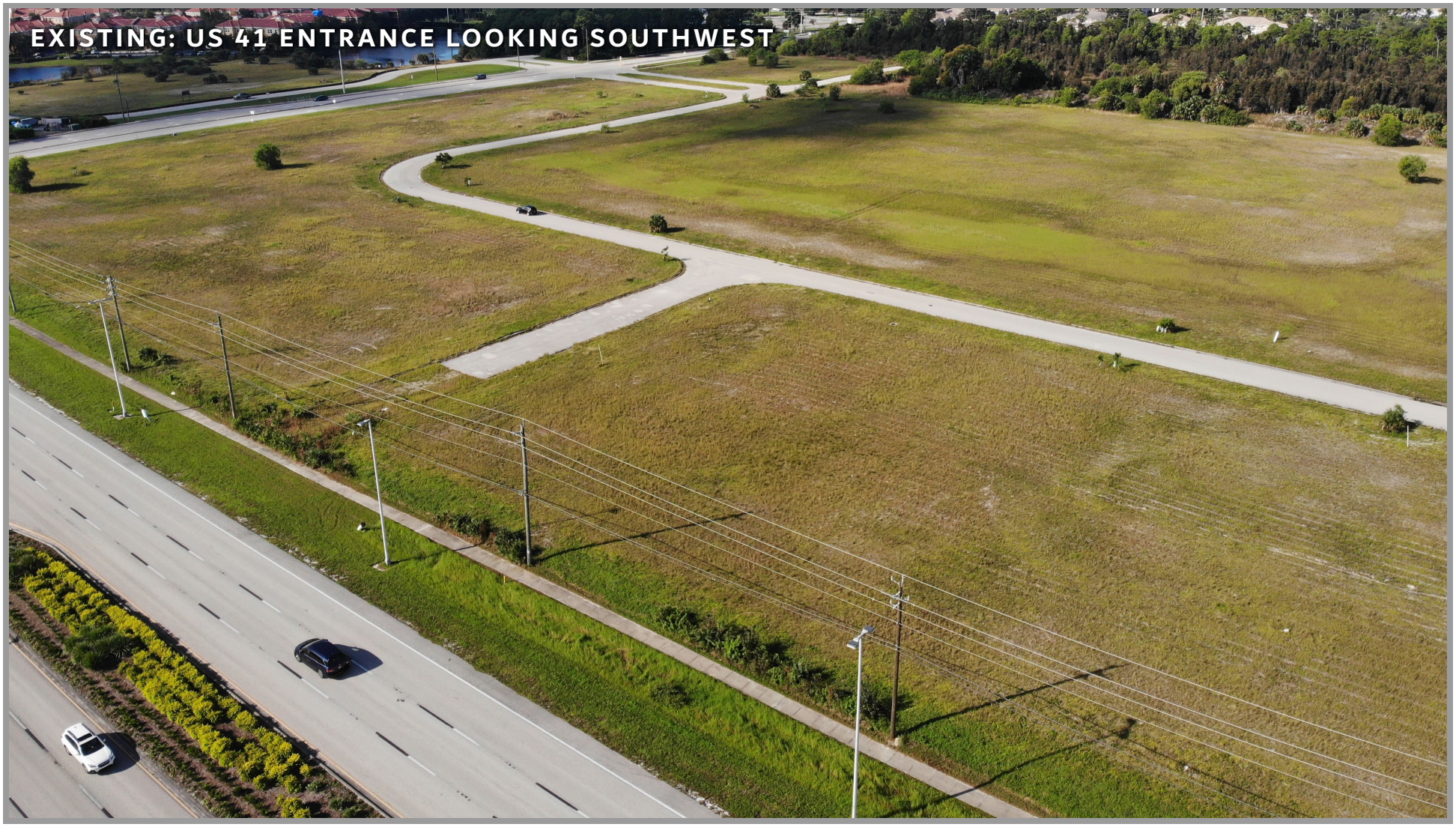

ILLUSTRATIVE SITE PLAN
US 41
Coconut Road
DRAFT
DK P


OVERALL AERIAL VIEW
US 41
Coconut Road
DK&P


KEY ELEMENTS
Forest
Civic Building
Mixed-Use Office
Central Green
Neighborhood Park
Hotel
Restaurant Row
Rambla Street
Crescent Lake


EXISTING: COCONUT ROAD ENTRANCE LOOKING NORTH


PROPOSED: COCONUT ROAD ENTRANCE LOOKING NORTH


EXISTING: US 41 ENTRANCE LOOKING SOUTHWEST


PROPOSED: US 41 ENTRANCE LOOKING SOUTHWEST


EXISTING: NATURAL PRESERVE AREA LOOKING NORTHEAST


PROPOSED: NATURAL PRESERVE AREA LOOKING NORTHEAST


EXISTING: CENTRAL GREEN LOOKING SOUTHWEST


PROPOSED: CENTRAL GREEN LOOKING SOUTHWEST


PROPOSED HOTEL: VIEW FROM CENTRAL GREEN


PROPOSED: TOWNHOMES ALONG LAKEFRONT

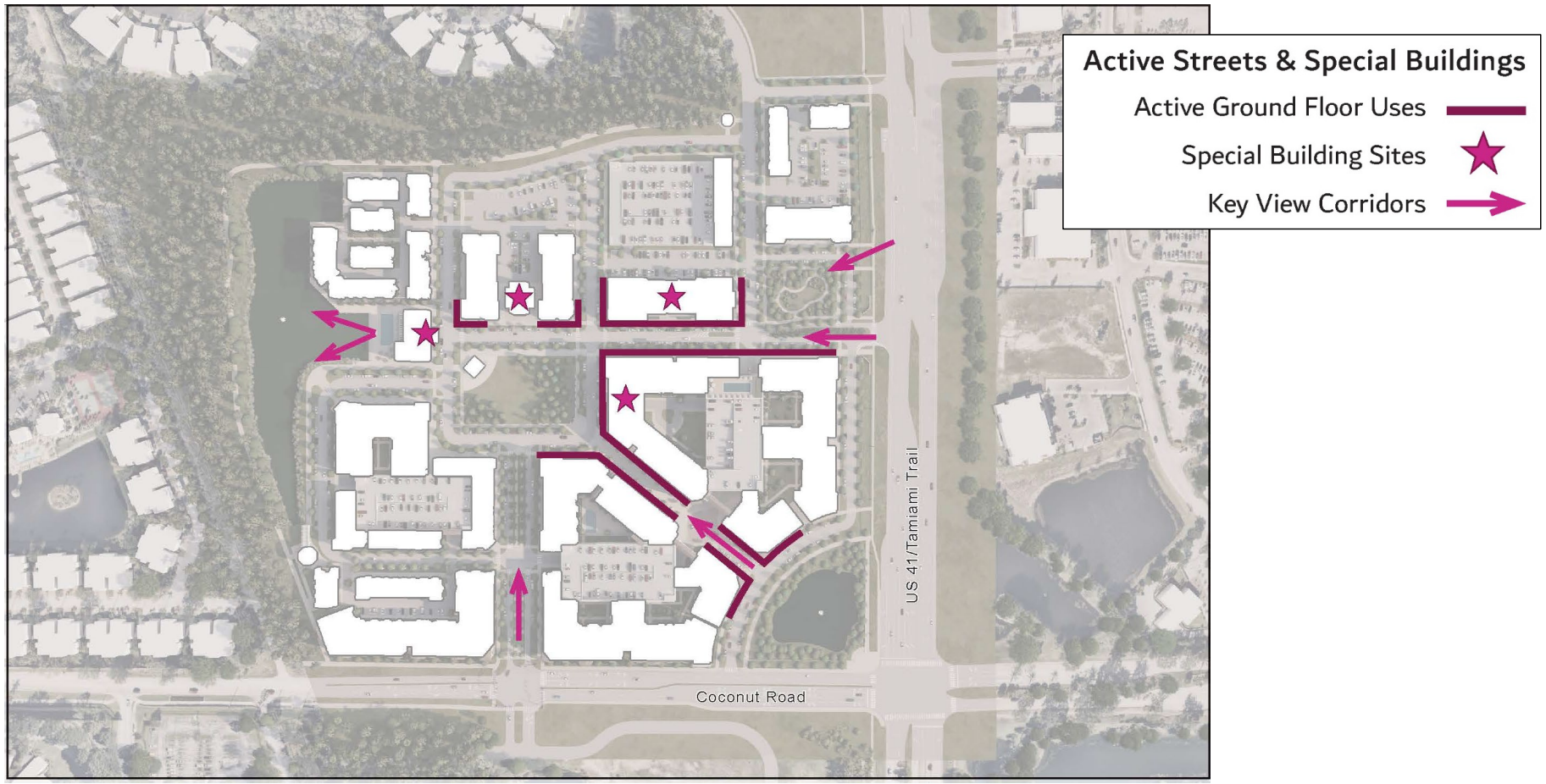


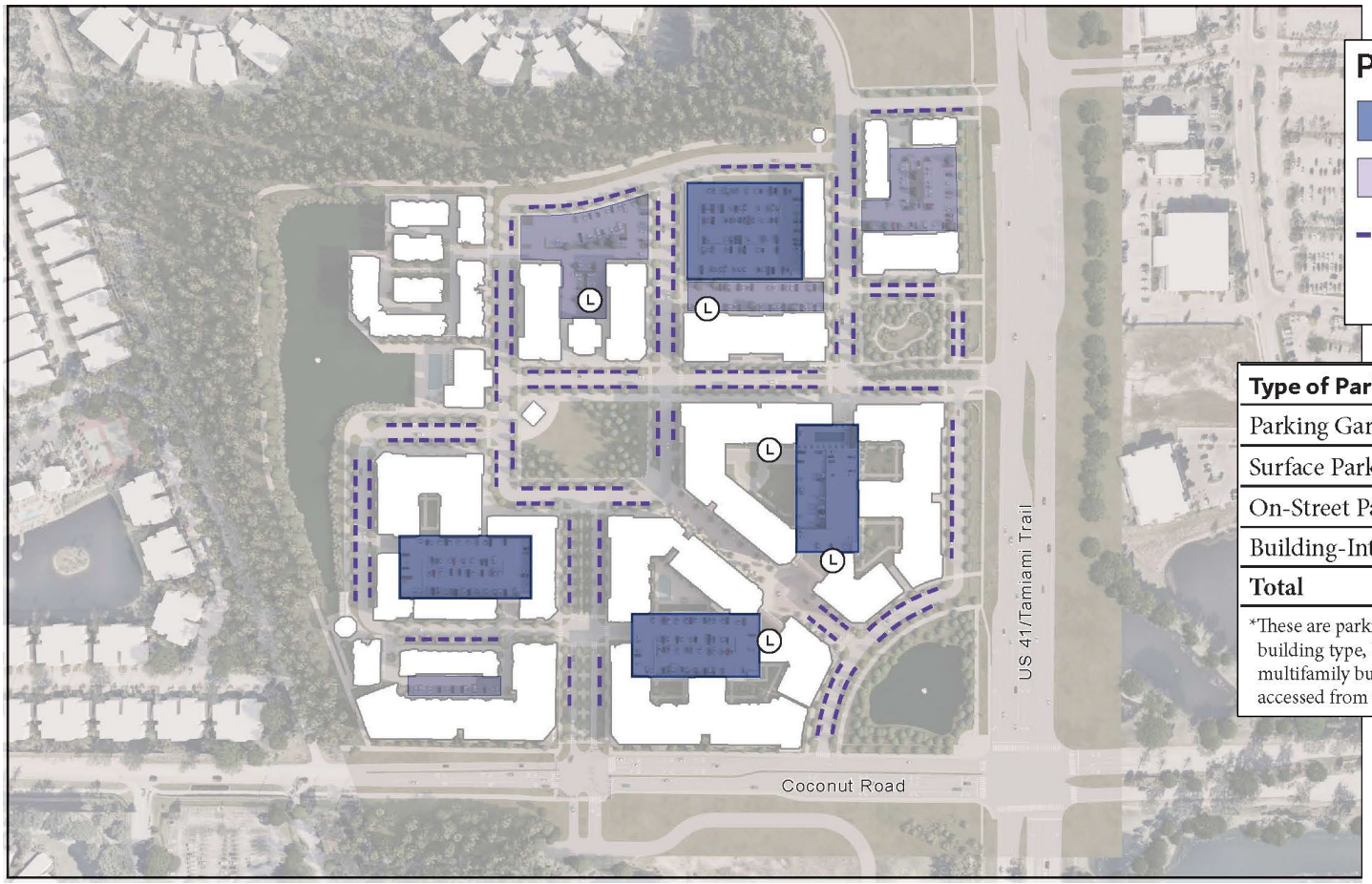
Public Open Space Types

- Preserve/Natural Areas
- Neighborhood Park
- Rambla Street Linear Park
- Central Green
- Plaza/Paseo

Land Cover	Acres	%
Total Open Space	**23.7**	**52.0%**
Wet Retention (Lakes)	3.1	6.8%
Dry Retention		
- Indigenous Preserve	7.6	16.6%
- Additional	2.1	4.6%
Public Parks/Green Spaces	5.5	12.1%
Public Plazas	0.8	1.7%
Public Sidewalks & Paths	3.1	6.8%
Private Open Spaces*	1.5	3.3%
Total Built-Up Area	**16.8**	**36.8%**
Total Streets	**5.1**	**11.2%**
Total Site	**45.6**	**100%**

* These are the private green courtyard areas for the hotel and multifamily residential buildings


Active Streets & Special Buildings
Active Ground Floor Uses
Special Building Sites
Key View Corridors
US 41/Tamiami Trail
Coconut Road

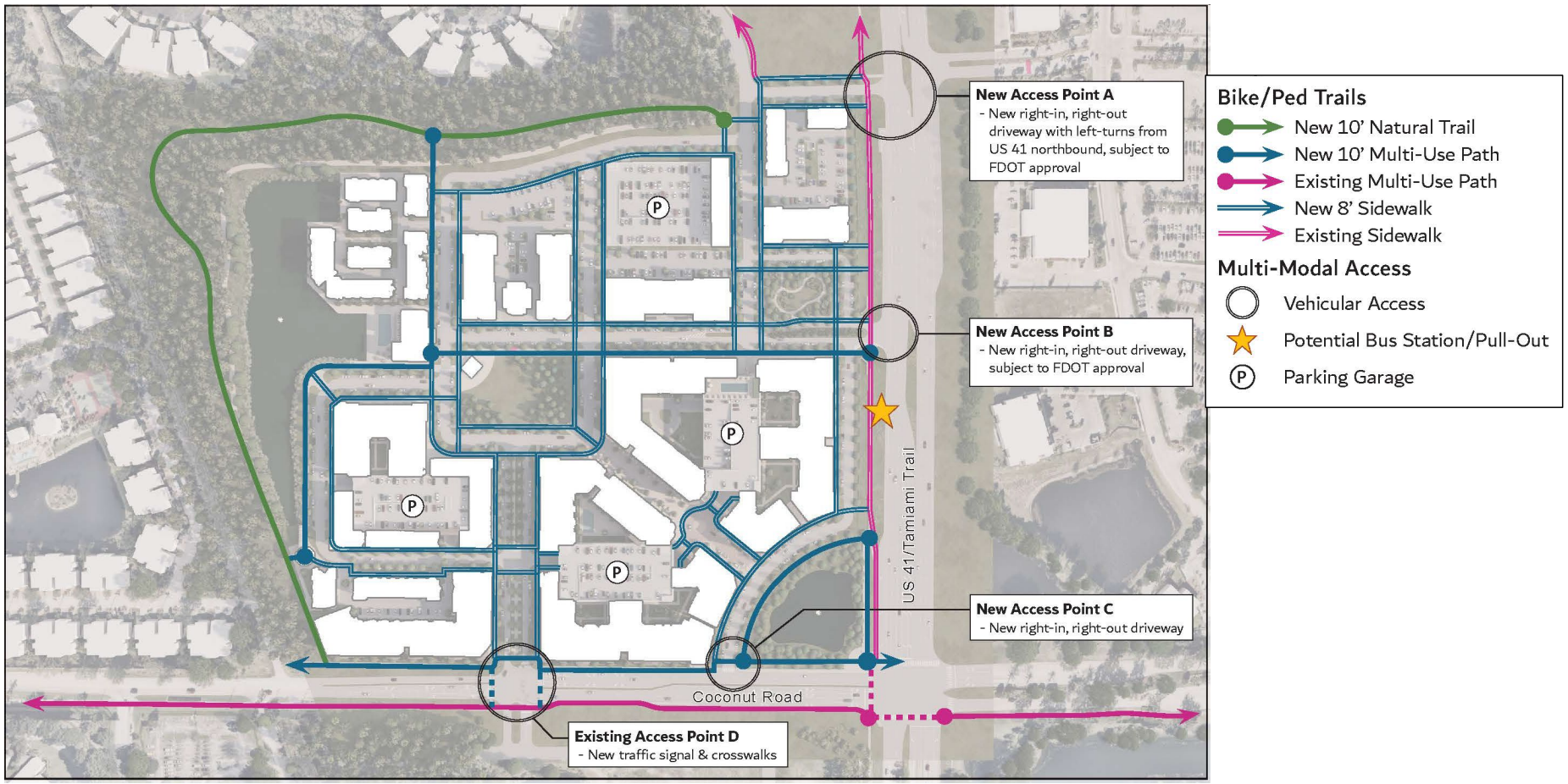


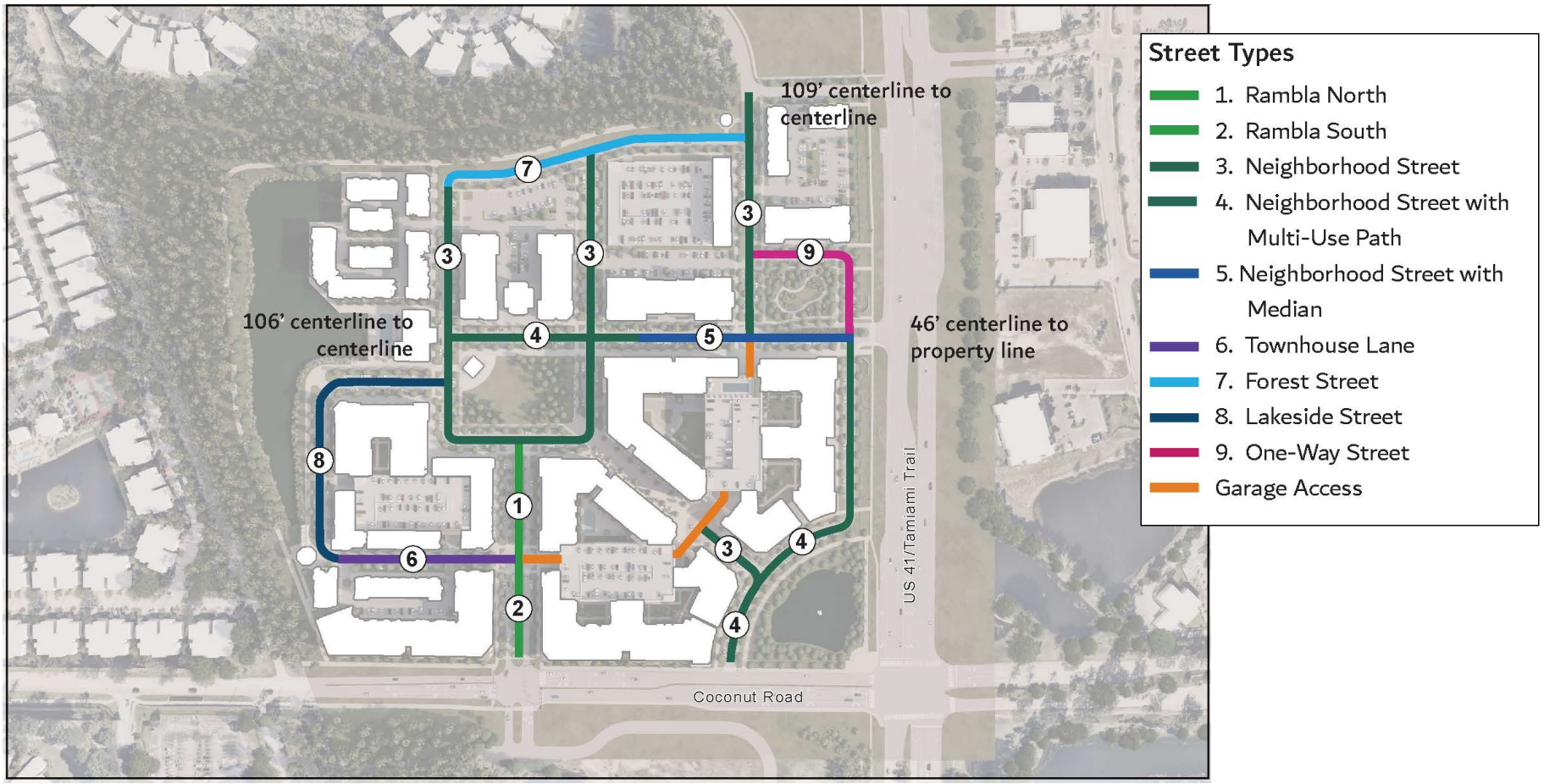
Parking Types

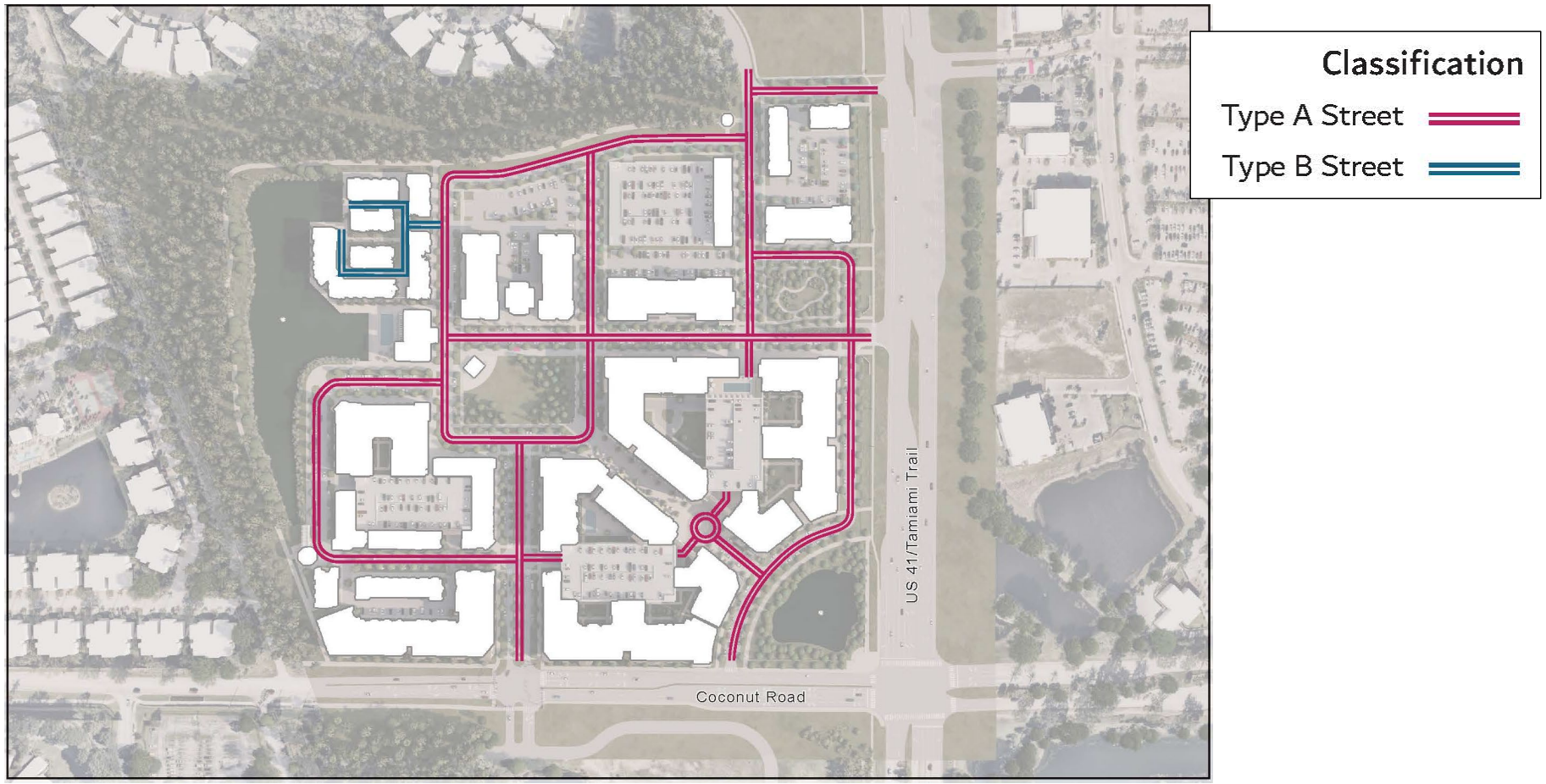
- Parking Garage
- Surface Parking
- On-Street Parking
- Loading Zone

Type of Parking	No. of Spaces
Parking Garage	1,375
Surface Parking	200
On-Street Parking	330
Building-Integrated Parking*	131
Total	**2,036**

*These are parking spaces that are integrated into the building type, like in the case of the townhouses and some multifamily buildings, which can have park under garages accessed from a rear lane or alley


New Access Point A
- New right-in, right-out driveway with left-turns from US 41 northbound, subject to FDOT approval
New Access Point B
- New right-in, right-out driveway, subject to FDOT approval
New Access Point C
- New right-in, right-out driveway
Existing Access Point D
- New traffic signal & crosswalks
US 41/Tamiami Trail
Coconut Road
Bike/Ped Trails
New 10' Natural Trail
New 10' Multi-Use Path
Existing Multi-Use Path
New 8' Sidewalk
Existing Sidewalk
Multi-Modal Access
Vehicular Access
Potential Bus Station/Pull-Out
Parking Garage

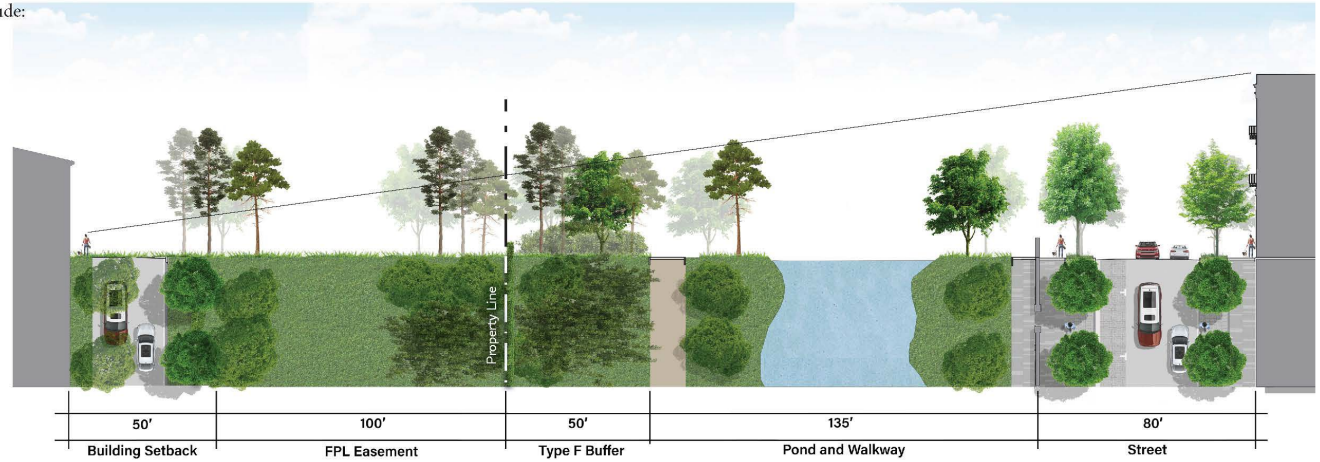

109' centerline to centerline
106' centerline to centerline
46' centerline to property line
US 41/Tamiami Trail
Coconut Road
Street Types
1. Rambla North
2. Rambla South
3. Neighborhood Street
4. Neighborhood Street with Multi-Use Path
5. Neighborhood Street with Median
6. Townhouse Lane
7. Forest Street
8. Lakeside Street
9. One-Way Street
Garage Access


Classification
Type A Street
Type B Street
US 41/Tamiami Trail
Coconut Road

LINE OF SIGHT

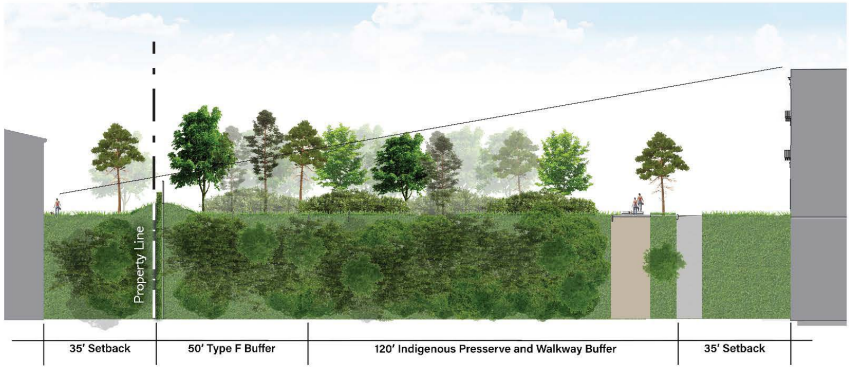
West Neighbor Line of Sight include:

- 50' Building Setback
- 100' FPL Easement
- 50' Type F Buffer
- 135' Pond and Walkway
- 80' Street

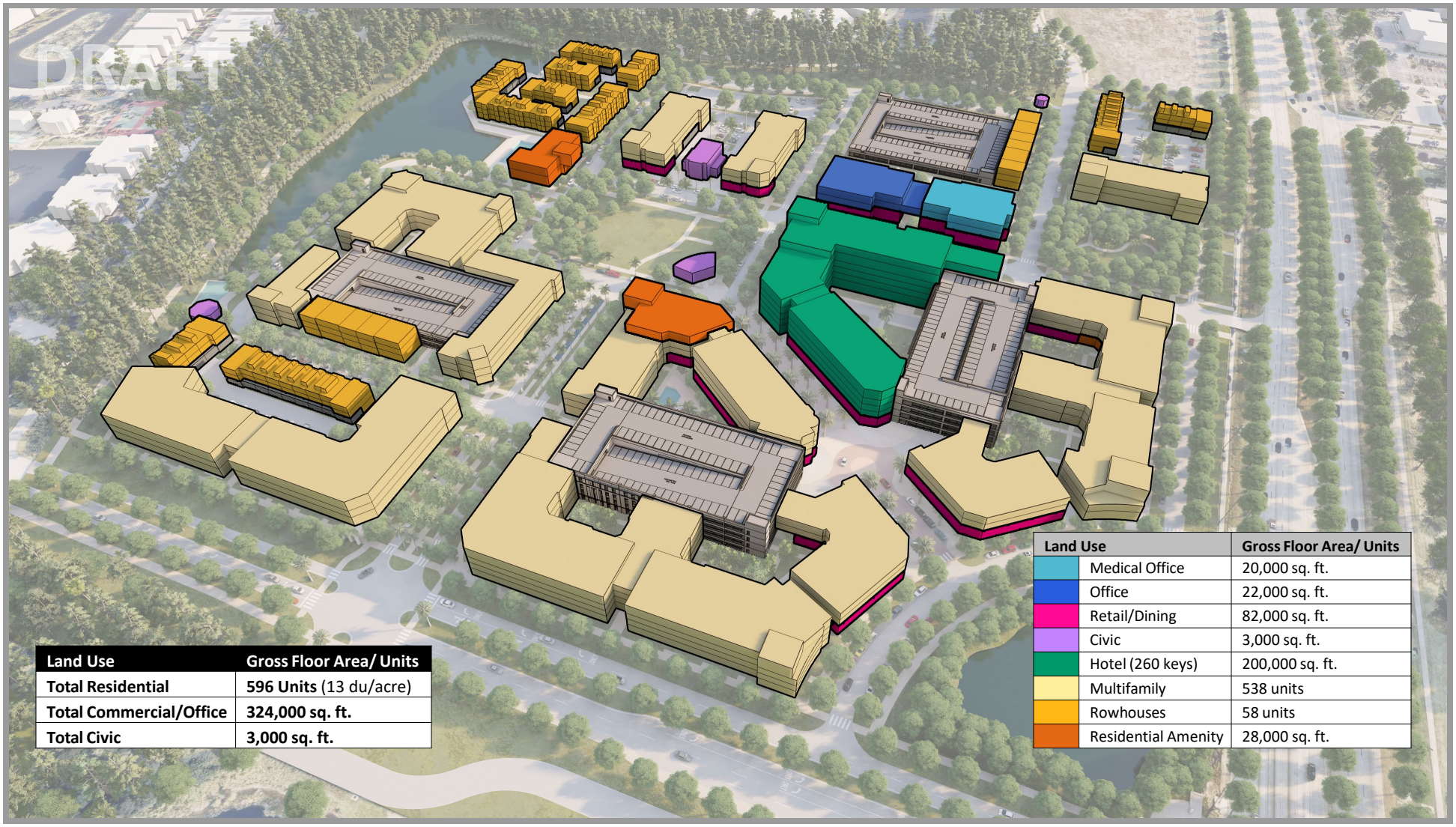


North Neighbor Line of Sight include:

- 35' Building Setback
- 50' Type F Buffer
- 120' Indigenous Preserve Area and Walkway Buffer
- 35' Building Setback




DRAFT
Max. Heights Per Block
Under 35’
35’ – 45’
45’ – 60’
60’ – 70’
Doesn’t include exceptions for special architectural features up to 15’ above max. height and for landmark building


DRAFT
Land Use | Gross Floor Area/ Units
Total Residential | 596 Units (13 du/acre)
Total Commercial/Office | 324,000 sq. ft.
Total Civic | 3,000 sq. ft.
Land Use | Gross Floor Area/ Units
Medical Office | 20,000 sq. ft.
Office | 22,000 sq. ft.
Retail/Dining | 82,000 sq. ft.
Civic | 3,000 sq. ft.
Hotel (260 keys) | 200,000 sq. ft.
Multifamily | 538 units
Rowhouses | 58 units
Residential Amenity | 28,000 sq. ft.


DEVELOPMENT
QUADRANT 1
US 41
Coconut Road


DEVELOPMENT
QUADRANT 2
US 41
Coconut Road


DEVELOPMENT
QUADRANT 3
US 41
Coconut Road


DEVELOPMENT
QUADRANT 4
US 41
Coconut Road

VILLAGE CENTER TIER 3 CRITERIA



- Vertically-Integrated Mixed Use
- Parking Garages to Conceal Parking
- Ungated Development
- Significant Public Amenities
  - ✓ Central Green with Outdoor Stage
  - ✓ Neighborhood Park
  - ✓ Civic Building
  - ✓ Paseo Plaza Area
  - ✓ Trail & Multi-Modal Streets w/ External Connections

33


CONCLUSION
• Consistent with the Village Center future land use and Estero Comprehensive Plan
• Consistent with the Land Development Code & Tier 3 Development Standards
• Multimodal design with less traffic/trips than current MPD zoning
• Significant civic spaces integrated throughout the site design
• Quality mixed-use project that meets the Village's Vision

Planning, Zoning and Design Board

Staff Report

PROJECT NAME
Rivercreek Recreation Site Development Order
CASE NUMBER
DOS2023-E003
MEETING DATE
June 13, 2023
REQUEST
Development Order for the Rivercreek Recreation Site within the residential community
APPLICANT
Lee County Homes Associates IV, LLLP
LOCATION
Located at 20161 Camellia Crosse Lane within the Rivercreek subdivision
PROPERTY SIZE
4.29 acres
ZONING
Parcel is zoned Residential Planned Development (RPD) and was most recently amended by the Village Council on September 25, 2019 by Ordinance 2019-25
PUBLIC INFORMATION MEETING DATES
The PZDB conducted a Public Information Meeting on September 13, 2022

Staff Recommendation

Staff recommends approval of the Development Order for Rivercreek Recreation Site with conditions. Staff believes that the request meets the technical requirements of the Land Development Code except Staff recommends the following Conditions:

1. No parking signs shall be installed on either the north bound or south bound lanes of Camellia Crossing Blvd. from Woodberry Drive to 200' north of the amenity area parcel north boundary.
2. If the Village receives valid complaints regarding parking from Rivercreek residents, then the developer at their sole expense shall remove or relocate the bocce ball area and add additional parking in the current bocce ball area.

Background

The property is currently being developed and is zoned Residential Planned Development. The rezoning was approved by Lee County in Resolution Z-07-047. The zoning request was amended and approved by the Village in Ordinance 2019-25 to allow a maximum of 590 residential units.

The applicant is requesting approval of a Development Order for Rivercreek Recreation Site which is within Phase One. The total project area is 395 acres. The project was reviewed by the PZDB at a Public Information Meeting on September 13, 2022. Staff has also reviewed the plans in detail. Staff includes Village Staff as well as Lee County Utilities, Lee County Department of Transportation, Estero Fire District, Lee Tran and Lee County Solid Waste Division.

Project Summary

This project is proposed as a residential community with a total of 554 single family homes, gatehouse, and a common recreation area. The total project area is 395 acres. The project is bounded by Corkscrew Road to the north, Wildcat Run to the west, The Preserve at Corkscrew and Bella Terra to the east, and Kiker Preserve (owned by Lee County) to the south.

Architecture

As part of the zoning, a Pattern Book was adopted by the Village Council, and the development complies with the Pattern Book. The Pattern Book indicated a the architecture for the Recreation Site and the proposed architecture is consistent with the Pattern Book.

The proposed architecture blends with the adjacent property, including tile type, building colors, and architectural features. An exterior building paint color schematic and materials are provided in the applicant's plans along with elevations and perspectives.

Transportation

The project has a main access from Corkscrew Road, as well as an emergency access. The main access is across from Wild Blue and is planned to be signalized.

There are no additional trips are generated for the Rivercreek Recreation Site beyond those in Phase One and Two of the project which will generate 3,220 average daily trips, with 235 peak hour morning trips and 325 peak hour evening trips. At build-out, the project will generate 5,323 average daily trips, 424 am peak hour trips and 558 pm peak hour trips. Corkscrew Road (between I-75 & Bella Terra Boulevard) is classified as a four-lane divided arterial having an adopted performance standard of level of service LOS E and a maximum service volume capacity of 1,980 vehicles per hour per day. It has been determined that a right-ingress and left-ingress turn lane will be warranted at the site's access on Corkscrew Road; and one left-egress lane and one thru/right turn lane will need to be constructed. Turn lane warrants were based upon the criteria set forth by Lee County's Turn Lane Policy AC-11-4. Lee County is in the process of widening Corkscrew Road from 2 lanes to 4 lanes. As part of the 4-lane widening, the left-ingress and right-ingress turn lanes will be constructed. Phase Two traffic demand will not warrant a traffic signal. Therefore, vehicular egress from the site will use a STOP sign and pavement markings for traffic control.

The site's access will operate at acceptable levels of service for Phase Two build-out traffic demands. However, it has been determined that the installation of a traffic signal may be necessary to accommodate the side-street demand as future phases of the project are developed.

A 5-foot sidewalk is proposed on the internal streets surrounding the Rivercreek Recreation Site. The Proposed Site Plan showing the connectivity is provided in the applicant's presentation.

Stormwater

The surface water management system for the property consists of catch basins, pipes and swales to capture stormwater runoff and convey to the lake system for water quality treatment and attenuation prior to outfall into the preserve system via a series of three control structures.

The proposed surface water management system design and calculations have been reviewed by the Village staff, and a SFWMD ERP modification (Permit # 36-08730-P) has been approved. The lowest proposed elevation of the finished floor is 20.85 feet NAVD88.

There is a stormwater management zoning condition (Condition 8) which requires detailed modeling calculations at time of development order to convey flow appropriately. Staff has reviewed this, and pipes have been upsized for this purpose.

Lighting

Site lighting is provided by LED luminaire full cut-off fixtures mounted on 15-foot poles within the residential streets, with a textured black color fixture. The project will have a 0.0 fc measured at the property line onto the adjacent properties. All LED luminaires are limited to a maximum IES "BUG" rating of: B = 1, U = 0, G = 2, and a Correlated Color Temperature (CCT) of 3,000 K per an agreement with the developer since the project is to be reviewed under the Lee County code. Details of the light poles and fixtures are provided with the applicant's documents.

There is a specific zoning condition (Condition 17) pertaining to lighting to ensure that wildlife preserve areas are not negatively affected. Residences will be put on notice through deed restrictions.

Landscaping and Environmental

Landscaping

Buffers and landscaping are consistent with the zoning Ordinance.

Village of ESTERO

RIVERCREEK

RECREATION CENTER

DEVELOPMENT ORDER

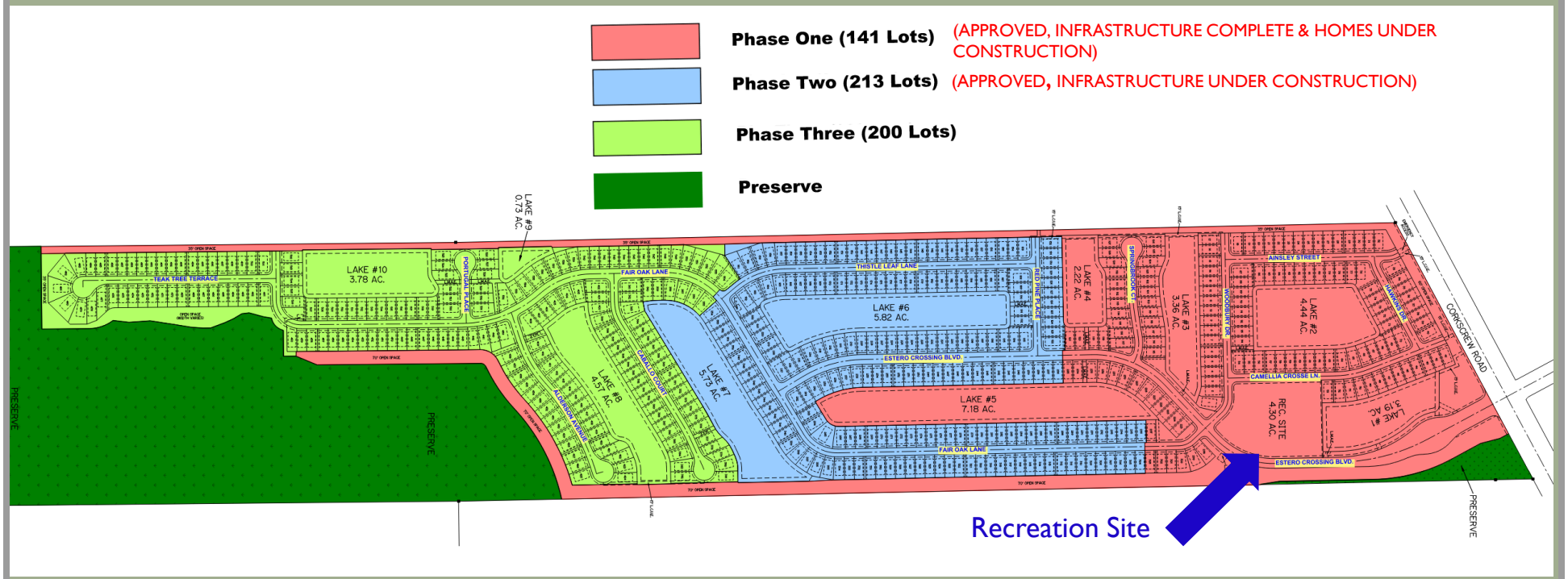
(f.k.a. Corkscrew Crossing)

PLANNING ZONING & DESIGN BOARD MEETING – June 13, 2023

Lee County Homes Associates IV, LLLP

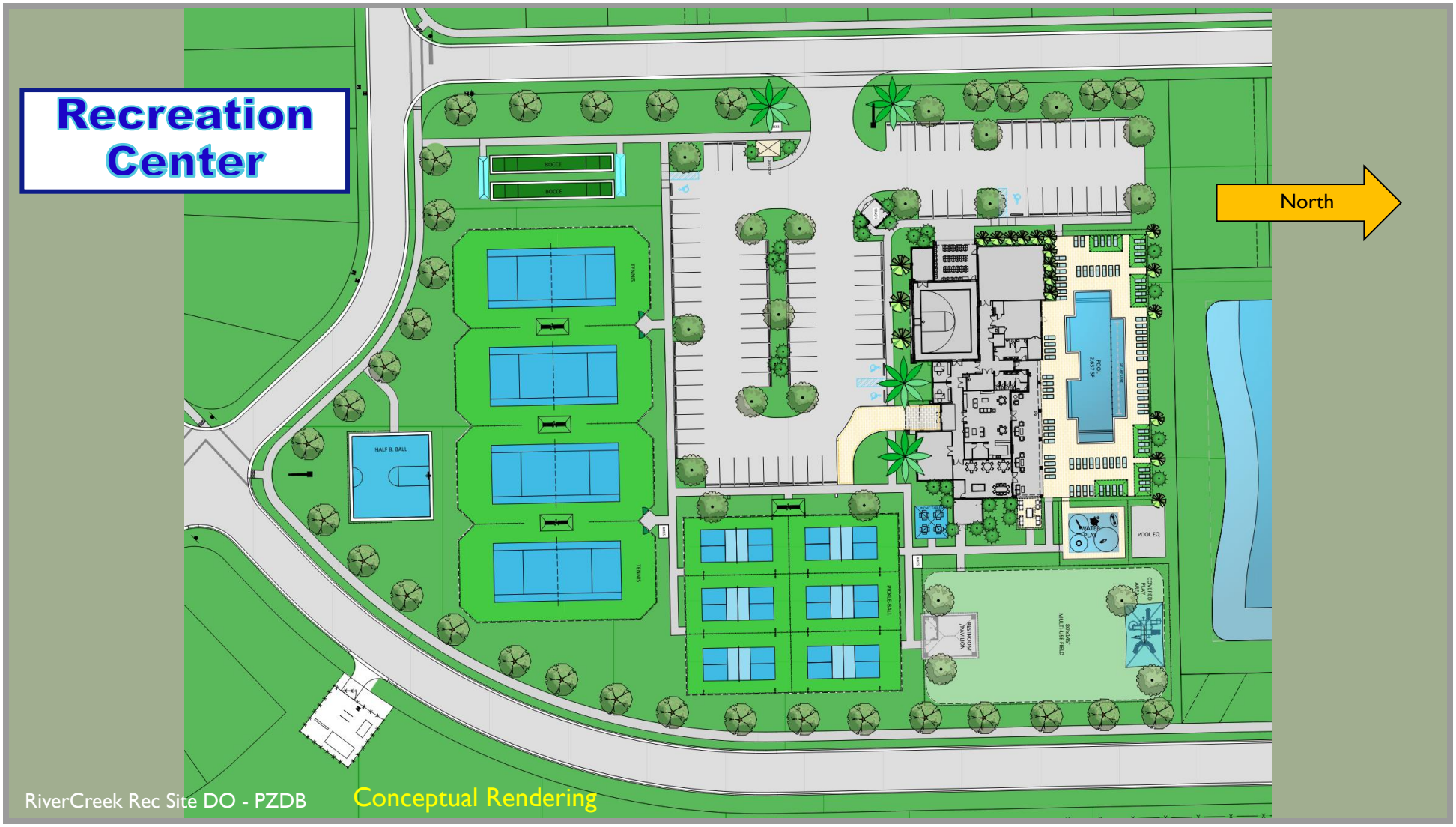

PROPOSED SITE PLAN
554 D.U. (Single Family Homes)
North
Wildcat Run
SITE PLAN FOR
CORKSCREW CROSSING
VACANT
PRESERVE
WILDCAT RUN
LAKE #10
3.78 AC.
LAKE #9
6.73 AC.
LAKE #6
5.82 AC.
LAKE #4
2.22 AC.
LAKE #3
3.36 AC.
LAKE #2
4.44 AC.
LAKE #8
4.5 AC.
LAKE #7
3.73 AC.
LAKE #5
7.18 AC.
REC. SITE
LAKE #1
3.19 AC.
PRESERVE
PRESERVE
PRESERVE
THE PRESERVE
AT CORKSCREW
BELLA TERRA
Bella Terra
Preserve at Corkscrew
RiverCreek Rec Site DO - PZDB

PROJECT PHASING



RiverCreek Rec Site DO - PZDB


Recreation Site
Phase One Status
RiverCreek Rec Site DO - PZDB


Recreation Center
North
BOCCE
BOCCE
TENNIS
TENNIS
HALF B. BALL
PICKLE BALL
POOL 2,625 SF
WATER PLAY
POOL EQ
RESTROOM / PAVILION
COVERED PLAY AREA
RELAID MULTI USE FIELD
RiverCreek Rec Site DO - PZDB
Conceptual Rendering


Clubhouse
Conceptual Rendering
RiverCreek Rec Site DO - PZDB

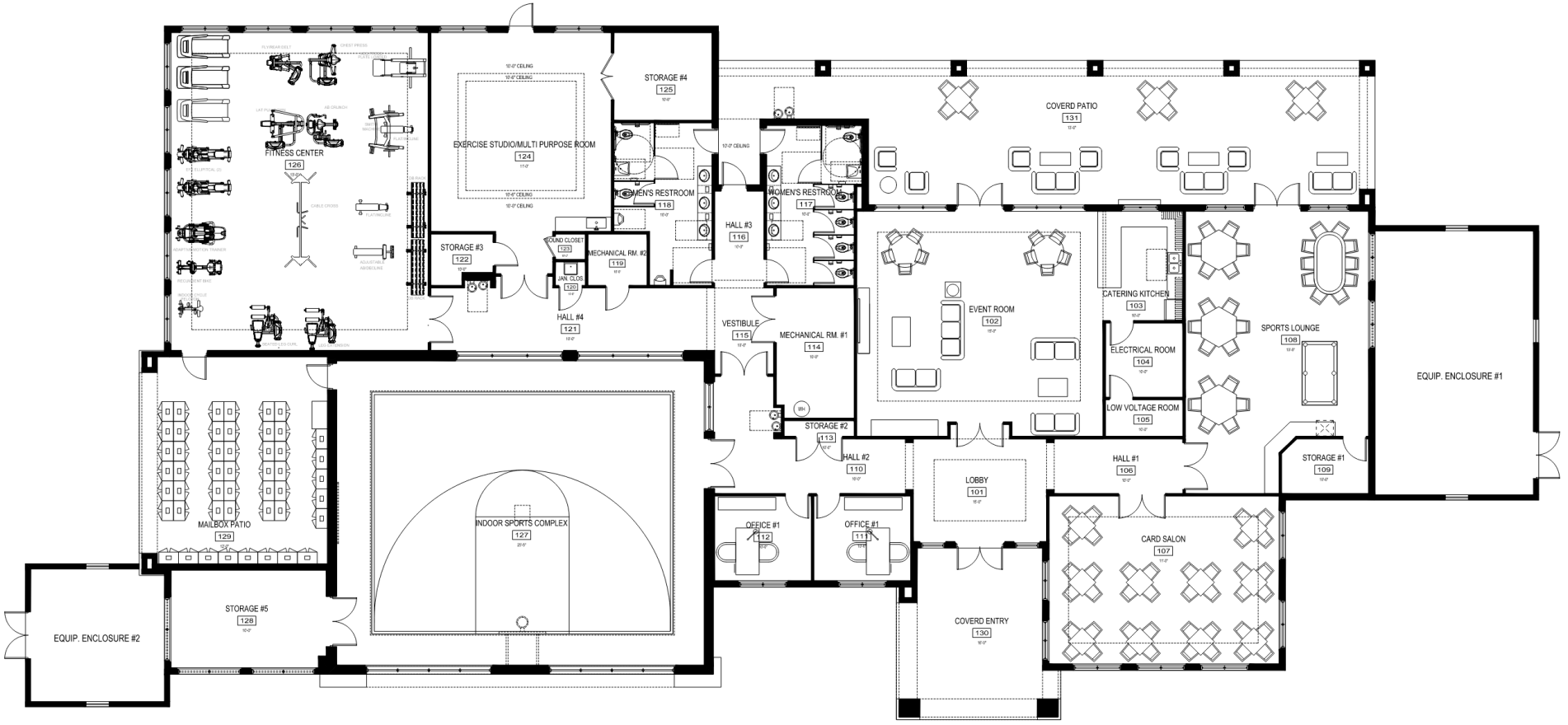

Bocce & Tennis
RiverCreek Rec Site DO - PZDB
Conceptual Rendering


Pickleball & Play Area
Conceptual Rendering
RiverCreek Rec Site DO - PZDB


Fire Pit & Splash Pad
RiverCreek Rec Site DO - PZDB
Conceptual Rendering

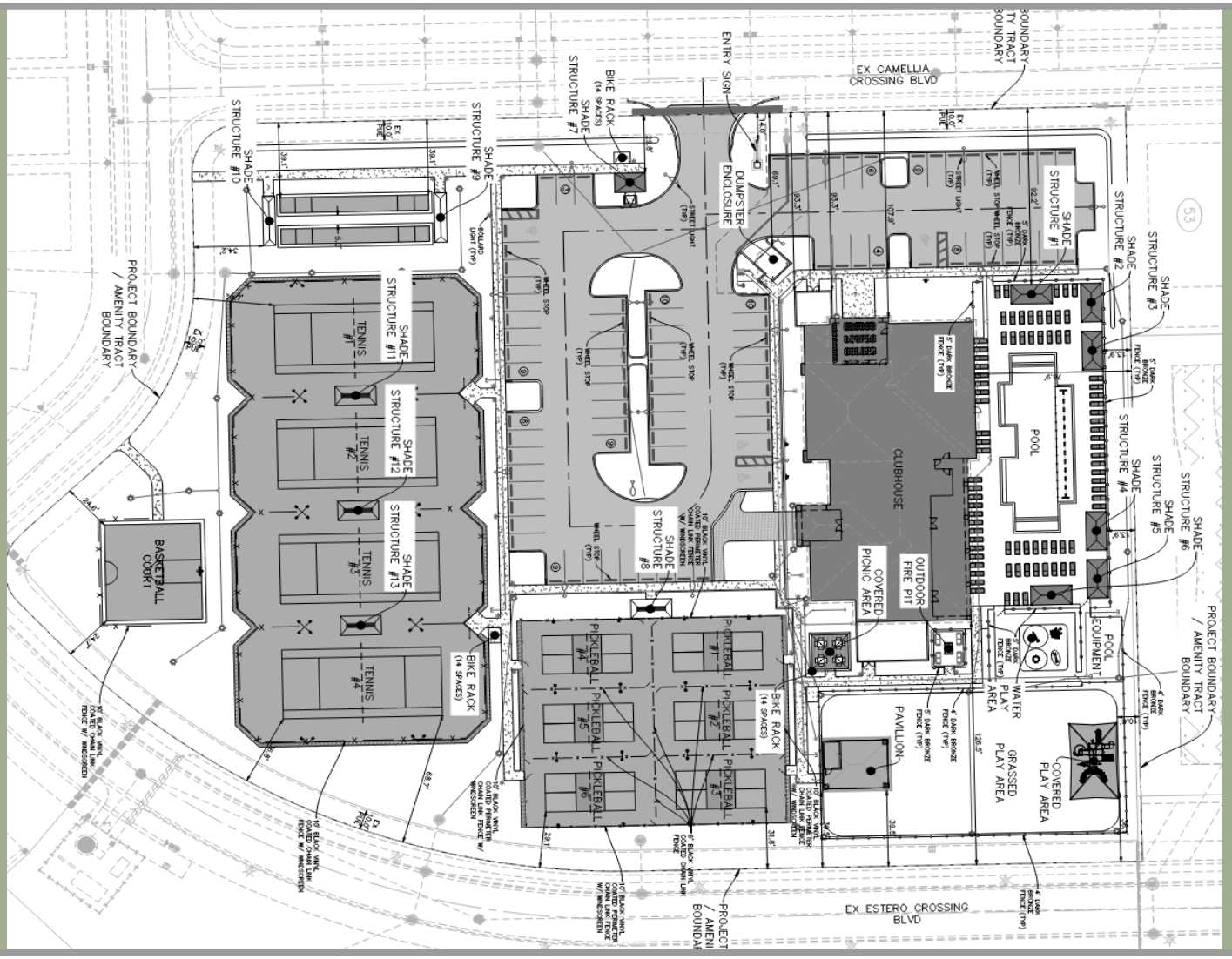

Pool
RiverCreek Rec Site DO - PZDB
Conceptual Rendering

Floor Plan



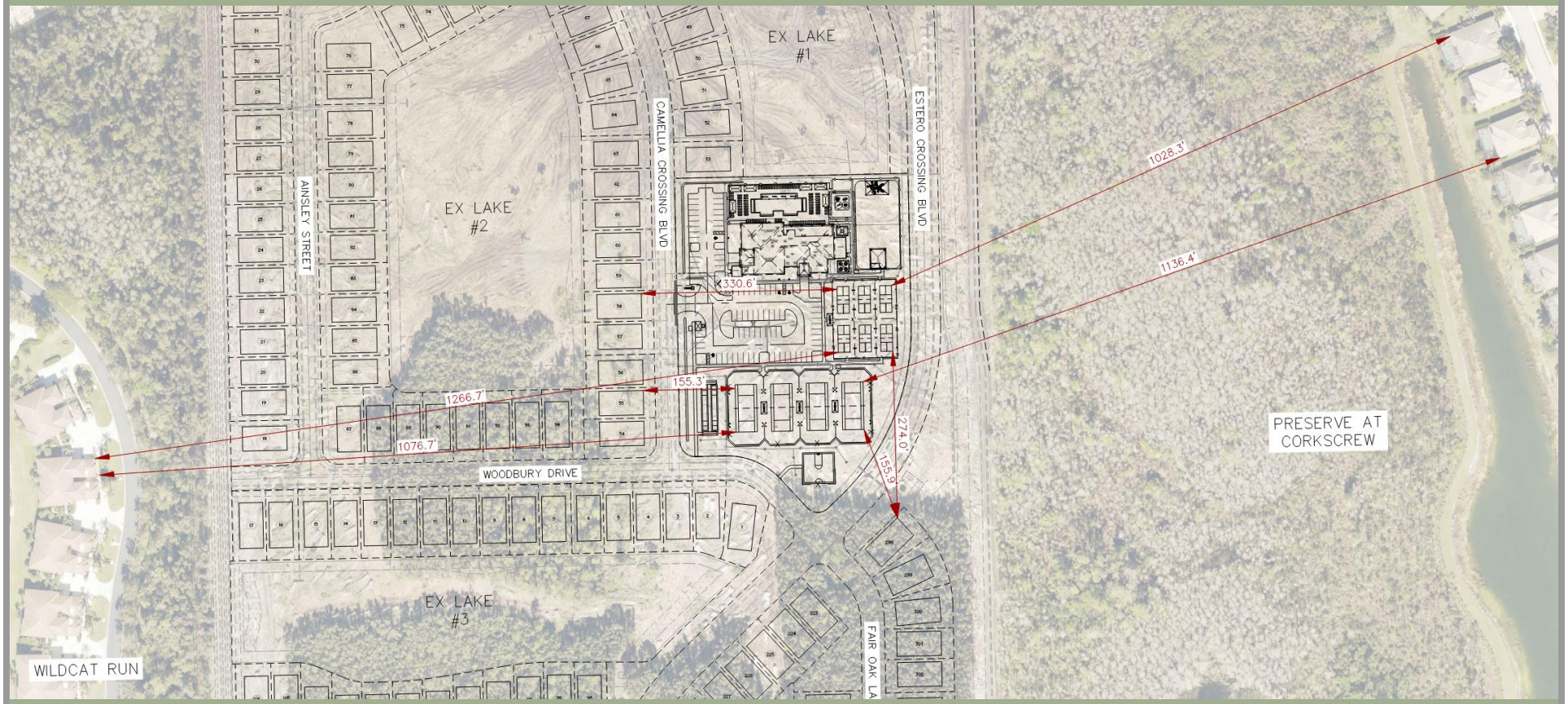
RiverCreek Rec Site DO - PZDB

Site Plan



RiverCreek Rec Site DO - PZDB

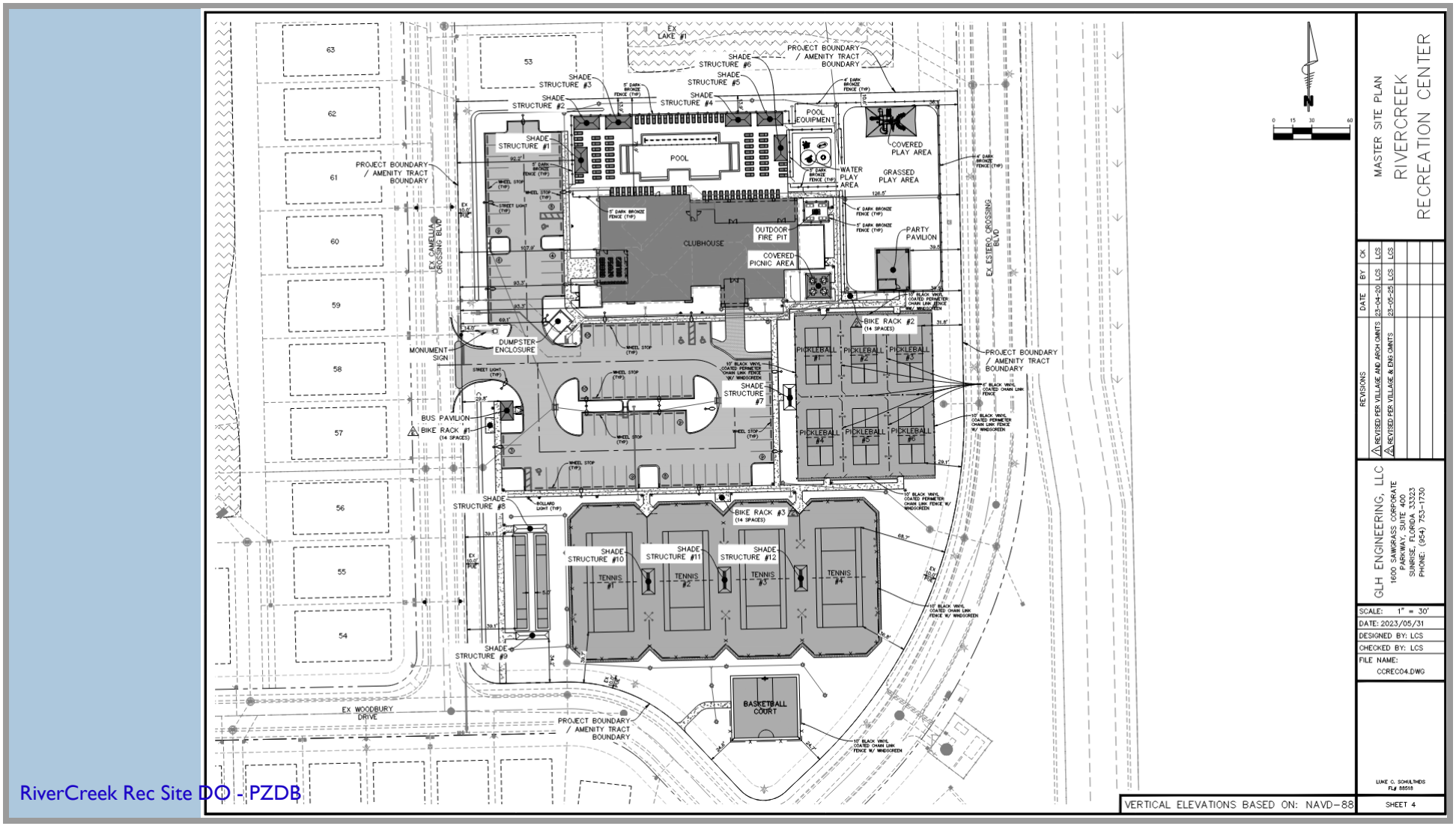
Aerial Photograph

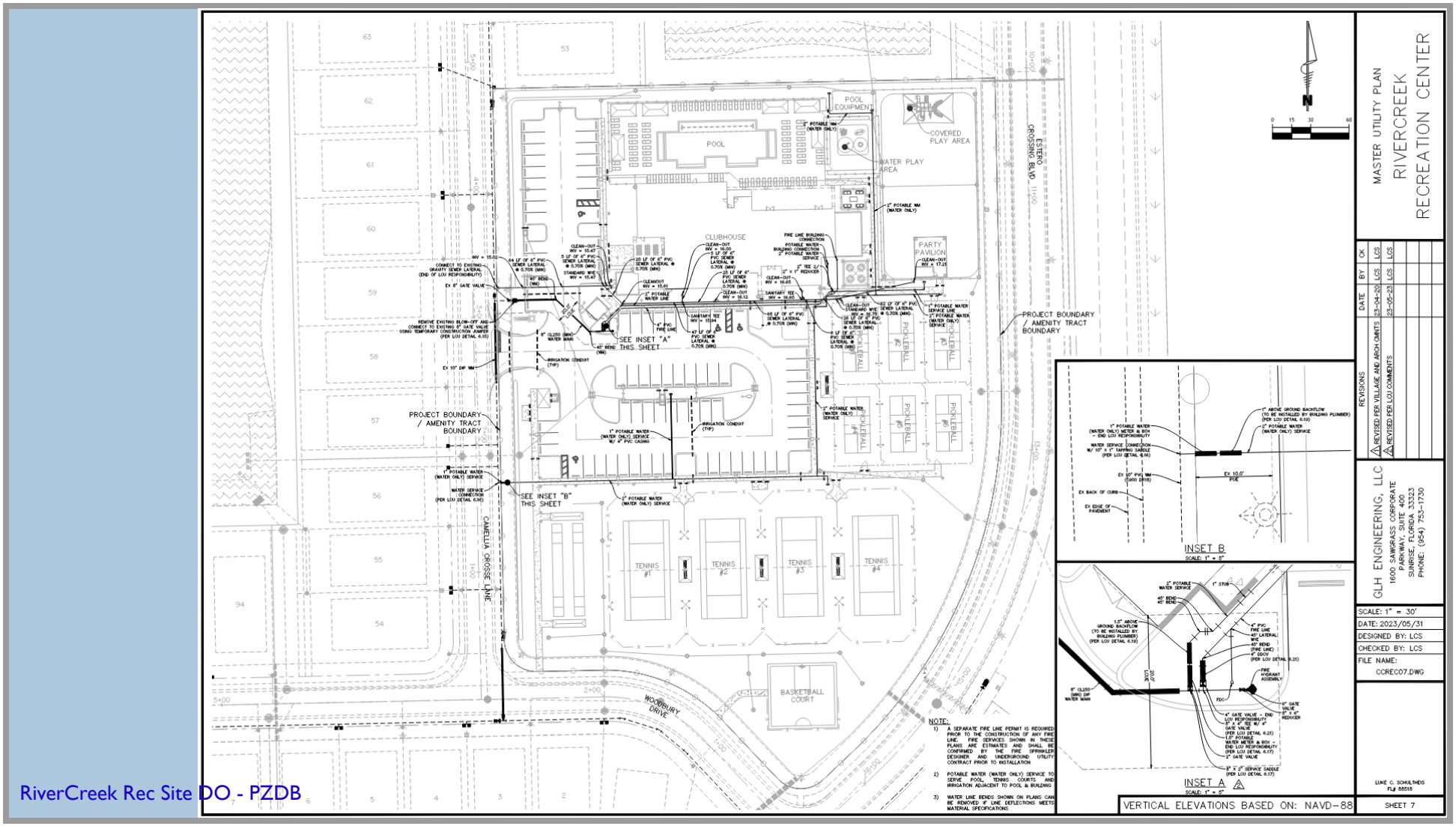


RiverCreek Rec Site DO - PZDB

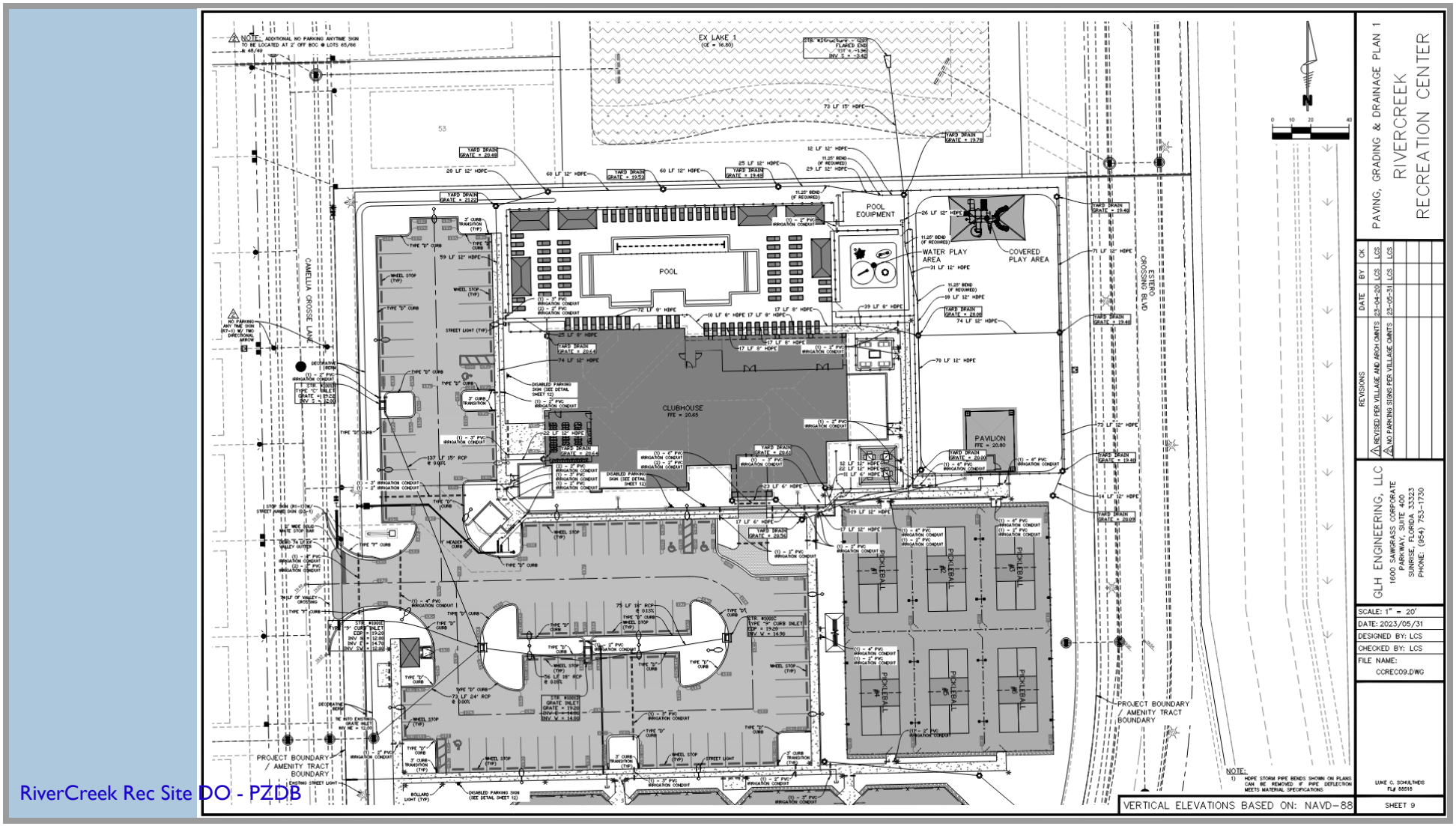
Questions




MASTER SITE PLAN
RIVERCREEK
RECREATION CENTER
GLH ENGINEERING, LLC
1600 SAWGRASS CORPORATE PARKWAY, SUITE 400
SUNRISE, FLORIDA 33323
PHONE: (954) 753-1730
REVISIONS
REVISED PER VILLAGE AND ARCH CMNTS 23-04-20 LCS LCS
REVISED PER VILLAGE & ENG CMNTS 23-05-25 LCS LCS
SCALE: 1" = 30'
DATE: 2023/05/31
DESIGNED BY: LCS
CHECKED BY: LCS
FILE NAME: CCREC04.DWG
SHEET 4
VERTICAL ELEVATIONS BASED ON: NAVD-88
POOL
CLUBHOUSE
COVERED PLAY AREA
GRASSED PLAY AREA
WATER PLAY AREA
POOL EQUIPMENT
OUTDOOR FIRE PIT
COVERED PICNIC AREA
PARTY PAVILION
DUMPSTER ENCLOSURE
MONUMENT SIGN
BUS PAVILION
BIKE RACK #1 (14 SPACES)
BIKE RACK #2 (14 SPACES)
BIKE RACK #3 (14 SPACES)
PICKLEBALL #1
PICKLEBALL #2
PICKLEBALL #3
PICKLEBALL #4
PICKLEBALL #5
PICKLEBALL #6
TENNIS #1
TENNIS #2
TENNIS #3
TENNIS #4
BASKETBALL COURT
SHADE STRUCTURE #1
SHADE STRUCTURE #2
SHADE STRUCTURE #3
SHADE STRUCTURE #4
SHADE STRUCTURE #5
SHADE STRUCTURE #6
SHADE STRUCTURE #7
SHADE STRUCTURE #8
SHADE STRUCTURE #9
SHADE STRUCTURE #10
SHADE STRUCTURE #11
SHADE STRUCTURE #12
PROJECT BOUNDARY / AMENITY TRACT BOUNDARY
EX LAKE #1
EX CANFIELD CROSSING BLVD
EX ESTERO CROSSING BLVD
EX WOODBURY DRIVE
RiverCreek Rec Site DO - PZDB



RiverCreek Rec Site DO - PZDB


RiverCreek Rec Site DO - PZDB
PAVING, GRADING & DRAINAGE PLAN 1
RIVERCREEK
RECREATION CENTER
GLH ENGINEERING, LLC
1600 SAWGRASS CORPORATE PARKWAY, SUITE 400
SUNRISE, FLORIDA 33323
PHONE: (954) 753-1730
REVISIONS
REVISED PER VILLAGE AND ARCH COMMTS
NO PARKING SIGNS PER VILLAGE COMMTS
SCALE: 1" = 20'
DATE: 2023/05/31
DESIGNED BY: LCS
CHECKED BY: LCS
FILE NAME: CCREC09.DWG
POOL
POOL EQUIPMENT
WATER PLAY AREA
COVERED PLAY AREA
CLUBHOUSE
PAVILION
PICKLEBALL #1
PICKLEBALL #2
PICKLEBALL #3
PICKLEBALL #4
PICKLEBALL #5
PICKLEBALL #6
CAMELLIA GROSSE LANE
CROSSING BLVD
PROJECT BOUNDARY / AMENITY TRACT BOUNDARY
EX LAKE 1
VERTICAL ELEVATIONS BASED ON: NAVD-88
SHEET 9

Village of ESTERO

Planning, Zoning and Design Board

Staff Report

PROJECT NAME
Estero Bay Chevrolet Lighting Upgrade Deviation
CASE NUMBER
N/A
MEETING DATE
June 13, 2023
REQUEST
Deviation from Section 5-604 E 1 to use 4000K or 5000K lighting instead of 3000K per the LDC
APPLICANT
Nate Kimes, IKON EFS
LOCATION
Located at 10640 Chevrolet Way, Estero, FL 33928
PROPERTY SIZE
9.00 acres
ZONING
Parcel was zoned Commercial Planned Development (CPD) on 1/12/1987 and was most recently amended by the Lee County on June 5, 2006, by Z-05-103.
PUBLIC INFORMATION MEETING DATES
The Staff is requesting the PZDB waive the required Public Information Meeting .

Staff Recommendation

Staff recommends denial of the requested Deviation to use a higher color temperature lighting on the existing light poles at the Estero Bay Chevrolet dealer. Staff believes that the request is in direct conflict with the technical requirements of the Land Development Code and if approved would effectively modify the LDC without the approval of the Village Council as many commercial users could request the same Deviation for similar reasons.

Summary

1. The Village specially identified the Correlated Color Temperature (CCT) as 3000 K to limit the light pollution in the 2021 LDC.
2. Increasing the CCT to 4,000 or 5,000 K increases the light pollution (sky glow) between 50-100% over the LDC 3,000 K CCT.
3. A light source with a color temperature above **4000K** (cool) may make objects appear to be more blue or green.
4. Per Teledyne FLIR a world recognized leader in camera technology, a light source with a color temperature between **2700-3600K** is recommended for home, office, and security applications.

5. The Estero Bay Chevrolet is immediately adjacent to the Island Club at Corkscrew Woodlands residential subdivision. The closest light fixture is only 65' from the residential property. Increasing the color temperature can significantly affect the adjacent residential property.
6. A current zoning condition requires the lighting plan must be in substantial compliance with the Photometric Plan (Drawing No. A2.3), stamped received October 11, 2006 (attached). Changing to LED lights will require an Amendment to the Zoning.
7. Granting of the Deviation request could set a precedent and could effectively modify the LDC without the approval of the Village Council as many commercial users could request the same Deviation for similar reasons. The applicant has not submitted a lighting plan to date.

Applicant's Request is included at the end of this Staff Report.

Background

The property is currently a Chevrolet Dealership and is zoned Commercial Planned Development (CPD). The rezoning was approved by Lee County in Resolution Z-86-136 as amended and was most recently amended by the Lee County on June 5, 2006, by Z-05-103. The current Estero Bay Chevrolet received a Certificate of Compliance for DOS2005-00340 from Lee County on March 31, 2008.

The applicant is requesting approval of a Deviation of the current Land Development Code (LDC) to change the lighting Correlated Color Temperature (CCT) as required by Section 5-604 E 1 of the LDC from 3000K to 4000K or 5000K lighting. The 3000K was added to the current LDC on 1/27/2021 to minimize the light pollution within the Village of Estero. The Estero Bay Chevrolet is immediately adjacent to the Island Club at Corkscrew Woodlands residential subdivision.

The County approved a Deviation in Z-05-103 for pole height.

Deviation (8) seeks relief from the LDC §34-1352(f)(2) requirement to provide parking lot lamps to be hooded or globed and must not exceed 18 feet in height, to allow 50 percent of the lamp fixtures to be a maximum of 20 feet in height. This deviation is APPROVED, SUBJECT TO the condition that:

> The lighting plan must be in substantial compliance with the Photometric Plan (Drawing No. A2.3), stamped received October 11, 2006.

Changing from the approved Metal Halide lighting as conditioned in the Z-05-103 Deviation to LED will require an Amendment to the Zoning.

Project Summary

The applicant is requesting approval of a Deviation of the current Land Development Code (LDC) to change the Correlated Color Temperature (CCT) as required by Section 5-604 E 1 of the LDC from 3000K to 4000K or 5000K lighting. The 3000K was specifically added to the current LDC on 1/27/2021 to minimize the light pollution within the Village of Estero.

Lighting

The project must have a 0.5 fc measured at the property line onto the adjacent properties. All LED luminaires are limited to a maximum IES "BUG" rating of: B = 1, U = 0, G = 1, and a Correlated Color Temperature (CCT) of 3,000 K per LDC.

Color Matters

LED lights contain large amounts of blue light in their spectrum. Because blue light brightens the night sky more than any other color of light, it's important to minimize the amount emitted. Studies have shown exposure to blue light at night has also been shown to harm human health. The Village consciously chose in the 2021 LDC lighting that has a color temperature of no more than 3,000 Kelvin.

Lighting with lower color temperatures has less blue in its spectrum and is referred to as being "warm." Higher color temperature sources of light are rich in blue light.

Not All Artificial Light Is Created Equally

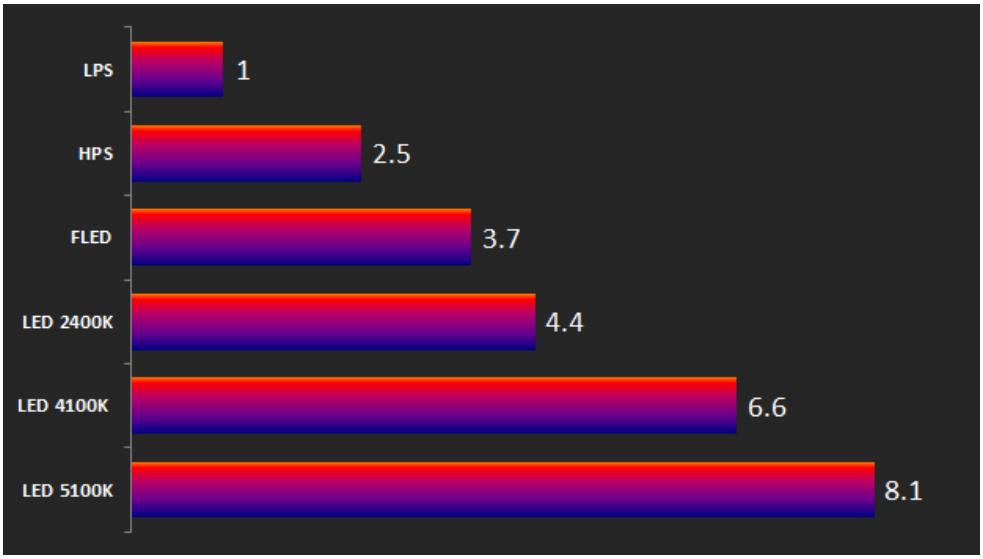
Exposure to blue light at night is particularly harmful according to the American Medical Association. Unfortunately, LEDs above 3,000 K used for outdoor lighting create abundant blue light.

A 2016 American Medical Association report expressed concern about exposure to blue light from outdoor lighting and recommends shielding all light fixtures and only using lighting with 3000K color temperature and below.

Type	Description	S/P Ratio	Sky Glow[1] (relative to LPS)	Sky Glow[1] (relative to HPS)	
			FDSC Grade[2]		
LED 3000K	Light-emitting diode with "correlated color temperature" (CCT) of 3000K – a "warm-white" LED. 		**1.3**[6]	**5.4**	**2.0-2.2**
			C		
LED 4100K	Light-emitting diode with CCT of 4100K – a "cool-white" LED. This is a common LED type in recent LED area lighting installations. 		**1.6**[6]	**6.4**	**~2.7**
			D		
LED 5100K	Light-emitting diode with CCT of 5100K – a "cool-white" LED. This also is a common LED type in recent LED area lighting installations. 		**2.0**[6]	**7.9**	**~3.3**
			E		

Due primarily to the increased sensitivity of the human eye to blue and green light at the very low brightness seen in the clear night sky, even in light-polluted skies, all of the LED sources above 3,000 K cause much brighter sky glow and light pollution. Sky glow from the lowest-impact commonly used LED (4100K CCT) appears nearly seven times as bright as that from an equal amount of low pressure sodium (LPS), and ~2.5x times brighter than high pressure sodium (HPS). This is a dramatic increase. Even without changing light amount or shielding,

switching a lighting installation from HPS to 4100K LED will increase sky glow as if the amount of HPS light had been increased 170%, or nearly tripled if changing from LPS the sky glow brightness would increase 540%.



Sky glow impacts, relative to low-pressure sodium lighting, of common outdoor lighting types.

Consequently, 3,000 K LEDs have significantly less (between 50-100% less) sky glow or light pollution impacts as compared to 4,000- 5,000K LEDs.

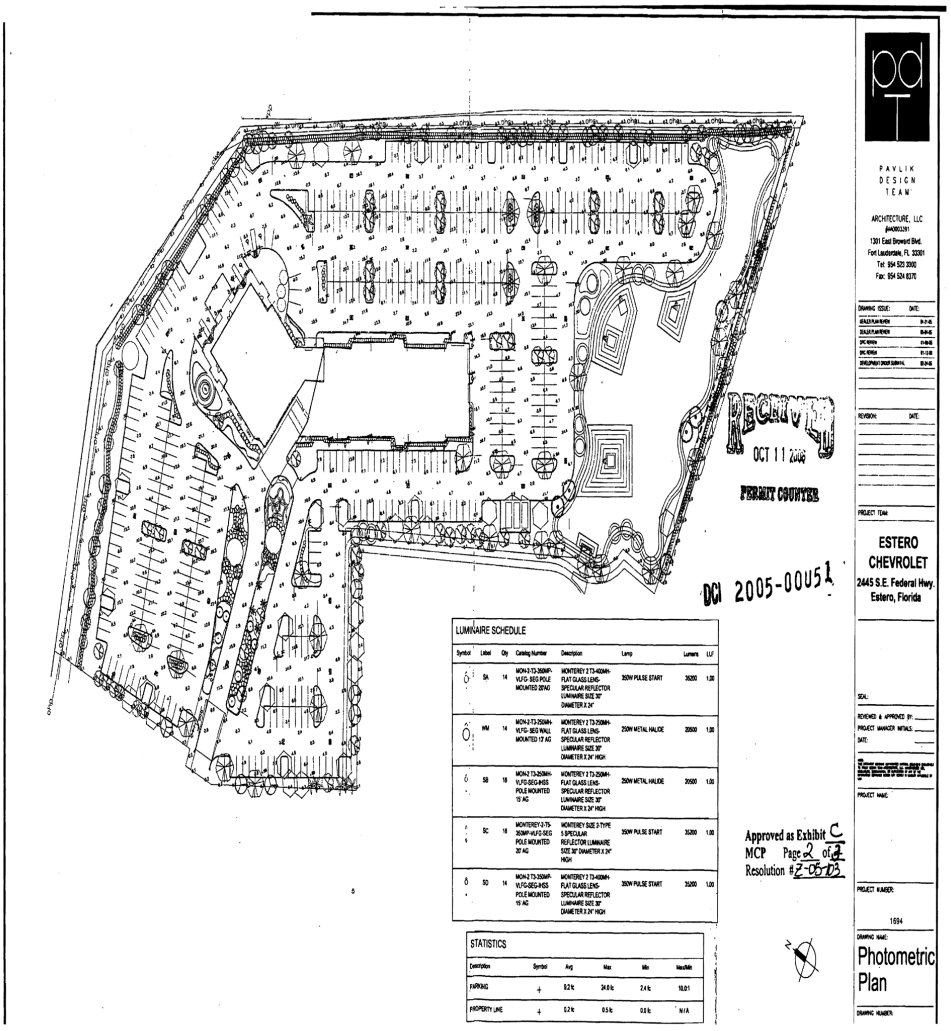
Image Quality: Security camera lighting

Per Teledyne FLIR a world recognized leader in camera technology, if you are experiencing color variations in image quality while using security cameras and DVR / NVR system, you may need to adjust the position of cameras and other settings to optimize image quality. The first step is understanding the **color temperature** of the sources of light around your cameras.

Color temperature facts:

- Correlated Color Temperature refers to the color of the light source and is measured using the **Kelvin (K)** temperature scale.

- A light source with a color temperature between **2700-3600K** is recommended for home, office, and security applications, as it will provide a good amount of contrast for your daily visual tasks and be flattering to skin tones and clothing.
- A light source with a color temperature below **2600K** (warm) may make objects appear to be more orange.
- A light source with a color temperature above **4000K** (cool) may make objects appear to be more blue or green.


LUMINAIRE SCHEDULE
Symbol
Label
Qty
Catalog Number
Description
Lamp
Lumens
LLF
SA
14
MON-2-T3-350MP-VU-FG-SEG-POLE MOUNTED 20'AG
MONTEREY 2 T3-400MH-FLAT GLASS LENS-SPECULAR REFLECTOR LUMINAIRE SIZE 30" DIAMETER X 24"
350W PULSE START
36200
1.00
WM
14
MON-2-T3-250MH-VU-FG-SEG WALL MOUNTED 13' AG
MONTEREY 2 T3-250MH-FLAT GLASS LENS-SPECULAR REFLECTOR LUMINAIRE SIZE 30" DIAMETER X 24" HIGH
250W METAL HALIDE
20500
1.00
SB
18
MON-2 T3-250MH-VU-FG-SEG-WSS POLE MOUNTED 15' AG
MONTEREY 2 T3-250MH-FLAT GLASS LENS-SPECULAR REFLECTOR LUMINAIRE SIZE 30" DIAMETER X 24" HIGH
250W METAL HALIDE
20500
1.00
SC
18
MONTEREY-2-T5 350MP-VU-FG-SEG POLE MOUNTED 20' AG
MONTEREY SIZE 2 TYPE 5 SPECULAR REFLECTOR LUMINAIRE SIZE 30" DIAMETER X 24" HIGH
350W PULSE START
36200
1.00
SD
14
MON-2-T3-350MP-VU-FG-SEG-WSS POLE MOUNTED 15' AG
MONTEREY 2 T3-400MH-FLAT GLASS LENS-SPECULAR REFLECTOR LUMINAIRE SIZE 30" DIAMETER X 24" HIGH
350W PULSE START
36200
1.00
STATISTICS
Description
Symbol
Avg
Max
Min
Max/Min
PARKING
+
0.2 fc
24.0 fc
2.4 fc
10.0:1
PROPERTY LINE
+
0.2 fc
0.5 fc
0.0 fc
N/A
RECEIVED
OCT 11 2005
PERMIT CENTER
DCI 2005-00051
Approved as Exhibit C
MCP Page 2 of 2
Resolution # Z-05-105
PAVLIK DESIGN TEAM
ARCHITECTURE, LLC
1301 East Broward Blvd.
Fort Lauderdale, FL 33301
Tel: 954 523 3300
Fax: 954 524 8370
ESTERO CHEVROLET
2445 S.E. Federal Hwy.
Estero, Florida
1694
Photometric Plan

Applicant's Request:

Explanation and Justification of Request

(1)The request is based on sound engineering practices

Specific to Auto Dealerships, 4000-5000k light is the recommended standard. This helps to display the vehicle's color accurately as this parking area is a retail space. We don't want to mislead our potential customers as they drive by at night and the vehicle appears to be a different color.

(2)The request is no less consistent with the health, safety and welfare of abutting landowners and thegeneral public than the standard from which the deviation is being requested;

Security is the highest concern for our client. It has been proven that 3000K light does not pick up objects and is not as clear on security cameras compared to 4000-5000K light. We will have millions of dollars of inventory on the lot at all times and want to ensure we pick up any unusual activity accurately on camera during non-operating hours.

ADMINISTRATIVE APPLICATION FOR DEVIATION FROM LAND DEVELOPMENT CODE IN THE VILLAGE OF ESTERO

Project Name: _____

Request: _____

_____

1. **Name of Applicant:** _____
   Company Name: _____
   Address: _____
   City, State, Zip: _____
   Phone Number: _____ E-mail: _____

2. **Relationship of Applicant to owner (check one) and provide Affidavit of Authorization form:**
   ☐ Applicant is the sole owner of the property.

   ☐ Applicant has been authorized by the owner(s) to represent them for this action.

3. **Authorized Agent: (If different than applicant) Name of the person who is to receive all Village of Estero-initiated correspondence regarding this application.**

   a. **Company Name:** _____
   Contact Person: _____
   Address: _____
   City, State, Zip: _____
   Phone Number: _____ E-mail: _____

   b. **Additional Agent(s):** Provide the names of other agents that the Village of Estero may contact concerning this application.

4. **Property owner(s): If multiple owners (corporation, partnership, trust, association), provide a list with owner interest.**
   Name: _____
   Address: _____
   City, State, Zip: _____
   Phone Number: _____ E-mail: _____

5. **Disclosure of Interest**
   ☐ Attach Disclosure of Interest FORM

6. **STRAP Number(s) :**

_____ _____

7. **Street Address of Property:** _____

Village of Estero | 9401 Corkscrew Palms Circle | Estero, FL 33928 | Phone: 239.221.5035 | Fax: 239.494.5343 | www.Estero-fl.gov

8. Legal Description (must submit one):

☐ Legal description (metes and bounds) and sealed sketch of the legal description.

OR

☐ Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books.

9. Use(s) of Property :

a. Current uses of property are: _____

b. Intended uses of property are: _____

10. Comprehensive Plan (Future Land Use) Designation of Property : _____

11. Current Zoning of Property : _____

12. Property Dimensions :

a. Width (average if irregular parcel): _____ Feet

b. Depth (average if irregular parcel): _____ Feet

c. Total area: _____ Acres or square feet

13. Current Use of the Adjacent Properties (briefly describe):

North: _____

East: _____

South: _____

West: _____

14. Public Hearings: Has a public hearing for any purpose been held regarding the subject property within the last 12 months?

☐ **NO**

☐ **YES** – If **YES**, please provide the following information regarding the hearing:

a. Name of Applicant: _____

b. Date of Hearing: _____

c. Case Number: _____

d. Type of Request: _____

e. Result/Disposition of Hearing: _____

15. Local Development Orders: Has an application for a Development Order been filed with the Village of Estero Department of Community Development?

☐ **NO**

☐ **YES** – If **YES**, please provide the following information:

a. Name of Applicant: _____

b. DO/LDO Application #: _____

c. Current Status of DO/LDO Application: _____

Village of Estero | 9401 Corkscrew Palms Circle | Estero, FL 33928 | Phone: 239.221.5035 | Fax: 239.494.5343 | www.Estero-fl.gov

16. Specific Request: Indicate the Section(s) of the Village of Estero Land Development Code from which the administrative deviation approval is sought [please check the appropriate selection(s)]:

- ☐ Section (refuse and solid waste disposal facilities)
- ☐ Section (access streets)
- ☐ Section (intersection separations)
- ☐ Section Table 2 (ROW widths - County maintained streets)
- ☐ Section Table 3 (ROW widths - private streets)
- ☐ Section (drainage and road specifications)
- ☐ Section (horizontal curves)
- ☐ Section (intersection designs)
- ☐ Section (cul-de-sacs)
- ☐ Section (swale sections)
- ☐ Section (Water excavation setbacks)
- ☐ Section (excavation bank slopes)
- ☐ Section (public water)
- ☐ Section (public sewer)
- ☐ Section (water mains)
- ☐ Section (Indigenous native vegetation)
- ☐ Section Landscaping of parking and vehicle use areas
- ☐ Section (surface water management systems; limited to the prohibition of hardened structures behind single family residences for restriction of existing lake bank slopes as provided in LDC

- ☐ Section (mass transit facilities)
- ☐ Section (site design standards and guidelines for commercial developments)
- ☐ Section (piping materials in right of way)
- ☐ Other (if permitted) Section(s): _____

17. Explanation and Justification of Request: Explain the proposed request and why the administrative deviation is needed. For each deviation requested, provide an explanation as to how the deviation satisfies the criteria provided in **LDC.**

(1) The request is based on sound engineering practices
(2) The request is no less consistent with the health, safety and welfare of abutting landowners and the general public than the standard from which the deviation is being requested;
(3) Per the LDC, the required facility would unnecessarily duplicate existing facilities;
(4) The granting of the deviation is not inconsistent with any specific policy directive of the Village or any other ordinance or any Lee County provision; and
(5) Per LDC, the utility that would otherwise serve the development cannot provide the service at the adopted level of service standard due to an inadequate central facility.

18. Plans:

a. Provide a 24”x36” and 11” x 17” size plan that is sealed and dated by a registered professional engineer, that accurately reflects the applicant's alternative proposal

b. **For indigenous open space and parking lot landscaping deviations,** provide a 24"x36" and 11” x 17” size plan signed, sealed and dated by a registered landscape architect, that accurately reflect the applicant's alternative proposal.

19. Public Meeting Requirements: Provide a meeting summary document of the required public informational session.

20. Other Requested Documentation: Any other materials and/or calculations requested by the Director of Community Development Services to aid in the decision.

Village of Estero | 9401 Corkscrew Palms Circle | Estero, FL 33928 | Phone: 239.221.5035 | Fax: 239.494.5343 | www.Estero-fl.gov

SUBMITTAL REQUIREMENT CHECKLIST

Clearly label your attachments as noted in bold below.

☐	Completed application	
☐	Filing Fee	
☐	**Affidavit of Authorization** Form	
☐	**Additional Agents**	
☐	**Multiple Owners** List (if applicable)	
☐	**Disclosure of Interest** Form	
☐	**Legal description (must submit one)**	
	☐	Legal description (metes and bounds) and sealed sketch of legal description
		OR
	☐	Legal description (NO metes and bounds) if the property is located within a subdivision platted per F.S. Chapter 177, and is recorded in the Official Records of Lee County under Instruments or Plat Books. ()
☐	Explanation and **Justification** of Request	
☐	**Alternate Proposal** Plan	
☐	**Public Meeting Summary**	
☐	**Other** Requested Documentation (as may be required)	

Note: Please provide three (3) COLLATED paper copies and one (1) electronic copy of all submittal information.

All information submitted with the application becomes a part of the public record and will be a permanent part of the file. Community Development Department staff will review this application for compliance with requirements of the Village of Estero Land Development Code. The applicant will be notified of any deficiencies. Acceptance of an application in no way guarantees its approval. The PZDB decision on an administrative application for deviation from the Land Development Code is final and cannot be appealed.

If it is determined that inaccurate or misleading information was provided to the Village or if the decision does not comply with the Land Development Code when rendered, then, at any time, the Village may issue a modified decision that complies with the Code or revoke the decision. If the approval is revoked, the applicant may acquire the necessary approvals by filing an application for public hearing in accordance with the LDC.

Village of Estero | 9401 Corkscrew Palms Circle | Estero, FL 33928 | Phone: 239.221.5035 | Fax: 239.494.5343 | www.Estero-fl.gov

Explanation and Justification of Request

(1)The request is based on sound engineering practices

Specific to Auto Dealerships, 4000-5000k light is the recommended standard. This helps to display the vehicle's color accurately as this parking area is a retail space. We don't want to mislead our potential customers as they drive by at night and the vehicle appears to be a different color.

(2)The request is no less consistent with the health, safety and welfare of abutting landowners and thegeneral public than the standard from which the deviation is being requested;

Security is the highest concern for our client. It has been proven that 3000K light does not pick up objects and is not as clear on security cameras compared to 4000-5000K light. We will have millions of dollars of inventory on the lot at all times and want to ensure we pick up any unusual activity accurately on camera during non-operating hours.