



Village of
ESTERO

VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
AUGUST 24, 2021, 04:30 PM



COVID-19 NOTICE:

The Village Council Meeting will be conducted physically in Council Chambers at Village Hall, 9401 Corkscrew Palms Circle, with an opportunity to participate virtually. The meeting will be broadcasted live via the Village of Estero website <https://estero-fl.gov/council/watch-meetings-online/>. Access in Council Chambers will be limited in order to comply with the safety instructions relating to COVID-19. 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
August 24, 2021, 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.

6. PUBLIC HEARINGS (Quasi-Judicial)

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

- a. Via Coconut (District 5) -- Rezoning (DCI2019-E003) & Right of Way Vacation (VAC2019-E001)**
8990 Corkscrew Road, 21650 & 21750 Via Coconut Point, 21331, 21350 & 21351 Happy Hollow Lane. Properties are located south of Corkscrew Road and west of Via Coconut Road.

The request is for two actions:

(a) Request to rezone 20± acres from AG-2 to Estero Planned Development to allow 330 multi-family dwelling units, a maximum of 29,600 square feet of commercial use and 30 townhomes or a church.

(b) Vacation of Road Right of Way.

- Public Information Meeting was held January 21, 2020.
- See Staff Report
- Planning Zoning and Design Board will make a recommendation to Council.

Attachment: [1. Staff Report VIA Coconut.pdf](#)
 Attachment: [2. Attachment A FLUM.pdf](#)
 Attachment: [3. Attachment B Zoning Map.pdf](#)
 Attachment: [4. Attachment C Proposed Conditions.pdf](#)
 Attachment: [5. Attachment D PZB Meeting Summary PIM.pdf](#)
 Attachment: [6. Attachment E DRB Summary PIM.pdf](#)
 Attachment: [7. Attachment F Master Concept Plan.pdf](#)
 Attachment: [8. Attachment G Pattern Book 7-13-21.pdf](#)
 Attachment: [9. Attachment H Civic Plan Studio Review Report 7-13-2021.pdf](#)
 Attachment: [10. Attachment I Applicant Comprehensive Plan Narrative.pdf](#)
 Attachment: [11. PowerPoint Via Coconut 8.10.2021.pdf](#)

7. PUBLIC INFORMATION MEETING (No votes are taken at Public Information Meetings)

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

a. Shoppes at University Highlands, Building #5, (District 5) Highland Oaks Drive, south of Everblades Parkway South and Ben Hill Griffin Parkway and immediately south of the Lee Health Parcel.

- Applicant seeks a Development Order for a 7,300 square foot commercial building.

Attachment: [1. PIM Request Bldg 5.pdf](#)
 Attachment: [2. Shoppes at UH - Building 5.pdf](#)

8. PUBLIC HEARINGS (Quasi-Judicial)

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

a. The Tides at Pelican Landing - Paint Permit (District 1) Continued from the July 13th, 2021 meeting.

Located on the west side of US 41, south of Coconut Road

Applicant was cited by Code Enforcement for repainting without a permit.

- Applicant requests review and approval of selected colors.

Attachment: [Color Schemes 1-3 Tides at Pelican Landing. Request to Change Paint.pdf](#)

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

10.BOARD COMMUNICATIONS

- a. Next meeting -- September 14, 2021**

11.ADJOURN

General Attachments

[- eComment](#)

Remote Attachment:

[eComment \(https://estero-fl.gov/ecomment-cards/\)](https://estero-fl.gov/ecomment-cards/) (<https://estero-fl.gov/ecomment-cards/>)



***Via Coconut Rezoning
Zoning Staff Report***

For Planning Zoning & Design Board

PROJECT NAME: Via Coconut EPD

CASE TYPE: Planned Development Rezoning – Vacation of Right-of-Way

CASE NUMBERS: DCI2019-E003 AND VAC2019-E001

**PLANNING ZONING &
DESIGN BOARD DATE:** August 10, 2021

SUMMARY OF REQUEST

The applicant is requesting a rezoning from Agriculture to Estero Planned Development (EPD) for a ±20-acre parcel on the west side of Via Coconut Point south of Corkscrew Road and across from Genova.

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

- 330 Multi-family apartment units and 30 Townhomes (17.8 units per acre);
- 29,600 square feet of commercial use;
- Church or other uses such as Townhomes;
- Public Amenities.

A companion application has been submitted to vacate an existing 66-foot wide right-of-way on the property. The vacation application is reviewed by Village Council and, when submitted concurrent with a rezoning application, the PZDB makes a recommendation on the request.

STAFF RECOMMENDATION

Staff recommends approval of both requests (rezoning and vacation of right-of-way, with the conditions in Attachment C, for the reasons outlined in this staff report.

GENERAL INFORMATION

Applicant

Estero 5, LLC - Roderick Schmidt, Manager

August 10, 2021

DCI2019-E003

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Owners

Stephanie Miller Trust (4 parcels)
 CP Land Investment, LLC
 Wildcat Hollow LLP
 MM Estero FL, LLC
 Seymour Pond 28, LLC

Authorized Agent

Stacy Hewitt, Banks Engineering

Location

The subject properties are located at 8990 Corkscrew Road; 21650 & 21750 Via Coconut Point; 21331, 21350 and 21351 Happy Hollow Lane; and access undetermined for two parcels. The STRAP numbers are 34-46-25-E4-0100C.0170; 33-46-25-E2-U1971.2349; 33-46-25-E3-U1971.2299; 33-46-25-E3-U1969.2320; 33-46-25-E2-U1963.2334; 33-46-25-E3-U1973.2285; 33-46-25-E2-U1967.2334; and 33-46-25-E2-U1967.2342.

Surrounding Zoning and Land Use

North Corkscrew Road then MPD (vacant) and AG (Happy Hollow Lane) – Village Center Land Use

East Via Coconut Point then Genova Condominiums (EPD) and Estero Park (CF) – Village Center and Public Parks and Recreation Land Use

South Via Coconut Point right-of-way, CSX/Gulf Seminole Railroad Corridor and AG

West Happy Hollow Lane residential lots and greenhouse (AG-2), CSX/Gulf Seminole Railroad Corridor, and undeveloped North Point DRI (MPD) – Village Center Land Use

Zoning

Agriculture

Comprehensive Plan Land Use Category

Village Center

Public Information Meetings

A Public Information Meeting was held at the Planning and Zoning Board on January 21, 2021. The applicant provided documentation regarding issues discussed at the meeting which is attached.

A meeting was held with the Design Review Board January 22, 2020 pertaining to the Pattern Book. See attachment.

STAFF ANALYSIS

The applicant is proposing a rezoning from Agriculture to Estero Planned Development (EPD). This is the specific zoning district that is required in the Village Center Land Use category. The property is primarily vacant except for two single family lots on Happy Hollow Lane.

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

- A base residential density of up to 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.

Via Coconut proposes 330 units with a residential density of 17.8 dwelling units per acre (based on 20-acre total project site), 29,600 square feet of commercial use, and a potential 10,000 square foot church or up to 30 townhomes, or other approved uses. Maximum height proposed is 4 stories, inclusive of architectural features, or 59 feet. By comparison, Genova, the condominium project across the street on Via Coconut, is a residential Tier 2 development with 12 dwelling units per acre with a maximum building height of 4 stories or 45 feet.

The higher level of density and additional height are to be determined by Village Council based upon incentive offers and findings of significant public benefits which may include innovative landscaping and street design, offsite improvements, dedication of onsite public spaces, public trails, gathering spaces, enhanced parking design (under building parking), or other similar items.

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, are the basis of analysis of the proposal.

MASTER CONCEPT PLAN

The applicant has provided a Master Concept Plan that shows:

- Three U-Shaped three and four-story residential buildings, each with 102 units;
- A commercial mixed-use area with two three-story buildings with 24 residential units and retail, personal service, or office uses; and two single story retail/restaurant buildings;
- A potential 10,000 square foot church or 30 townhomes on 3 acres (or other uses);
- A ± 1 -acre civic/park area at the north end of the site proposed to be dedicated to the Village.

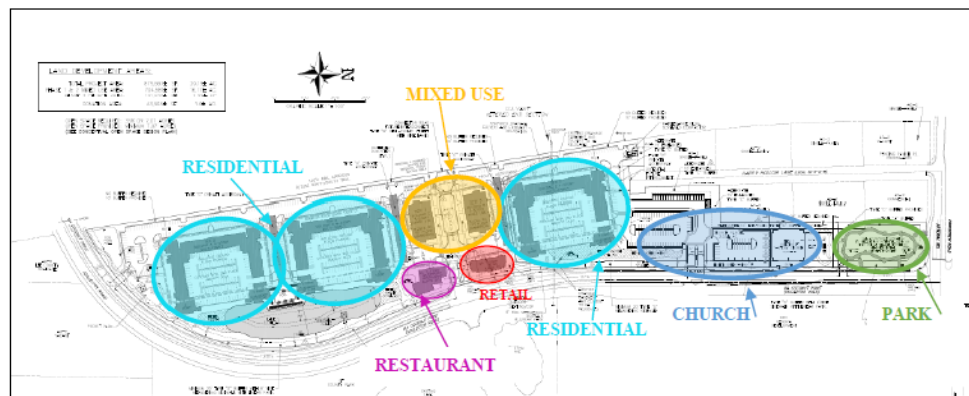


Figure 1- Use Areas

Parking

A combination of surface parking, on-street parking, and residential ground floor level parking is proposed. Some of the residential parking will be concealed on the ground level of the residential buildings topped with a 2nd floor amenity deck, and surface parking will be located to the rear of the residential buildings and adjacent to the church. Small surface lots and on-street parking will serve the Main Street area.

Perimeter Buffers and Landscaping

Via Coconut Point – A 20-foot Type “D” Buffer with enhanced landscaping (taller trees).

Railroad - A 10-foot buffer with landscaping - no buffer is required.

Happy Hollow Lane residences - A 15-foot Type “C” Buffer including an 8-foot wall and enhanced landscaping.

Corkscrew Road – A 20-foot Type “D” Buffer on the north end of the project, and a Type “A” Buffer between the park parcel and greenhouse property on Happy Hollow Lane.

- Buffers are limited to perimeter areas as the LDC does not require internal buffers in mixed-use developments.
- The applicant proposes to install and maintain median landscaping on Via Coconut from the proposed new entrance to Estero Community Park to Williams Road.
- The development is providing the required 35% Open Space of 7.07 acres.

Main Street Area

This area includes two vertical mixed-use buildings with commercial on the first level and residences above. The area will be delineated by street pavers, and the project entry will be flanked by two single-story buildings, one for a restaurant and the other for retail. The on-street parking, restaurant, and retail uses will contribute to a social interaction in the development.

A future interconnection to the west is proposed, as well as a potential future connection to Happy Hollow Lane.

PATTERN BOOK

A Tier 3 development is required to provide a detailed Pattern Book with illustrative site plan and facade detailing.

The architectural style is described by the applicant as “Mediterranean underlying design with coastal inspired architectural flavor”. Varying rooflines, mass, light and shadow are stated as key components of the design.

The material palette “consists of subtle flavors of Mediterranean architecture including orange to off-red barrel concrete roof tiles, contrasting simple beige and cream colors on the stucco walls, bronze railing, painted eave corbels...”



Figure 2- Via Coconut Color Palette

The color palette consists of warm, neutral earth tones as shown left, with contrasting brightly colored trim, cornices and columns.

Building Height

The project proposes three 4-story multi-family residential structures with three residential levels and first floor parking concealed by an open deck with residential amenities above. Maximum height proposed is 59 feet. Two 3-story mixed use buildings are proposed along Main Street with a maximum building height of 55 feet. Main Street also includes two single-story commercial buildings with a maximum height of 35 feet. The church proposes a height of approximately 38 feet. The townhome proposes a height of two stories, 35 feet.



Figure 3- Residential Architecture

The submitted elevations and sections show that the U-shaped residential buildings utilize step-back from 3 stories to 4 stories to minimize massing along Via Coconut.

Vehicular and Pedestrian Connections/interconnections

Connections include access points along Via Coconut to the site, as well as potential future connections to Happy Hollow Lane and a Main Street connection to the west which would allow future access to the west side of Tamiami Trail to and through the railroad right-of-way. These are consistent with the Framework Plan in the LDC, shown below.

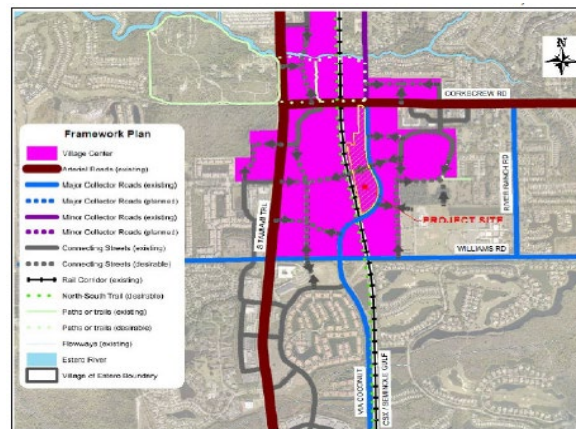


Figure 4- Village Framework Plan

Schedule of Uses

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

- Residential uses include Live-Work, Multi-Family, Townhomes, and existing Single-Family.
- Commercial Uses include a variety of retail, office, and personal service uses with more intense commercial uses including Research & Development Laboratories and Printing and Publishing.
- Institutional Uses include Clubs, Cultural Facilities (non-commercial), Library, Parks, Place of Worship, Post Office, Schools (commercial) and infrastructure-related uses.

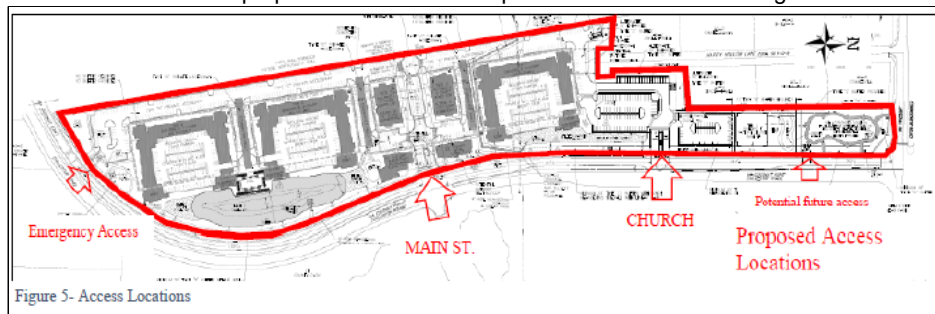
STAFF ANALYSIS

Vacation Request

The applicant is requesting to vacate a right-of-way 66 feet wide extending in a north-south direction in the southeastern portion of the site. A vacation is needed because the easement is platted (Plat Book 1, Page 59) in the Public Records. The road right-of-way is no longer needed as Via Coconut Point has been constructed subsequently to provide road access.

Transportation

Via Coconut Point is a four-lane divided major collector road and is under the jurisdiction of the Village of Estero. The site has approximately 3,000 feet of frontage on the west side of Via Coconut Point and proposes several access points as shown on the diagram below.



The proposed development will create 2,896 net new vehicle trips daily. The Traffic Impact Statement (TIS) evaluation of impacts in the 2025 buildout year of the project shows Corkscrew Road between US 41 and Three Oaks Parkway will continue to operate at a Level of Service (LOS) "C", but the LOS between Three Oaks Parkway and I-75 will be a "D" due to pre-existing issues. The LOS between Via Coconut Point between Corkscrew Road and Williams Road will operate at a LOS "D".

The TIS concludes that "No roadway capacity improvements are required on Via Coconut Point from Corkscrew Road to Coconut Road as this road segment is shown to operate within the LOS standards in 2025, both with and without the addition of the project traffic." Intersections, include the two proposed for the development will operate at an acceptable LOS of "C".

Staff has reviewed the TIS which resulted in some modifications, including changing the southernmost access point to an Emergency-Only access. Other items included intersection safety concerns and site distance issues which have been resolved.

- Environmental

The project area consists of vacant land and single family residences. The submittal materials state that there are no Rare and Unique Upland Habitats on the site, nor are there any Existing and Historic Flowways.

There are no jurisdictional wetlands or heritage trees on the site.

- Flood Issues

The site is not located within a floodway but does fall partly within the Special Flood Hazard Area (Zone AH) and partly in the X Zone (which is outside of the Special Flood Hazard Area). Zone AH is the flood insurance rate zone that corresponds to the areas of 1 percent annual chance of shallow flooding with a constant water-surface elevation (usually areas of ponding) where average depths are between 1 and 3 feet.

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

A master stormwater management system is currently in place for the area, including Estero Community Park and the Via Coconut Point right-of-way.

The applicant proposes to collect and treat site stormwater runoff in a stormwater lake and filter marsh treatment system. Storage vaults are proposed under paved areas which will also be used to pre-treat the runoff before transfer to the lake for eventual discharge to the railroad right-of-way as permitted through SFWMD.

Staff has reviewed the information and had requested clarification on several issues which the applicant adequately addressed. Additional stormwater review will occur at development order.

- Utilities

Lee County Utilities has provided a letter of regarding availability of potable water and wastewater service for Via Coconut.

Sewer service will be provided by the Three Oaks Water Reclamation Facility, and potable water will be provided through the Pinewoods Water Treatment Plant.

A trash compactor will be used for the residential solid waste, and two dumpster locations are proposed for the commercial solid waste.

- 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 LDC contains criteria for Estero Planned Developments dependent upon the 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. Via Coconut does not propose gates to restrict access to the site.

- *DEVELOPMENT TIER, DENSITY, AND HEIGHT*

The project is 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 up to 15 units per acre, with 15.1 - 20 if incentive offers are accepted. The proposed development is requesting a density of 17.8 units per acre. (Mixed use can calculate density on the entire 20 acres.) The request for additional density requires a determination by the Council regarding the incentive offers and public benefits commensurate with the additional density.

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

- Main Street connection;
- Pocket park;
- Dog park;
- Ungated development;
- Parking under residential buildings;
- Vertical mixed-use;
- Potential land donation to Village;
- Removal of the billboard on property (suggested by staff);
- Median landscaping on Via Coconut Point;
- Fishing pier on lake.

The map below shows the public spaces proposed in the development, including the Main Street and public seating area in the center of the project and the 'linear park' on the outer edge. The public area also includes the dog park and pocket park at the south, and the land dedication at the northern end of the site. The linear park allows for an active edge to the community, and the social vitality and gathering aspects include the lake with fishing pier, pocket park, dog park and retail area.



Figure 6- Public Areas

The incentive offers provide a level of public benefit that are, in staff's opinion, sufficient to support the requested residential density for a Tier 3 Village Center project.

Non-residential density includes 29,600 square feet of commercial which is comprised of vertical mixed use along the Main Street area, as well as a proposed restaurant near Via Coconut. There is also a potential 10,000 square foot church proposed which may alternatively be used for townhomes.

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. The MCP includes a note pertaining to phasing. Staff is suggesting a condition in the ordinance to ensure that the project develops as proposed.

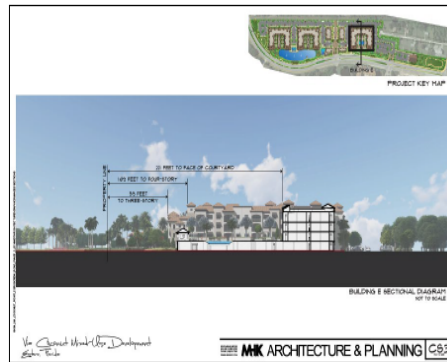


Figure 7- Cross Section of Residential Building

Coconut Point and a 109-foot setback to the 4-story portion of the structure. The façade is broken up in both height and scale as the u-shaped building has a second level open air amenity space above the parking garage.

The proposed Mediterranean "with Coastal" style architecture has some similar features compared to adjacent Village Center developments:

Height - The residential buildings anchor the site at the southern end, both in terms of activity and massing/height. 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 Via Coconut 4-story residential buildings are proposed to be 59 feet high, inclusive of architectural details.

The applicant has attempted to minimize the massing and height of the buildings by stepping back the structure, as shown in the section left. This graphic shows the 3-story portion setback 59 feet from Via

Coconut Point and a 109-foot setback to the 4-story portion of the structure.

- Genova (Italianate) - The barrel tile roofs are similar, as is vertical fenestration of the facades. Genova has liner buildings to minimize the massing;
- Pavich (Old Florida) - in the use of colors with light beige and tan with bronze accents and similar design;
- Colonnade (Old Florida) – proposed continuing care project is not similar in design.

The building construction is proposed to be concrete block with a smooth stucco finish. The 4-story residential buildings will provide 4 elevators with one for each tower, while the mixed use buildings, C and D, will each have one elevator.

- Connectivity - Access to the community is via Main Street, the main entry which also allows for connections to a potential future trail on the railroad right-of-way and through to US 41. A connection is also proposed through Happy Hollow Lane. These connections could be both vehicular and/or pedestrian to allow access to and from neighborhoods west of US 41 and north of Corkscrew Road, meeting one of the goals of the EPD district.

The linear site does pose unique challenges with regard to connectivity and much of the activity is clustered on the southern half of the site. A linear sidewalk runs the length of the project along Via Coconut Point.

Access to Estero Park is a key factor for connectivity, however the lack of pedestrian crossings on Via Coconut Point could pose challenges to pedestrian access to the park.

Based upon the above analysis, staff recommends that the proposal is consistent with the EPD General Criteria, the Tier 3 requirements, and the requirement for public benefits and incentives.

- Review of Plan by Civic Plan Studio
The Village retained an architect and designer from Civic Plan Studio in St. Petersburg to conduct an urban design review of this project, similar to what the Village did on the recent Estero Crossing mixed use project. Civic Plan Studio reviewed the Pattern Book and provided a professional opinion based upon best practices for walkable urbanism and placemaking. (See attached documents.) They provided suggestions which have been shared with the applicant for their consideration. There are also suggestions for the Village to consider as well. In addition to the more minor technical items and suggestions, some primary suggestions include:
 - Consideration of townhome development in lieu of a church on the proposed church parcel;
 - Crosswalk(s) for Via Coconut;
 - Consideration of a liner building to screen parking;
 - Some variation in architecture of the mixed use buildings which may be too similar to the residential buildings.

The applicant is reviewing those suggestions.

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 supports high quality development standards, pedestrian circulation, and community amenities; and encourages higher density, compact mixed-use development;

Staff Comment: Via Coconut EPD is a higher density development (17.8 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 church uses, but the development is primarily a residential development. There is an element 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 Via Coconut is in compliance with many of the goals of this policy. The proposed Tier 3 development includes:

- The provision of public benefits includes a 1-acre land donation to the Village, enhanced buffers and landscaping, median landscaping, public dog park and pocket park, fishing pier, first level screened residential parking, and Main Street connector;

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: Via Coconut placemaking features include urban green space in the linear park and pocket park. There is some hidden parking for the residential units, a filter marsh is provided as an environmental feature, and the project has vertical mixed use in the center of the site. There are pedestrian connections. All of these components will create a defined and active community with pedestrian and bicycle interconnections.

DEVIATIONS

The applicant requested ten deviations from the Village's Land Development Code, but has withdrawn three. Discussion of each request along with the applicant's explanation and staff recommendations are below.

- 1. Request from Land Development Code (LDC) 10-416(c)(2)c. to allow minimum 10-foot internal landscape areas. All required internal landscape areas area now proposed to meet the minimum 18-foot dimension.**

WITHDRAWN

- 2. A request to deviate from Land Development Code (LDC) 5-411.D.5. which states that no code required trees or shrubs may be located in any utility or drainage easement to allow code required plantings where the drainage easement for the filter marsh by Building E abutting Via Coconut Point conflicts with the buffer.**

Applicant Justification: The development plan incorporates best practices for compact surface water management design to minimize impacts on connectivity and walkability by incorporating the below features consistent with LDC Section 3-707.K.:

- a. Unified surface water management system for entire tract;
- b. Includes deviations addressed below to minimize the amount of land devoted to lakes and to allow flexibility in the lake maintenance easements (Deviation 4); to allow for a higher percentage of bulkheads (Deviation 3); and to allow reduced setbacks along a collector roadway (Deviation 5);
- c. Proposed underground storage vaults as encouraged in Tier 3 to include storm water detained underground;
- d. Provides filter marshes.

The LDC allows utility or drainage easements to encroach into required buffers; however, no code required trees or shrubs may be located in any utility or drainage easement unless a written statement is provided by the entity holding the beneficial interest in the easement. The project has a unified surface water management system so the entity holding the beneficial interest will be the property owner's association.

Staff Comment: Staff has reviewed this request and no issue was identified with the deviation.

Staff recommends APPROVAL of the deviation limited to the filter marsh abutting Building E.

- 3. A request to deviate from Land Development Code (LDC) 5-408.I.6. which states hardened shoreline structures may comprise up to 20 percent of an individual lake shoreline; to allow hardened shoreline structures to comprise up to 40 percent.**

Applicant Justification: The compact design practices incorporate public amenities that foster social vitality and walkability in the Village Center area. This minimizes the amount of land devoted to lakes and potential impacts on connectivity and walkability.

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.

The deviation enhances 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.

Staff Comment: Staff agrees that this deviation will minimize the lake area needed while providing for stormwater management and an amenity for residents and the general public. The deviation enhances the development.

Staff recommends APPROVAL 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 reviewed at time of development order.

4. **A request to deviate from Land Development Code (LDC) 7-601.F.1. which requires 20-foot wide lake maintenance easements to allow no lake maintenance easement areas along Via Coconut Point and to allow the lake maintenance access areas as shown on the master concept plan.**

Applicant Justification: Again, compact design practices and fostering social vitality and walkability is the justification for this deviation. This deviation would reduce the land area devoted to surface water management areas and achieve the urban design sought in Tier 3 developments in the Village Center.

Staff Comment: Adequate information has been provided regarding access to the lake for maintenance purposes.

Staff recommends APPROVAL of the deviation adjacent to buildings, pool area, and parking lots as depicted on MCP.

5. **A request to deviate from Land Development Code (LDC) 7-206.G.3.A.1(b) which requires a setback for water retention of 50 feet for collector roads to allow a water retention setback of 30 feet from Via Coconut Point.**

Applicant Justification: The LDC allows deviation of this standard to be authorized by the Director. The applicant seeks to reduce the land area dedicated to water management in order to adhere to the principles of a compact development, and has included other practices such as filter marshes and underground vaults to promote this principle. The sidewalk, enhanced landscaping and a non-mountable curb will further screen and protect the area from pedestrians and the travel lanes of Via Coconut. The applicant provided a graphic to show the view of the lake from the travel lanes of Via Coconut.

Staff Comment: The applicant has shown that the lake will be 41 feet and the filter marsh will be 43 feet from the travel lanes of Via Coconut Point resulting in minimal safety concerns. A non-mountable curb and buffer landscaping will protect wayward vehicles.

Staff recommends APPROVAL as shown on the Master Concept Plan, and with the non-mountable curb features.

6. **A request to deviate from Land Development Code (LDC) 10-416(d)(6) which requires a wall setback 25 feet from the property line or a hedge setback 20 feet from the property line when roads, drives or parking areas are located less than 125**

feet from an existing single-family residential lot; to allow an alternate Type C Buffer enhancement with the wall setback 15 feet from the property line.

WITHDRAWN

7. **A request to deviate from Land Development Code (LDC) 5-204.B.1. non-residential parking requirement to allow 29,600 SF of commercial uses to provide 1 parking space per 450 square feet to allow the place of worship to provide 1 parking space per 5 seats, and to allow a total of 8 amenity parking spaces.**

Applicant Justification: Compact design practices and public amenities foster social vitality and walkability in the Village Center area. 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.”

Total parking required by the LDC is 982 spaces or 1,011 spaces with outdoor seating, while parking proposed with deviation is 891 spaces. This results in a reduction of 9.3-11.9% (the latter with outdoor seating) of the required parking. The mixed use project is under unified control with shared centralized off-street parking with varying peak use times. Bicycle parking will be provided.

Staff Comment: The applicant has provided sufficient demonstration to support the 9-12% reduction of parking.

Staff recommends APPROVAL of this deviation for reduction in parking. If a church is not developed, parking will be calculated per code for the alternative uses.

8. **A request to deviate from Land Development Code (LDC) Appendix C Section B.14.A.1 and illustration Appendix D Section D.1. which requires 24-foot pavement for Category A private local streets to allow 11-foot travel lanes or 22-foot pavement on the proposed Main Street (connecting street) as shown on the MCP. Minimum right-of-way widths shall not apply;**

Applicant Justification: This deviation is included in Section 2-506.C.2 where administrative deviations are authorized. The proposed development incorporates compact design practices while including several public amenities fostering social vitality and walkability in the Village Center area. The request allows further compactness by allowed reduced land area devoted to pavement, and Comprehensive Plan Policy 1.9.4.3 encourages narrow lane widths and on-street parking. The deviation enhances 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.

Staff Comment: Staff does not believe there is an issue with the minimal reduced lane width from 12-foot lanes to 11-foot lanes, as this can function as traffic calming in a high activity area.

Staff recommends APPROVAL limited to the "Main Street".

9. A request to deviate from Land Development Code (LDC) 3-707.H.3.A and Figure 3-707.T.3 which provide typical cross-sections of connecting streets to allow the proposed Main Street (connecting street) as shown on the MCP;

- From 10.5-foot travel lanes to allow 11-foot travel lanes;
- Add 5-foot bike lanes;
- From 7.5-foot parking dimension to allow 8-foot parking dimension;
- From 14-foot sidewalk with tree wells to allow two 8-foot sidewalks with a 13.5-foot planting strip.

Applicant Justification: The incorporation of compact design practices into the Tier 3 development fosters social vitality and walkability in the Village Center area. This deviation allows further compactness by reducing land area devoted to pavement. Variations are allowed by deviation depending on the uses along such streets and as long as the provisions of the General Criteria in Section 3-707.B are met, including without limitation, the goals of connectivity and walkability. The General Criteria is met or exceeded. Comprehensive Plan Policy 1.9.2.F.1 encourages narrow lane widths and on-street parking. The deviation enhances 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.

Staff Comment: This deviation seeks to allow for a cross-section that includes bike lanes and slightly increases the lane and parking widths. The addition of a 13.5-foot planting strip and reduction of sidewalk widths from 13 feet to 8 feet is an alternative design that will provide sufficient pedestrian and bike access on Main Street.

Staff recommends APPROVAL limited to the "Main Street".

10. Request to deviate from Land Development Code (LDC) 34-2013(a) and 34-2015(2)d to allow back out parking along the proposed Main Street connector road.

WITHDRAWN

FINDINGS OF FACT

Staff has proposed findings of fact below for PZDB consideration:

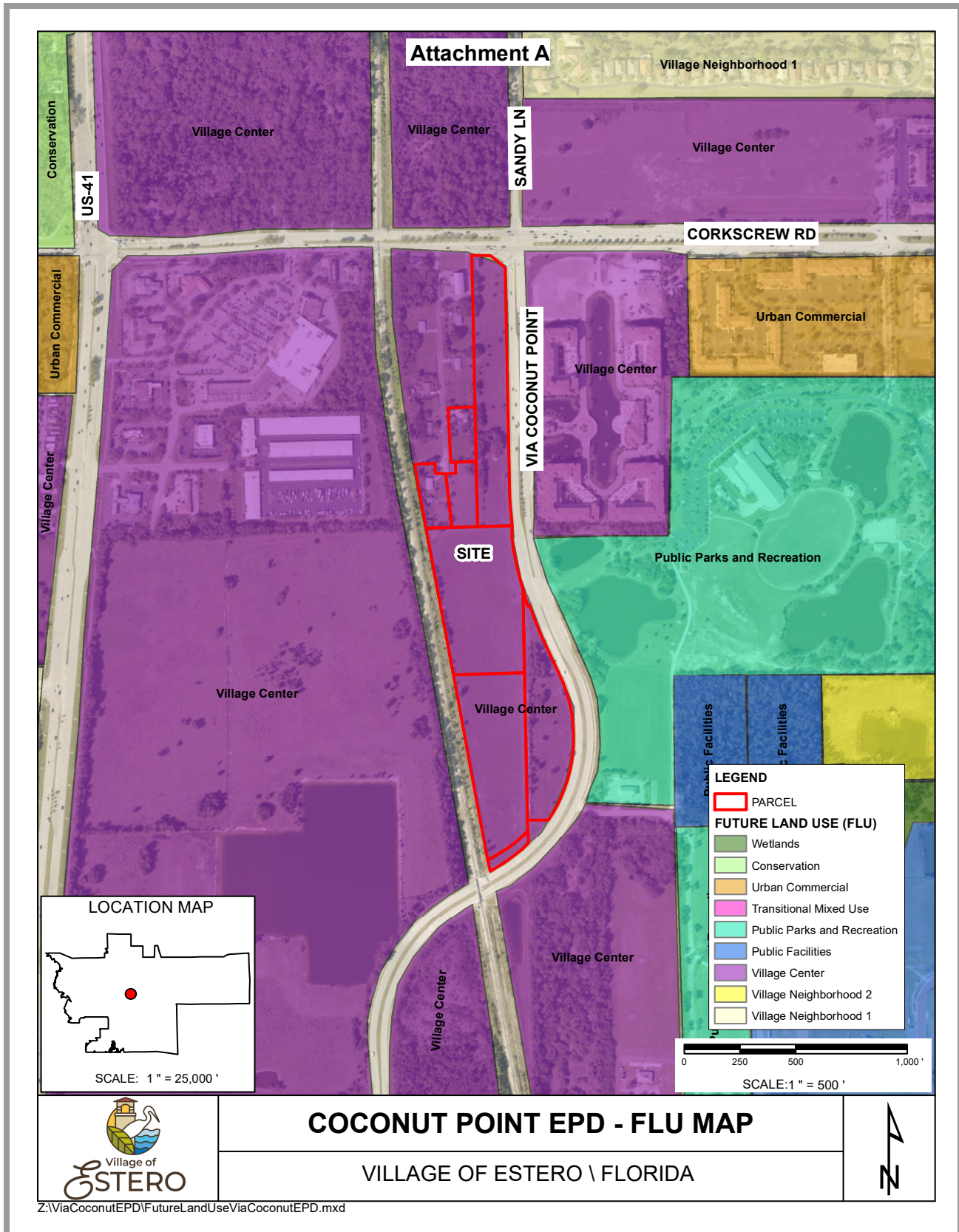
1. The applicant has provided sufficient justification for the zoning amendment by demonstrating compliance with the Comprehensive Plan, the Land Development Code, and other applicable codes.
2. The request with the proposed conditions will meet or exceed all performance and locational standards set 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.

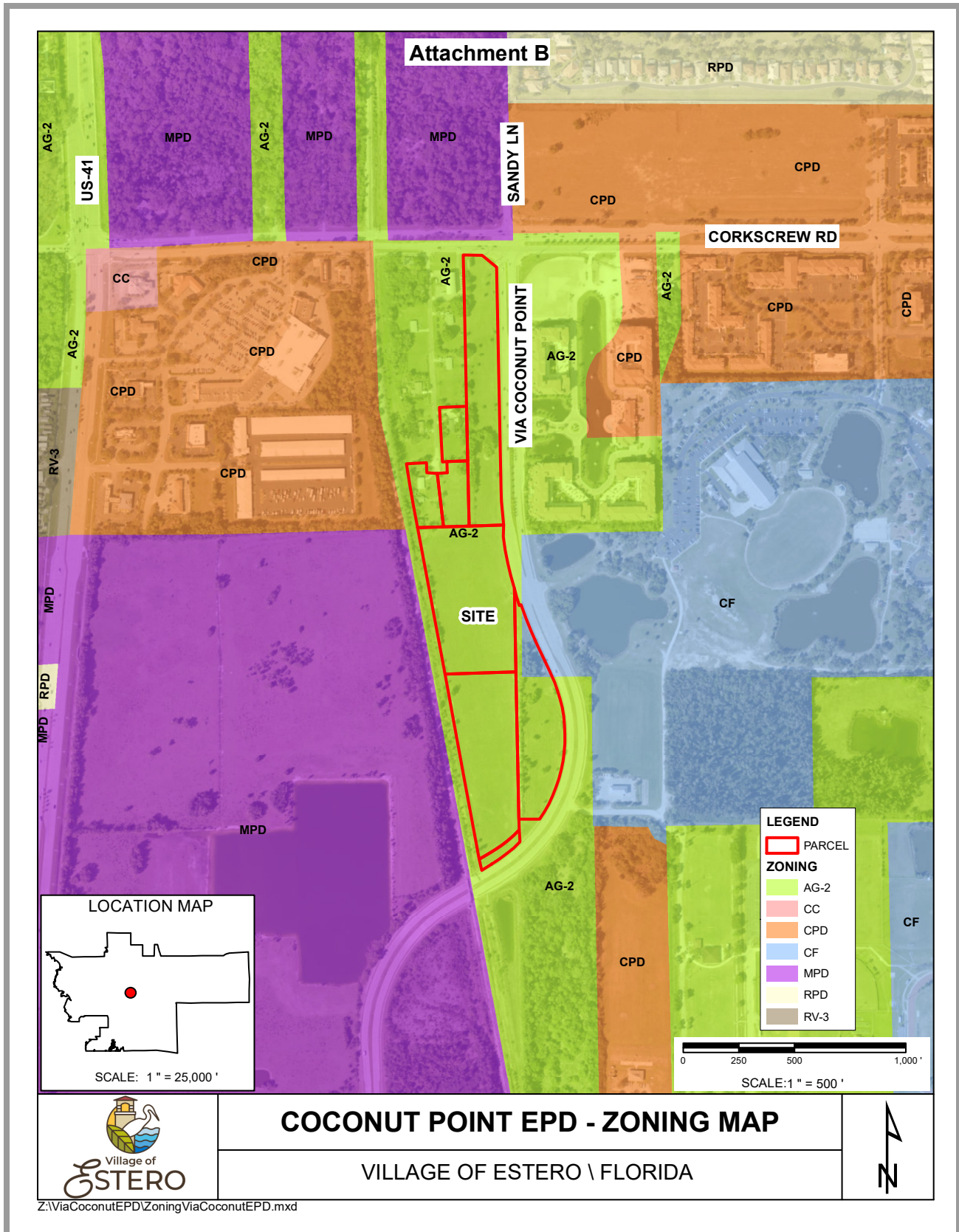
4. The proposed uses are compatible with existing or planned uses in the surrounding area and will be served by streets with the capacity to carry traffic generated by the development.
5. Urban services are available and adequate to serve the proposed use.
6. The request will not adversely affect environmentally critical areas and natural resources.
7. The mix of uses is appropriate at the subject location.
8. The deviations recommended for approval:
 - a. Enhance the planned development; and
 - b. Preserve and promote the general intent of the LDC to protect the public health, safety and welfare.
9. The proposal, as conditioned, is consistent with the general criteria of the Estero Planned Development zoning district as follows:
 - a. Goals The mixed-use of the site will promote social vitality in the area and create a walkable community.
 - 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 Accessible public spaces are provided, and onsite interconnections and connections with adjoining properties align with the objectives of the Village Center.
 - d. Streets A connected street network has been designed to allow for future connections to the west and to Happy Hollow Lane.
 - e. Street Design The street design includes pavers to delineate the entry, and crosswalks in the commercial area will promote walkability.
 - f. Lots and Blocks The linear site does not allow for a standard grid lot and block layout but connectivity is proposed to the north and the west.
 - g. The Visual Edge A visual edge is created by the landscaping and linear park/sidewalk along Via Coconut Point.
 - h. Architecture The building design and colors are consistent with the Village architectural standards, and the massing of the buildings has been minimized with the use of step backs, varying roof heights and facade fenestration.
 - i. Quality of Buildings Concrete block construction is proposed, and elevators will be in all building over two stories.

Staff recommends approval of the rezoning, subject to the conditions included in Attachment C, and approval of the right-of-way vacation.

ATTACHMENTS

- A. Future Land Use Map
- B. Zoning Map
- C. Recommended Conditions
- D. PZB Public Information Meeting Information
- E. DRB Pattern Book Information Meeting
- F. Tiered Development Plan (Master Concept Plan)
- G. Pattern Book
- H. Civic Plan Studio Review Document
- I. Applicant Comprehensive Plan Compliance Narrative





Attachment C Via Coconut EPD

Proposed Zoning Conditions

1. Master Concept Plan

Development of this project must be consistent with the Master Concept Plan (MCP) titled "Via Coconut Master Concept Plan", stamped "Received July 14, 2021" except that the phasing note on the MCP shall be removed prior to the first Council hearing.

2. Development Parameters

This project is limited to a maximum of 330 multi-family dwelling units, 29,600 square feet of commercial use, and a 10,000 square foot church or 30 townhomes in lieu of a church. Uses must be consistent with the Schedule of Uses below.

3. Maximum Building Height

59 feet (four stories) for Residential Buildings A, B, and E
55 feet (three stories) for Buildings C and D
35 feet for Buildings C-1 and C-2
38 feet for Building F
35 feet for Townhomes
Maximum height includes architectural features

4. Uses and Site Development Regulations

The following uses and limits apply to the project:

a. Schedule of Uses

Accessory uses per Land Development Code
~~Agricultural Uses, continuation of bona fide use only~~
Animal Clinic (no outdoor dog runs)
Auto Parts Store
Bait & Tackle Shop
Banks & Financial institutions
Bar (limited to indoor only and accessory to a restaurant. Outdoor COP will require a public hearing at PZDB)
Broadcast Studio, Commercial Radio & Television
Cinemas and theaters
Cleaning & Maintenance Services
Clubs, lodges, or community-oriented associations
Community Gardens

Consumption on Premises (limited to indoor only in conjunction with a restaurant outdoor COP will require a public hearing at the PZDB)
 Contractors and Builders Group I
 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 (located in Main Street area)
 Multiple-Family
 Single-Family (existing only)
 Townhomes
~~Factory Outlets (Point of Manufacture Only)~~
 Grocery store or food market
 Hardware Store
 Household and office Furnishings
 Insurance Companies
 Dryclean & laundry services
 Library
 Medical or dental lab
 Models: Model Unit
 Nature center
 Newspaper/periodical publishing establishment
 Non-store Retailers
 Office, general business
 Office, medical
 Outpatient care facilities
 Parcel & Express Services
 Package Store
 Park, Village, County, or State
 Personal Services Group I
 Pet Services
 Photofinishing Laboratory
 Place of Worship
 Post Office
 Printing & Publishing (books, printing, cards, etc.)
 Recreation Facilities, indoor
~~Religious Facility~~
 Rental or Leasing Establishment
 Repair Shop, household
 Research & Development Laboratories
 Restaurant, convenience
 Restaurant, Fast casual or Fast food (no drive through)
 Restaurant, standard
 Retail sales group I

~~Schools, elementary, middle, or high~~

Signs in compliance with LDC Chapter 6

Storage: Indoor Only (accessory)

Studios (artists, interior decorators, modeling, photographers, painters, potters, recording, sculptors, etc.)

~~Temporary Uses~~

~~Transportation Services (nonemergency transport/auto rental with driver/taxis/cabs/limo with driver provided)~~

Used Merchandise Stores

Utility, minor

Vocational or trade school

b. Property Development Regulations

Minimum Lot Area:	7,500 square feet
Minimum Lot Width:	100 feet
Minimum Lot Depth:	75 feet
Minimum Building Separation:	15 feet <u>(only in locations as shown on Master Concept Plan)</u>
Maximum Lot Coverage:	50%
Maximum Height:	4 stories/59 feet to top of architectural features (46'4" to midpoint between eave and ridge)

Alternate Townhome Property Development Regulations

<u>Minimum Lot Area:</u>	<u>700 square feet</u>
<u>Minimum Lot Width:</u>	<u>19 feet</u>
<u>Minimum Lot Depth:</u>	<u>38 feet</u>
<u>Minimum Building Separation:</u>	<u>0 feet/10 feet where not adjoining</u>
<u>Maximum Lot Coverage:</u>	<u>Not Applicable</u>
<u>Maximum Height:</u>	<u>2 stories/35 feet</u>

Minimum Building Setbacks:

Street, Principal & Accessory:

Via Coconut Point:	1-story: 20 feet minimum 3-story: 30 feet minimum 4-story: 65 feet minimum
--------------------	--

Main Street Connector: 5 feet minimum, 38 feet maximum

~~Corkscrew Road: 0 feet minimum, no maximum~~

Happy Hollow Lane: 20 feet minimum

Side: 15 feet Principal & Accessory (none internal to the PD)

Rear: 15 feet Principal/5 feet Accessory (none internal to the PD)

Waterbody: 0 feet Principal & Accessory

Minimum Open Space: 35%

5. Connectivity

Pedestrian and road connections to the RR ROW and Happy Hollow Lane will be provided at time of local development order. Need for a crosswalk will be determined at time of development order. At time of development order, the applicant will also evaluate Happy Hollow Lane to determine if a turnaround or cul-de-sac is needed.

6. Radio Enhancement

The owner or owner's representative 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.

7. No Blasting

No development blasting is permitted as part of this project.

8. Utilities

The project will be developed with underground utilities, including electric. The project must be connected to centralized potable water service and centralized sewer service at time of development order.

9. Pattern Book

The project must be consistent with the Pattern Book entitled "Via Coconut Pattern Book" date stamped "Received July 14, 2021". The Pattern Book may need to be revised to incorporate suggestions of the Village's design consultant.

10. Median Landscaping

The applicant has offered to install and maintain median landscaping on Via Coconut from the proposed new entrance to Estero Community Park to Williams Road. Applicant will work with the Village Public Works staff to develop an acceptable palette. Time of installation will be determined by the Village.

11. 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.

12. Public Gathering Areas

The applicant shall provide details regarding the improvements associated with the Public Gathering Areas at the time of the first development order.

13. 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.

14. Project Phasing

The project will be phased to ensure that commercial uses are developed concurrently with residential uses to ensure the mixed use nature of the development.

Phasing is as follows:

- Phase 1: Building A, B, C, C2, D & E
- Phase 2: Building C1
- Phase 3: Building F

A minimum of three commercial buildings (C, C1, C2 or D) must receive a certificate of compliance prior to issuance of a certificate of compliance for a second residential building. A permit for the third residential building will not be issued until 75% of the square footage of the commercial buildings is occupied by non-residential establishments.

15. 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), and compliance with the Hurricane Preparedness (LDC 7-5).

16. 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.

17. 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.

18. Billboard Removal

The applicant has agreed to remove the billboard located in the northwest section of the project along Corkscrew Road. The billboard must be removed prior to any transfer of property to the Village or as part of the first development order for the project, whichever occurs first.

19. Maintenance

The Applicant will maintain in good condition in perpetuity the linear park, pocket park, dog park, lake and filter marsh, and the median landscaping of Via Coconut Point Road from the proposed new entrance to Estero Community Park to Williams Road. The Via Coconut Point Road median landscaping must be constructed prior to the issuance of a Certificate of Occupancy of the first residential building unless the Public Works Director determines a different timeframe. The linear park, pocket park, and dog park must be constructed prior to occupancy of Building A as shown on the Master Concept Plan.

20. Building Construction

Buildings will be constructed of concrete block, and all buildings greater than 2 story will contain elevators.

21. Construction Traffic Management Plan

A Construction Traffic Management Plan shall be submitted with the Development Order application indicating construction hours of operation, and access, equipment and staging details. The Plan shall designate a contact person for construction issues, such as noise, dust, etc.

22. Deviations

The following deviations were requested:

1. Former request from Land Development Code (LDC) 10-416(c)(2)c. to allow minimum 10-foot internal landscape areas. All required internal landscape areas area now proposed to meet the minimum 18-foot dimension.

WITHDRAWN

2. A request to deviate from Land Development Code (LDC) 5-411.D.5. which states that no code required trees or shrubs may be located in any utility or drainage easement to allow code required plantings where the drainage easement for the filter marsh by Building E abutting Via Coconut Point conflicts with the buffer.

Staff recommends APPROVAL of the deviation limited to the filter marsh abutting Building E.

3. A request to deviate from Land Development Code (LDC) 5-408.I.6. which states hardened shoreline structures may comprise up to 20 percent of an individual lake shoreline; to allow hardened shoreline structures to comprise up to 40 percent.

Staff recommends APPROVAL 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 reviewed at time of development order.

4. A request to deviate from Land Development Code (LDC) 7-601.F.1. which requires 20-foot wide lake maintenance easements to allow no lake maintenance easement areas along Via Coconut Point and to allow the lake maintenance access areas as shown on the master concept plan.

Staff recommends APPROVAL of the deviation adjacent to buildings, pool area, and parking lots as depicted on MCP.

5. A request to deviate from Land Development Code (LDC) 7-206.G.3.A.1(b) which requires a setback for water retention of 50 feet from collector roads to allow a water retention setback of 30 feet from Via Coconut Point.

Staff recommends APPROVAL as shown on the Master Concept Plan, and with the non-mountable curb features.

6. A request to deviate from Land Development Code (LDC) 10-416(d)(6) which requires a wall setback 25 feet from the property line or a hedge setback 20 feet from the property line when roads, drives or parking areas are located less than 125 feet from an existing single-family residential lot; to allow an alternate Type C Buffer enhancement with the wall setback 15 feet from the property line.

WITHDRAWN

7. A request to deviate from Land Development Code (LDC) 5-201.1. non-residential parking requirement to allow 29,600 SF of commercial uses to provide 1 parking space per 450 square feet and to allow the place of worship to provide 1 parking space per 5 seats and a total of 8 amenity parking spaces.

Staff recommends APPROVAL of this deviation for reduction in parking. If a church is not developed, parking will be evaluated per code for the alternative use.

8. A request to deviate from Land Development Code (LDC) Appendix C Section B.14.A.1. and illustration Appendix D Section D.1. which requires 24-foot pavement for Category A private local streets to allow 11-foot travel lanes or 22-foot pavement on the proposed Main Street (connecting street) as shown on the MCP. Minimum right-of-way widths shall not apply.

Staff recommends APPROVAL limited to the "Main Street".

9. A request to deviate from Land Development Code (LDC) 3-707.H.3.A and Figure 3-707.T.3 which provides typical cross-sections of connecting streets to allow the proposed Main Street (connecting street) as shown on the MCP;

- From 10.5-foot travel lanes to all 11-foot travel lanes;
- Add 5-foot bike lanes;
- From 7.5-foot parking dimension to allow 8-foot parking dimension;
- From 14-foot sidewalk with tree wells to allow two 8 foot sidewalks 13.5-foot planting strip.

Staff recommends APPROVAL limited to the "Main Street".

10. A former request to deviate from Land Development Code (LDC) 34-2013(a) and 34-2015(2)d to allow back out parking along the proposed Main Street connector road.

WITHDRAWN



Professional Engineers, Planners & Land Surveyors

Via Coconut MPD Estero Planned Development Summary of Planning & Zoning Board Public Informational Meeting

The applicant presented the proposed Via Coconut MPD Estero Planned Development at a Public Informational Meeting before the Planning and Zoning Board on January 21, 2020. The request was agenda item no. 5(c)(1).

The applicant presented the proposed rezoning from AG-2 to a Tier 3 Estero Planned Development. Although the official minutes are not available at this time, below is an excerpt of the January 22nd Article and Meeting Summary posted on the Village of Estero Website.

Public Information Meeting

Via Coconut MPD



A public information meeting was then conducted for the property called Via Coconut located south of Corkscrew Road, west on Via Coconut Road across from Genova.

This property is under review for a rezoning which would allow for 330 multi-family dwelling units and a maximum of 59,600 square feet of commercial retail/office or medical office space with an option to convert 30,000 square feet of commercial space to 124 hotel rooms.

The applicant described this mixed-use development to include a linear park, pocket park, dog park, filter marshes and water features throughout, a waterfront restaurant, a resort-type pool, public pavilion over the lake, lush landscaping, 330 luxury residential units with commercial store fronts along the main street. Their target residents include empty nesters/retirees and young professionals, with rents in the range of \$2,000 monthly.

The architecture is considered British West Indies with varying roof lines; the maximum height will be at 59 feet for elevator towers or decorative embellishments. The buildings will be white accented with dark bronze, include stone cladding, awnings and Bermuda shutters.

There will be three paver enhanced entrances to the development from Via Coconut Road. The applicant will also be providing landscaping for the Via Coconut Road medians.

Public Comment: Four Genova residents spoke of their concerns regarding stormwater issues, parking and the number of residents in the proposed Via Coconut community.

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Planning and Zoning Board questions/comments:

Question: What do you mean when you say high end rental and then say you are providing diverse alternative housing – how does that match? (how is product adding to diversity in the Village Center Area?)

Response: The proposed product type adds to the diversity of housing alternatives in the Village Center Area as a whole. There is senior housing to the northeast, gated condominium community to the east, workforce housing to the south and the subject request adds luxury apartments in a mixed-use community.

Comment: Meet with Genova prior to returning

Response: The applicant held a meeting with the Genova residents at the Genova Club Room on February 12, 2020 at 11:00 a.m. Approximately 47 individuals attended the meeting and expressed comments and questions similar to those raised at the Public Information Meeting with a consistent theme from majority of residents that showed up and reflected by a raise of hands was the request for removal of the hotel use. There were a number of positive comments as well but the hotel use was causing a grave concern. As a concession and consistent with the applicant's philosophy to being a good neighbor and after deep consideration, the applicant has decided to remove the hotel from the request.

Notice for this meeting was provided as follows:

- Genova community newsletter on February 7, 2020
- Notice posted at Genova club house on February 7, 2020 (attached with sign-in sheets and photos)
- Notice emailed to attendees that filled out comment cards at the Village of Estero Planning & Zoning Board meeting on January 21, 2020

Question: Condos or Rentals?

Response: The project will consist of luxury rentals.

Question: What is the target market/demographics/rent?

Response: The applicant is targeting 2 major groups: empty nesters/retirees, and young professionals, with or without children. At the Public Information Meeting, it was stated that the Via Coconut project would likely average \$1.74 per SF; about \$2,000/month. The local average is \$1.65/SF. We anticipate rates ranging from 1-bedroom at ±752 SF at \$1,800 – 3-bedroom at ±1,287 SF at \$2,500.

Question: Will you allow vacation rentals?

Response: That is not anticipated nor the intent. Typically 6, 9 or 12-month leases. Any subleases require review and approval.

Question: Will there be a playground for children?

Response: The proposed plans do not include a playground, but have several open space areas for playing and interacting in both the internal amenities and within the public amenity areas.

Question: Where will Main Street residents park?

Response: The Mixed Use luxury apartment residents on Main Street will park in one of the many parking spaces provided in the shared parking lot provided for the public, retail users and residents.

Question/Comments: How much of a parking reduction are you requesting? Would like to understand thought process. The number of necessary parking spaces is seriously underestimated.

Response: Deviation 7 is a request to deviate from Land Development Code (LDC) Section 34-2020(b) non-residential parking requirements to allow 29,600 SF of commercial uses to provide 1 parking space per 450 square feet and to allow a total of 8 amenity parking spaces.

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. LDC Sec. 33-518(g)(2) 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 parking calculations for the proposed development plan per LDC requirements are shown below:

Restaurant: 6,210 SF @ 12.5 per 1,000 =	77.63
Potential Outdoor Seating or Adjustments at	
Final Building Design: 2,290 SF @ 12.5	
Per 1,000 =	28.63*
Retail/Office: 21,100 SF @ 1 per 350 =	60.29
Church: Up to 450 seats @ 1/5 seats =	90
Multi-Family: 330 DU @ 2 per unit =	660
Plus 10% for guests =	66
Amenity: 8,000 SF at 3.5 per 1,000 =	28
Total Parking Per LDC =	982 spaces (1,011 spaces if outdoor seating or adjustments*)
Total Parking Provided with Deviation =	891 spaces (only 9.3% reduction or 11.9% if outdoor seating or adjustments*)

Tier 3 considers reduced parking a medium-high value incentive offer that is highly encouraged, however does not provide specifics for the amount of reduction. It has long been documented and recognized in the Estero LDC and Lee County LDC that mixed use projects have reduced parking demands. The Estero LDC provides for parking reductions ranging from 20% to 60% for compact communities and the Lee County LDC provides for parking reductions ranging from 40% to 60% for properties in the Mixed Use Overlay. Although the project is not a Tier 4 compact community, the requested reduction of 9.3-11.9% is minimal compared to these existing code reduction examples provided for mixed use projects.

The proposed development is mixed use under unified control with shared centralized off-street parking with varying peak use times making the requested parking reduction

appropriate for the compact development plan. Bicycle parking will be provided pursuant to code requirements. The design of the off-street parking lots are thoughtful, appropriately buffered, and traffic calming. The residential buildings have been uniquely designed to provide ground level parking areas covered with a second-floor amenity deck surrounded on 3 sides by the 4-story buildings scaled down to three stories closest to Via Coconut and a single-story façade screening the parking area from Via Coconut. The proposed development is an urban mixed-use development with reduced parking ratios as encouraged by the Estero PD zoning district. All parking spaces that are not located within the residential buildings will be available as common parking spaces for the development. There are 483 common parking spaces located within the pedestrian shed of the mixed-use commercial area plus an addition 90 church spaces which way exceeds the 167 spaces that would be required for commercial uses without the requested deviation. The project is for neighborhood commercial uses and residential uses, not cinemas or high parking demand uses. Some of the customers will be from the residential uses on-site which will not require parking spaces. It should be noted that the provided 2 parking spaces per unit for the residential does not take into consideration the number of bedrooms per unit which results in a lower parking demand. A recent multi-family parking demand study was conducted and submitted as part of a rezoning application in Lee County and is attached for reference. The study found an average highest parking demand based upon number of units of 1.39 spaces per unit and an average highest parking demand based upon number of bedrooms of 0.83 spaces per bedroom. The study included guest and clubhouse parking in these rates. The study also provided the highest ITE Parking Generation Manual, 5th Edition rates for LUC 221 – Mid-Rise Multi-Family of 1.31 per dwelling unit and 0.77 per bedroom. Although not yet finalized, the anticipated unit mix is 73 one-bedrooms; 206 two-bedrooms and 51 three-bedrooms for a total of 638 bedrooms. Below is a summary of the residential parking demands for the Via Coconut Development utilizing the calculations found in the study:

	Average Highests Parking Demand Per Unit – Study (1.39)	Average Highest Parking Demand Per Bedroom – Study (0.83)	ITE Parking Generation Per Unit (1.31)	ITE Parking Generation Per Bedroom (0.77)
330 Units/±638 bedrooms + 10% guests and 8,000 SF clubhouse	459	530	432	492

Based on this study, the maximum amount of parking spaces required would be 530 spaces, inclusive of guest and clubhouse versus the 754 parking spaces required per the Village of Estero Land Development Code for the 330 dwelling units at 2 spaces per unit plus 10 percent for guests and 3.5 spaces per 1,000 square feet of the 8,000 square feet of clubhouse area. This results in a reduction of 224 spaces demonstrating that ample parking is provided for the proposed uses. The requested deviation is a reduction of 120 spaces.

It should also be noted that in the City of Bonita Springs, the parking required would be 97± parking spaces less based upon a requirement of 1.5 spaces per 1-bedroom and 1.75 spaces per 2-bedroom unit for the current unit mix. The City of Fort Myers also has a requirement of 1.5 spaces per 1-bedroom unit.

This deviation is internal to the site and has no impact to surrounding properties. The deviation enhances 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.

Question - Asked if there are elevator towers

Response: Some of the towers are elevators and some are architectural embellishments.

Question: Is the meandering pathway the existing sidewalk?

Response: The existing sidewalk is ± 5 feet which is being redeveloped and expanded to 8 feet in width.

Question: Will there be any (outdoor/recreational) equipment in the pocket park?

Response: There is a shade structure and open lawn play area.

Question: What is the acreage of the pocket park and the dog park?

Response: Below is a summary of the public amenity areas: ± 3.65 acres of public benefit space (18% of project area) designed to benefit the citizens of the Village of Estero including:

- ± 1 -acre land donation to Village of Estero with density transfer
- ± 1.72 acres/ ± 0.5 -mile Linear Park with 8' sidewalk, lush landscaping, pavilion, fishing pier, benches
 - Additional ± 0.19 acre/ ± 0.05 mile located on donation parcel for total of ± 1.91 acres and ± 0.55 mile Linear Park
- ± 0.23 acre lawn area with pavilion
- ± 0.18 acre Dog Park
- ± 0.52 acre Main Street/Connector Street with bike lanes for future connection to Estero Park, railway parcel to west & eventually US 41

Question: Is that parking along the west area of the site and is the turning radius enough for fire equipment even when lots is full?

Response: Yes, there is parking along the west side and the radius is adequate and was run with the fire equipment when the lot is full. As indicated at the meeting, Village staff sends the application to the Fire District for review prior to approval.

Question: How many swimming pools are there?

Response: The previous plans had one swimming pool, however an additional swimming pool has been added on the northern residential building E amenity deck for a total of two swimming pools.

Question: Is there a fitness area, with tennis, Pickleball courts, etc?

Response: There are no tennis or pickleball courts proposed. There are open areas on internal amenity decks and within the public lawn area and pavilion for outdoor yoga or exercise opportunities as well as the linear park and meandering sidewalk. Each of the residential buildings include a club amenity area on the first floor in one corner of the building. Fitness studios may be some of the users in the neighborhood commercial and mixed use area.

Question: Have you considered an emergency alert/blue light system for parking areas?

Response: The applicant's team has found on other projects that a phone in an individual's pocket is quicker than a blue light system. Additionally, the blue light system can sometimes cause a negative effect by giving the perception that the subject area is not a safe place.

Question: If a non-resident wants to fish in the pond, where will they park?

Response: They will park in one of the many available parking spaces. The revised plan provides additional common parking spaces since prior submittal.

Question: What is the number of covered vs. uncovered parking?

Response: There are 891 spaces total: 483 on street plus an addition 90 church spaces (uncovered) and 106 covered per residential building (318 total covered).

Question: How much open space is provided and how much pervious vs. impervious surfaces? Landscape plans call out impervious 534,000 SF and pervious 178,000 SF

Response: The previous plan proposed 30% open space. The plans have been revised to reflect 35% open space for the mixed use project. Open space and impervious surface areas are not always the same, for instance public use areas such as plazas may count as open space even if they are impervious and up to 20% of recreation open space areas may consist of impervious surface.

Question: Will the entire property be irrigated and where will the water come from – lake or well?

Response: The entire property will be irrigated as required by code. Details have not been worked out yet and will be determined at the time of development order. Typically irrigation is provided from the lake with a recharge well to fill the lake if necessary.

Question: What is the plan for the landscaping along Via Coconut

Response: Landscape planting in Via Coconut Point median will be consistent and compatible with that which is provided to the north by Genova.

Comment: Stormwater retention is a serious concern among the Board. With 12.28 AC of impervious surface, there are questions regarding the site's ability to adequately deal with stormwater. Looking at 100 year rain events.

Response: This project was already included in a 2008 agreement between Lee County and property owners for a drainage pipe for this property, Genova property and Via Coconut Point. The project will not exceed the approved discharge rate. SFWMD will review the stormwater management system to assure we do not negatively impact stormwater in the area. The property currently has an uncontrolled discharge and through the review process we will be required to meet an established discharge rate which will improve drainage in the area.

Comment: Board stated they wanted stormwater retained in parking lot with a lower elevation than the building and parking underneath.

Response: This project was already included in a 2008 agreement between Lee County and property owners for a drainage pipe for this property, Genova property and Via Coconut Point. The project will not exceed the approved discharge rate. SFWMD will review the stormwater management system to assure we do not negatively impact stormwater in the area. The property currently has an uncontrolled discharge and through the review process we will be required to meet an established discharge rate which will improve drainage in the area. The stormwater system will be designed to

protect the parking and buildings from flooding.

Comment: Board thought the railroad ditch wouldn't hold much water.

Response: This project was already included in a 2008 agreement between Lee County and property owners for a drainage pipe for this property, Genova property and Via Coconut Point. The project will not exceed the approved discharge rate. SFWMD will review the stormwater management system to assure we do not negatively impact stormwater in the area. The property currently has an uncontrolled discharge and through the review process we will be required to meet an established discharge rate which will improve drainage in the area. The railroad ditch will be used for conveyance to the Estero River and not for storage.

Comment: Need more information on the 2.3 acre commercial

Response: The request has been revised to remove the hotel use and the parcel is proposed to include a 10,000 SF place of worship and a land donation to the Village of Estero for park or civic use while transferring the residential density and utilizing the open space from the parcel. The Master Concept Plan and Pattern Book have been revised to reflect a conceptual plan for this area.

Question: Is the 2.3 AC of future commercial development included in the Open Space calculations?

Response: The 2.3 acre future commercial development previously presented was to provide its own open space requirement when developed. The previous plan proposed 30% open space for the project. The plans have been revised to reflect 35% open space for the mixed use project. Open space and impervious surface areas are not always the same, for instance public use areas such as plazas may count as open space even if they are impervious and up to 20% of recreation open space areas may consist of impervious surface.

Question: What is the mix of studio, 1,2,3 bedroom apts.?

Response: The current intended mix is provided below:

- 1 Bd – 73
- 2 Bd – 206
- 3 Bd – 51

Comments: Concerns about the parking on Main Street: it could become a bottleneck; don't like the parallel parking; ingress/egress concerns, especially during rush hour; and the public parking for retail, parks, fishing, restaurants. Concerned people will park on Via Coconut Point. It is too long to walk to public amenities from Main Street.

Response: They will park in one of the many available parking spaces. The revised plan provides additional common parking spaces since prior submittal. Please see parking deviation and justification provided in previous response.

Comments: Board wants applicant to remember that this development will be a transition site from residential areas to the Town Center. It is important that it not be too dense or mass.

Response: The request has been revised to remove the hotel use and the parcel is proposed to include a 10,000 SF place of worship and a land donation to the Village of Estero for park or civic use while transferring the residential density and utilizing the open space from the parcel. The Master Concept Plan and Pattern Book have been revised to reflect a conceptual plan for this area.

Question: Could fire/rescue access be provided to the development through Happy Hollow Lane?

Response: The Master Concept Plan demonstrates a potential future interconnect with Happy Hollow Lane. The applicant agrees to a condition that an access easement for a potential future interconnect will be provided.

Question: Will the noise from the trash compactors (?) on the north perimeter disturb the single family residents?

Response: An enclosure is required around the trash compactor and an enhanced buffer with a wall is provided between the compactor and the adjacent single-family residences which are on AG-2 zoned property with the house setback approximately 130 feet from the property line.

Comment: Board said too dense and urged to think about density

Response: The applicant began preliminary meetings and coordination with Village staff around 2 years ago. One of the initial plans presented at the meetings included higher density with taller buildings and did not include the desired connector street. The applicant proactively adjusted their requested density and height early on in the process and added the desired connector road and provided multiple public incentives. Below is a chart comparing the proposed plan from November 2018 to the current plan.

<u>November 2018 Proposed Plan</u>	<u>Current Proposed Plan</u>
523 units	330 units - <u>±37% reduction</u>
(20 units per acre on 26.15 acres)	(16.4 units per acre on 20.19 acres)
Gated access	Non-gated access
Bifurcated commercial and residential	Vertically & horizontally integrated mixed use buildings
4-5 stories	3-4-stories - <u>1 story reduction</u>
	Minimized massing with tiered building heights and screened parking
44,600 SF commercial	±29,600 SF commercial & 10,000 SF church (removed hotel for Genova)
no connector street and no public amenities	Connector street and several public amenities: - ±3.65 acres of Public Amenities (18% of project area) including: • ±1 acre land donation to Village of Estero with residential density transfer (frontage constructed with linear park with 8' sidewalk and lush landscaping) • Main Street connector street (±0.52 ac) with bike lanes for future connection to Estero Park, railway parcel to west & eventually US 41 • ±1.91 acres/±0.55-mile Linear Park with 8' sidewalk, lush landscaping, fishing pier, benches, etc. • ±1.72 acres/±.5-mile plus additional ±0.19 acre/±0.05 mile located on donation parcel

-
- ±0.23 acre Lawn area with pavilion
 - ±0.18 acre Dog Park

Comment: Recommend we meet with Fire District regarding front of buildings/courtyards

Response: As indicated by Ms. Gibbs at the meeting, the Fire District will be sent plans as part of the staff review. It is assumed that the buildings and parking will be sprinkled.

Comment: Commend the group for taking public facilities into consideration. A big one worked on 20 years ago is allowing the connection to Estero Community Park.

Response: Acknowledged. Thank you.

Comment: Have not seen another project do this with the public amenities – bravo.

Response: Acknowledged. Thank you.

Public Comments from Genova Residents

Comment/Question: Very concerned about the stormwater management and the maintenance of the system. Do not want the flow blocked or backing up. Will there be a perpetual maintenance agreement for railway ditch?

Response: This project was already included in a 2008 agreement between Lee County and property owners for a drainage pipe for this property, Genova property and Via Coconut Point. The project will not exceed the approved discharge rate. SFWMD will review the stormwater management system to assure we do not negatively impact stormwater in the area. The property currently has an uncontrolled discharge and through the review process we will be required to meet an established discharge rate which will improve drainage in the area. The subject property will participate in a proportionate share agreement for maintenance with the others owners of the properties that are a part of the drainage agreement.

Comment: On street parking on Main Street could become more like a “drive-thru parking lot”.

Response: The only on street parking are the parallel spaces along Main Street which then connects to the internal parking lots for the site.

Comment: Fewer parking spaces and narrow roads create problems. It feels too congested, too dense, too compressed.

Response: Please see parking response provided above. Mixed use projects have reduced parking demands. The only requested “narrow road” is the proposed Main Street connector street which is actually requesting a deviation to provide an 11 foot lane instead of a 10.5 foot lane required by Village Center connector street standards contained in Chapter 33 which is different from the Chapter 10 requirements of 12 foot lanes.

Comment: There are too many units for the number of parking spaces.

Response: Please see parking response provided above. Mixed use projects have reduced parking demands and ample parking is provided for the proposed mixture of uses.

Comment: Concern of 660 cars entering Via Coconut in the mornings

Response: It is anticipated that the residents will be a mixture of working individuals and retirees. The reality is not all residents leave their unit and return to their unit at the same time. The trip generation data utilized in the TIS report is based on locally and nationally accepted practices in terms of estimating trips from a particular land use. For the multi-family land use, the data that is in the report is based on surveys collected all over the Country and is based on a traditional multi-family community. The data has also been confirmed by studies conducted locally in Southwest Florida to be an accurate representation of the trip generation potential of a community such as proposed in the Via Coconut project. The total trip generations less internal capture trips from the TIS are summarized below:

- **AM Peak Hour:**
 - 277 total trips
 - 133 trips entering
 - 144 trips exiting
- **PM Peak Hour:**
 - 287 total trips
 - 152 trips entering
 - 135 trips exiting

Comment: Everyone who spoke was very opposed to a hotel on the commercial portion. Some discussion regarding the type/brand of hotel which might be built.

Response: The request has been revised to remove the hotel use.

Comment: Genova is too congested and there is not enough parking.

Response: Genova is a residential development that does not contain a mixture of uses and still received a parking deviation. As previously stated, one of the deviations is to allow for the travel lanes to be ½ foot wider than code and to allow parallel parking spaces ½ foot wider than code.

Question: Why not put commercial on Corkscrew instead of in middle

Response: Commercial is proposed on the desired Main Street connector road which location was predetermined by the Village Center Connectivity Map.

MEETING NOTICE

Wednesday, February 12, 2020 at 11:00 AM

Proposed Development Near Genova

As some of you are already aware, on January 21, 2020, there was a Public Information Meeting at the Village of Estero Planning & Zoning Board regarding the proposed Via Coconut Mixed-Use Estero Planned Development across Via Coconut Point. A number of Genova residents attended that meeting and asked questions. The project also went before the Village of Estero Design Review Board on January 22, 2020. Attorney Noel Davies and the development team for the project are hosting a special meeting at the Genova Club Room on **Wednesday, February 12, 2020 at 11:00 AM** to answer any additional questions about the project.

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February 12, 2020

has the best good at em/002884 481

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Professional Engineers, Planners & Land Surveyors

Via Coconut MPD Estero Planned Development Summary of Design Review Board Public Hearing

The applicant presented the proposed Via Coconut MPD Estero Planned Development at an Estero PD Public Hearing pursuant to LDC Sec. 33-520(a)(4) before the Design Review Board on January 22, 2020. The request was agenda item no. 5(b)(2).

The applicant presented the proposed pattern book for the Tier 3 Estero Planned Development. Although the official minutes are not available at this time, below is an excerpt of the January 23rd Article and Meeting Summary posted on the Village of Estero Website:

Via Coconut MPD



Representatives for this property were requesting review of their Pattern Book. They are in the process of requesting a rezoning to allow for 330 multi-family dwelling units, and a maximum of 59,600 square feet of commercial retail/office or medical office space with an option to convert 30,000 square feet of commercial space to 124 hotel rooms.

The applicant described this mixed-use development to include a 4.5-mile-long linear park with lush landscaping, pocket park, public dog park, filter marshes and water features throughout, a waterfront restaurant, a resort-type pool, public pavilion and fishing pier over the lake and 330 luxury residential units.

The architecture is considered British West Indies with varying roof lines; the maximum height will be at 59 feet for elevator towers or decorative embellishments. The masonry buildings will be white accented with dark bronze, and include stone cladding, awnings, Bermuda shutters and large overhangs.

The road connection from the Estero Community Park to US 41 bisects this property so they've designed their main street with mixed-use buildings and commercial store fronts.

Landscaping includes palms, royal poinciana, Hong Kong orchid, red maples, green button trees, cypress and pine trees.

There will be three paver enhanced entrances to the development from Via Coconut Road. The applicant will also be providing landscaping for the Via Coconut Road medians.

This property is located south of Corkscrew Road, west on Via Coconut Road across from Genova, and is in the Village Center ([Presentation](#)).

The Board voted to continue this item to a date uncertain due to concerns about the need for some color to break up the scale of the buildings, the brackets need to be more delicate, among other suggestions.

Design Review Board questions/comments:

Vice-Chairman Sheeley:

Comment: Not really a true multiuse community project – apartment blocks that don't

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relate to the main street element with little interaction between residents and public.

Response: It should be noted that two other Board members complemented the site plan. The proposed plan provides civic park uses all along the entire frontage mixed with a proposed church and potential park at the north which transitions to residential, then horizontal and vertical mixed use, back to residential then ends with larger civic areas on the south with interconnects to the future Rail Trail, Estero Park and Happy Hollow Lane.

Comment: Straight line of buildings instead of trying to bury with site planning.

Response: It should be noted that two other Board members complemented the site plan. The site was redesigned based upon initial meetings and feedback from Village staff over 2 years ago to create a balance of public amenities and connections with the future Rail Trail and Main Street connector road.

Comment: Buildings plain, lacking detail, monochromatic – additional color and other detail treatments on the buildings would help immensely

Response: We have updated and addressed this concern with some additional arches and additional colors in the color palette, along with new colors.

Comment: Commercial building cold not warm like apartment

Response: We applied the same treatment as the apartment buildings to these commercial buildings to keep harmony within the development.

Board Member Glass:

Comment: Straight line, but buildings broken up well.

Response: Acknowledged. Thank you.

Comment: Detailing in brackets should be more delicate for West Indies

Response: Buildings have moved towards Mediterranean and there are no longer brackets.

Comment: Pull the building to the ground better:

- Would be much more successful if started with 2-story on end then 3, then 4
- Lots of techniques to drop scale – horizontal banding, a base, landscaping, lower Christmas palms around base to break it up
- Wing ends
- Little more play with color

Response: We have adjusted scaling, landscape and colors as requested.

Chairman Jones:

Question: Is the north 2.3 covered by pattern book – if sold off it will need to match?

Response: The Master Concept Plan and Pattern Book has been revised to reflect a church and potential park in this area.

Question: Will hotel be in same height restriction – will it tower over single-family?

Response: The request has been revised to remove the hotel use and the parcel is proposed to include a 10,000 SF place of worship and a land donation to the Village of Estero for park or civic use while transferring the residential density and utilizing the open space from the parcel. The Master Concept Plan and Pattern Book have been revised to reflect a conceptual plan for this area.

Comment: Great job on site plan given geographic limitations and planned improvements.

Response: Acknowledged. Thank you.

Question: How are pedestrians crossing Via Coconut to get to park/path? Are we creating a mid-block crossing or are they hiking to Corkscrew and around

Response: Pedestrians will utilize the cross walk at Corkscrew Road until such time as the connection to the park is made.

Question: Will Main Street be a public easement granted to the Village or remain private ownership?

Response: Main Street is proposed as a type "B" semi-public street with private ownership and a public easement.

Question: Is there any room for drop off zone for restaurant for uber riders

Response: The site plan does not currently accommodate a drop off zone, however there is ample parking provided as demonstrated in the deviations and justifications.

Question: Who will build sidewalk across railway?

Response: The MCP provides for future connection however construction across railway is not proposed as part of this application.

Question: Will applicant maintain Median landscaping?

Response: The applicant will be required to maintain the median landscaping as part of a condition of approval consistent with Genova.

Comment: Guess staff is reviewing median landscaping plans to verify they meet criteria for trees within clear zones since it's a curvy road.

Response: Staff will review the proposed median landscaping which will be consistent and compatible with that which is provided to the north by Genova.

Question: Is water feature by restaurant lined?

Response: Yes, there is a lined water feature proposed by the restaurant.

Question: Do the marsh areas have a foot of water in wet season and dry during dry season?

Response: Yes.

Comment: Beware of mosquitos with the marsh

Response: Acknowledged.

Question: Is there bike storage?

Response: Yes. The garages provide bike storage and required bike racks will be provided.

Comment: Additional colors would break up scale of buildings. Elevation slides show more color and texture and break up the building but they disappeared in the rendering.

Response: We have changed the color palette and added an additional color.

Question: Will the 2.3 remain agricultural?

Response: Agricultural Use Affidavits have been submitted as part of the application

requesting to continue until such time as a development order is approved.

Comment: Greenway may need a Public restroom facility.

Response: There are restroom facilities at the Estero Community Park and within some of the commercial establishments within the vicinity of the project.

Comment: Straight line, but buildings broken up well.

Response: Acknowledged. Thank you.

Public Comments

Comment: Safety crossing is main concern.

Response: Pedestrians will utilize the cross walk at Corkscrew Road until such time as the connection to the park is made.

Comment: Buildings are plain.

Response: We would suggest simple, not plain, but please review the new architecture.

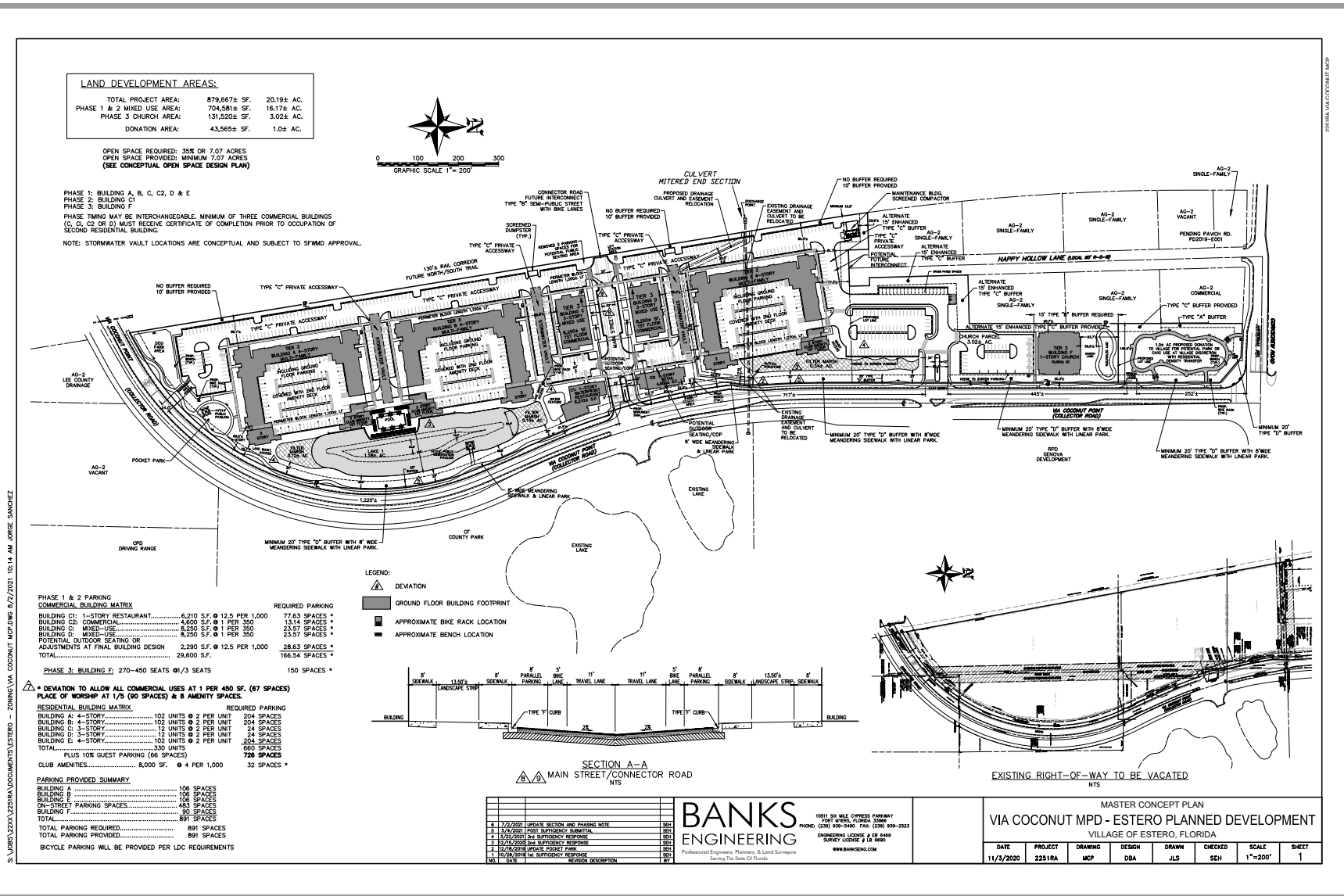
Comment/question: Across from Genova is Colonnade so lots of traffic materializing – how much traffic?

Response: Please see submitted Traffic Impact Statement.

Comment: Seems like amenities are for residents.

Response: The project provides for ample private amenities such as the 3 second floor amenity decks, swimming pools and 3 indoor club amenity areas. The public amenities are along the project perimeter and through Main Street connecting to the future Rail Trail. There are ±3.65 acres of public benefit space (18% of project area) designed to benefit the citizens of the Village of Estero including:

- ±1-acre land donation to Village of Estero with density transfer
- ±1.91 acres/±0.55-mile Linear Park with 8' sidewalk, lush landscaping, pavilion, fishing pier, benches
 - ±1.72 acres/±.5-mile plus additional ±0.19 acre/±0.05 mile located on donation parcel
- ±0.23 acre lawn area with pavilion
- ±0.18 acre Dog Park
- ±0.52 acre Main Street/Connector Street with bike lanes for future connection to Estero Park, railway parcel to west & eventually US 41





DESIGN STANDARDS INDEX

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- 03.3 | Feature Lake and Pool Deck Section
- 03.4 | Plant Species

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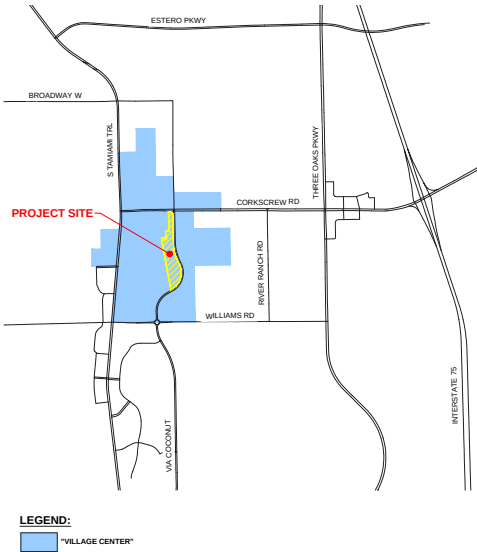


01. SITE PLAN

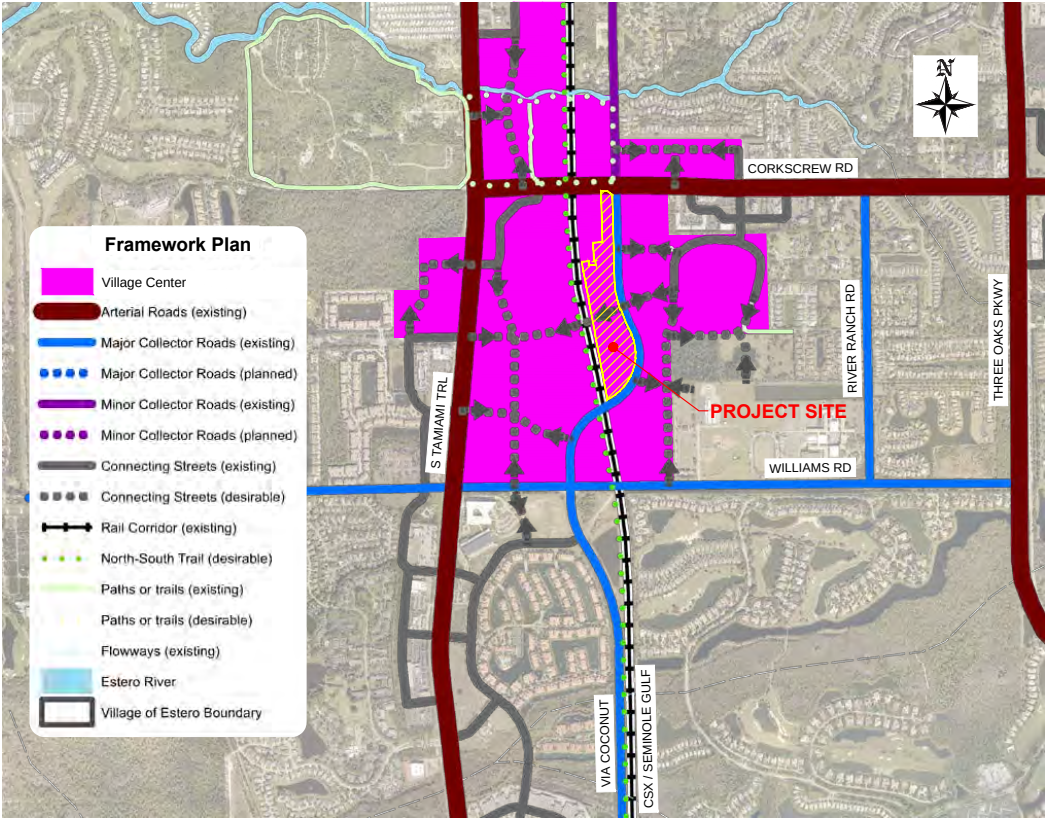


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01.1 | SITE LOCATION AND CONNECTIVITY



VILLAGE CENTER CONNECTIVITY MAP

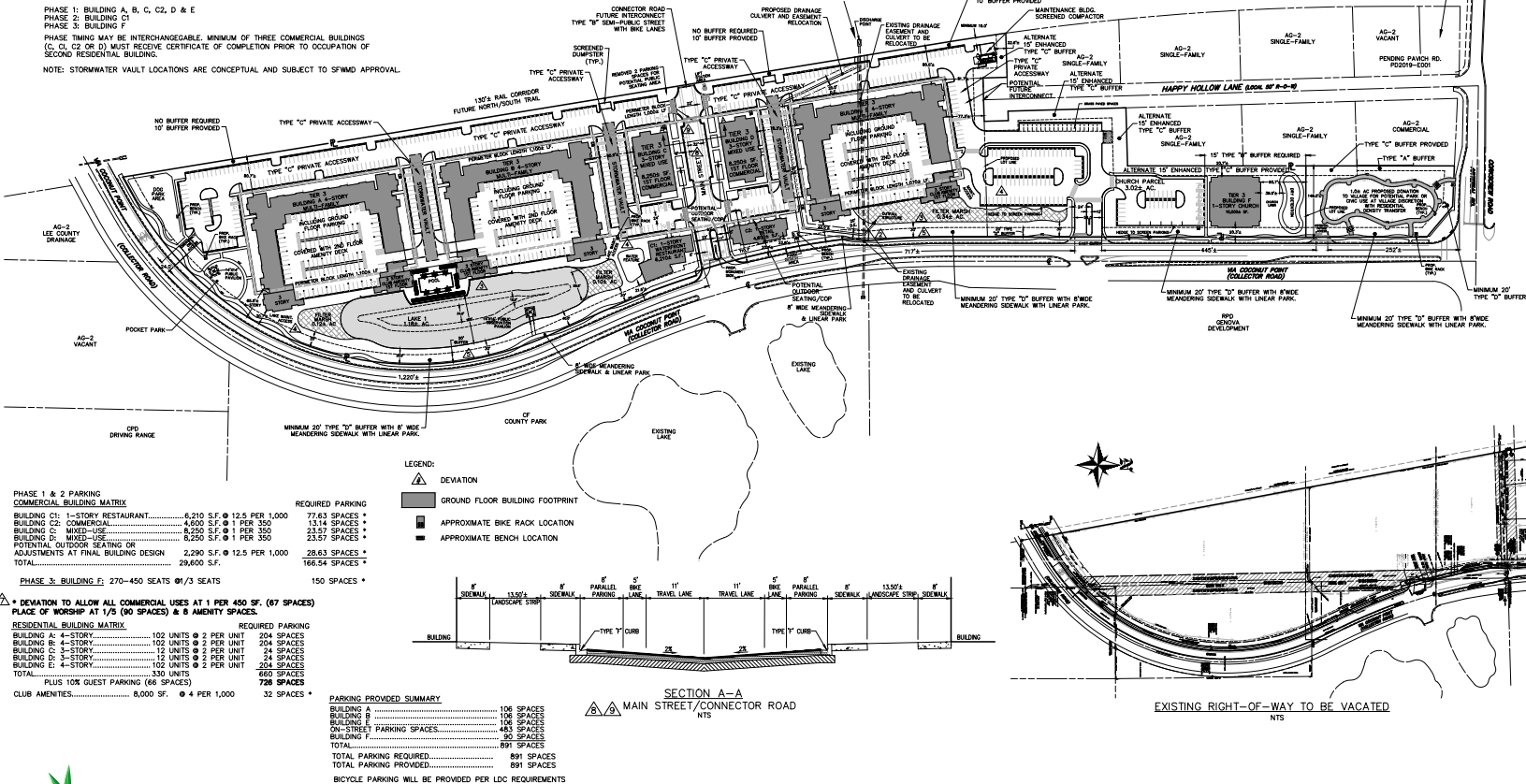


01.2 | MASTER CONCEPT PLAN

LAND DEVELOPMENT AREAS:

TOTAL PROJECT AREA:	879,667± SF.	20.19± AC.
PHASE 1 & 2 MIXED USE AREA:	704,581± SF.	16.17± AC.
PHASE 3 CHURCH AREA:	131,500± SF.	3.02± AC.
DONATION AREA:	43,565± SF.	1.0± AC.

OPEN SPACE REQUIRED: 35% OR 7.07 ACRES
OPEN SPACE PROVIDED: MINIMUM 7.07 ACRES
(SEE CONCEPTUAL OPEN SPACE DESIGN PLAN)



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PUBLIC AMENITIES/PUBLIC EASEMENT MAP

LEGEND

 PUBLIC AMENITIES/PUBLIC EASEMENT



O2. ARCHITECTURE



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02.1 | ARCHITECTURAL STYLE

The proposed development provides Architectural Diversity and High-Quality Development consistent with LDC Section 33-517. The variety of architecture and landscaping is of the highest quality and the variety of uses include unifying and compatible features throughout the site, which features are also compatible and cohesive with the Village Center Area and neighboring developments.

The architecture of Via Coconut will be a Mediterranean underlying design with coastal inspired architectural flavor. We feel it will be refreshing to the Village of Estero while being contextual to its neighboring Mediterranean and Old Florida designed properties. The massing of the buildings is well articulated while respecting the human scale and character of the community.

Varying rooflines, depictions of materials and the creating of light, mass and shadow are key components to this design. The buildings include three-story stepped back elements from the remaining 4-story building masses. This massing change is stepped back from the perimeter lake and linear park creating a delicate footprint along the street frontage on Via Coconut.

Additionally, the bulk of the development's parking is concealed within the first level of the building with units wrapping around the perimeter. This creates a centralized lower massing element with an elevated amenity deck as an amenity to the users. The architecture and public spaces are designed under the standards of the Village Center Area and share characteristics of neighboring properties that help generate a sense of connectivity and cohesive framework in the Village Center Area.

The material palette consists of subtle flavors of Mediterranean architecture including an orange to off red barrel concrete roof tiles, contrasting simple beige and cream colors in the stucco walls, bronze railing, painted eave corbels, sections of stucco for texture as well as a mixture of these colors. These texture, colors and details will create a cinematic experience through the neighborhood.

We feel the project represents the highest of quality and appropriateness of our coastal environment while maintaining the Village's desire to present a Mediterranean community theme, delicately fitting into the surrounding context of the community.



02.1 | ARCHITECTURAL STYLE

Design Features

The architecture of Via Coconut fits under the category of Mediterranean architecture that are deemed acceptable by Village standards. The development's architecture is influenced by the neighboring community's Mediterranean style. The buildings include clean lines with timeless stucco textures and stepped towers with timeless corbels. The buildings also include a simple, three-toned color pallets. The rooflines are simplified by hipped roof configurations and vertical roof plane changes giving the buildings a sense of well-proportioned massing. The building includes large windows with dark bronze aluminum finishes. The architectural style fits nicely within the framework of the existing Mediterranean influence of the community.

The proposed Via Coconut development compliments and blends with the adjacent Genova condominium development which is in the Mediterranean style as well as the proposed new Pavich building adjacently North of this site which is Old Florida style.

The development incorporates the following façade treatments:

- Each building contains a clearly defined entryway with stepped building massing to help identify the building entrance.
- The buildings include a wide variety of varying rooflines, pitches and roof shapes. The primary roof is a concrete barrel roof system with varying perimeter undulating hip roof lines and hip roof tower elements.
- The mixed-use oriented structures along the main street entrance-way include transparent display windows and provide visibility into the building's interior.
- The project consistently includes large overhangs and functional awning features.
- The buildings consistently include well-articulated building massing and avoid the use of blank wall areas. The building includes appropriate ornamentation with a variety of building materials including flat concrete roof tiles, architectural brackets and a mixture of smooth and scored stucco applications.
- The buildings has several well-articulated roof parapets and tower elements creating a variety of vertical roof plane changes.



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02.1 | ARCHITECTURAL STYLE
Design Features

Each commercial and mixed-use structure within the development includes large display windows at the street level on all commercial street frontages. The building colors for Via Coconut are in the soft and neutral range including earth tones. The trim colors are contrasting dark bronze to help transition the softness of the building walls to the roof color.

The anticipated construction materials are as follows:

- Buildings walls: concrete block construction, with a smooth stucco finish, painted with soft colors, off white.
- Stone veneer (light beige) in some areas.
- Interior finishes: Stucco walls painted, ceramic tile for restrooms and ceramic tile with carpet for floors.
- Building A, B, and C will provide 4 elevators each tower. (manufacturer by Kone or Schindler elevators)
- Buildings C and D will have one elevator each building. (manufacturer by Kone or Schindler elevators)
- Stairways: Cast in place concrete
- All building lighting will enhance entrances and main features of buildings points.
- Slabs: Concrete slabs, post tension reinforced concrete.
- Storefront and windows: Dark bronze aluminum storefront.
- Hand rails: Dark bronze aluminum
- Awnings: Frame dark bronze
- Brackets: Prefabricated, with dark bronze finish
- Roof system: The structure will be with prefabricated trusses, and tile roof system
- Circulation sidewalks and paths: Concrete and concrete tiles



O2.2
BUILDING
DESIGN DETAILS







PROJECT KEY MAP



BUILDING A SECTIONAL DIAGRAM
NOT TO SCALE





PROJECT KEY MAP



BUILDING B SECTIONAL DIAGRAM
NOT TO SCALE





BUILDING E SECTIONAL DIAGRAM
NOT TO SCALE







VIEW OF BUILDING "A" AT VIA COCONUT POINT



PROJECT KEY MAP



VILLAGE OF ESTERO PATTERN BOOK | 17



VILLAGE OF ESTERO PATTERN BOOK | 18



VILLAGE OF ESTERO PATTERN BOOK | 19



VILLAGE OF ESTERO PATTERN BOOK | 20



VILLAGE OF ESTERO PATTERN BOOK | 21



























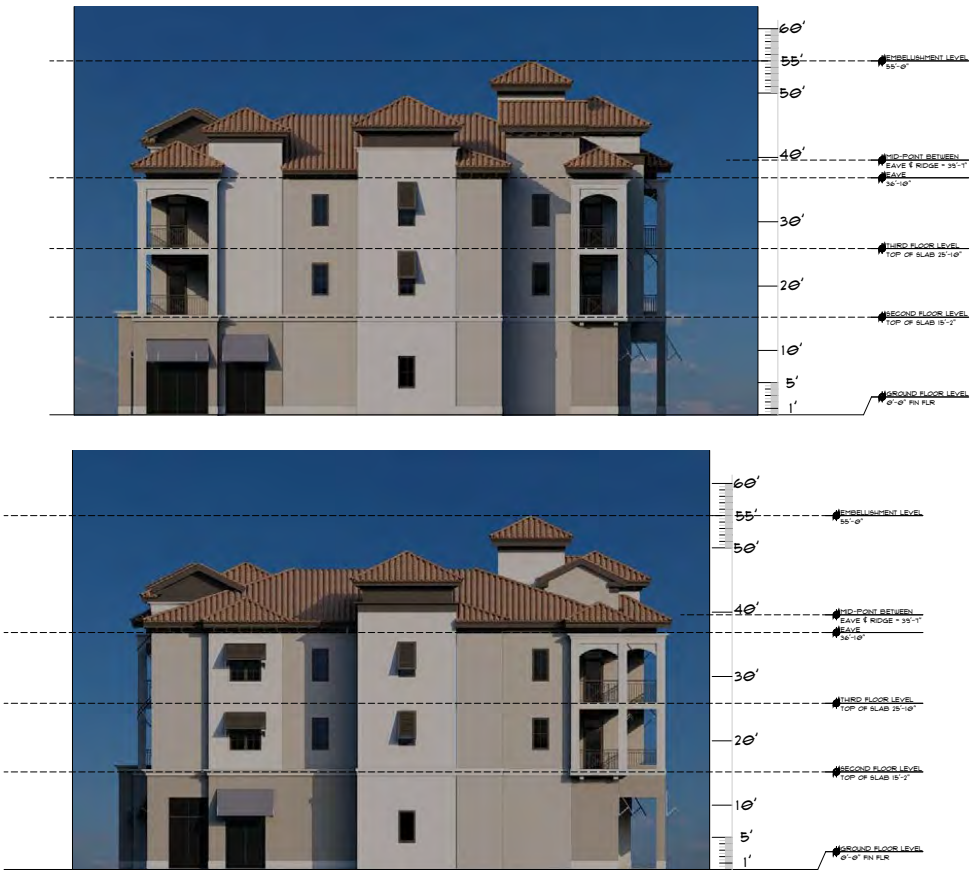
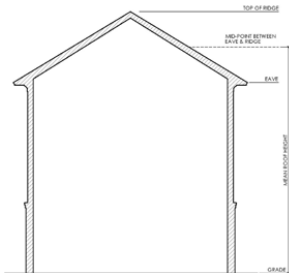


02.3 | BUILDING DESIGN DETAILS

Building Height Determination
Land Development Code | Village of Estero, Florida

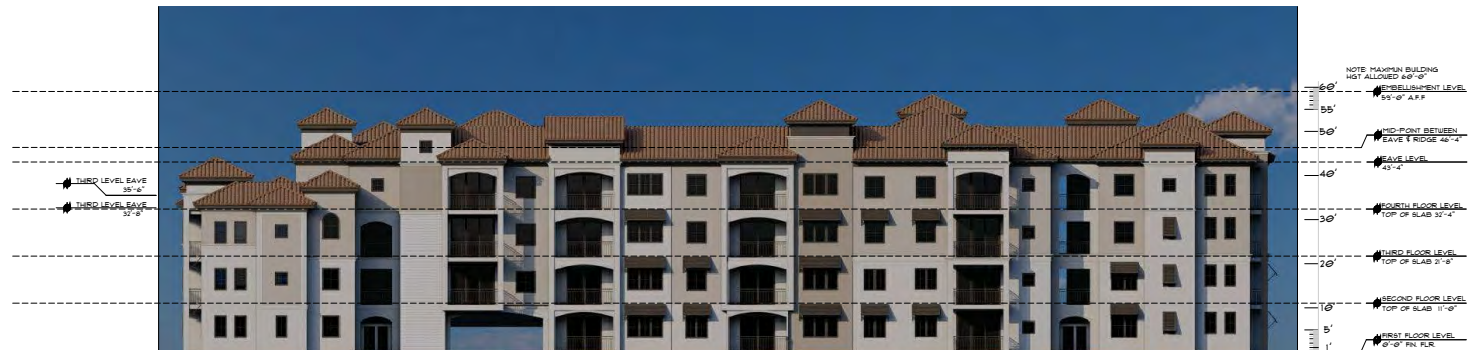
SEC. 33-229. MAXIMUM HEIGHT.
Buildings outside of the Interstate Highway Interchange Areas are limited to a maximum of three stories or 45 feet, whichever is less, in height. Elements that enhance visibility, create focal points or amenities, such as turrets, sculpture, clock tower and corner accentuating rooflines, may exceed the maximum height limitations with an approved variance or deviation.

Sec. 34-2171. Measurement.
(a) Except as provided in this subdivision, the height of a building or structure is measured as the vertical distance from grade* to the highest point of the roof surface of a flat or Bermuda roof, to the deck line of a mansard roof, and to the mean height level between eaves and ridge of gable, hip and gambrel roofs, and to the highest point of any other structure (excluding fences and walls).
*For purposes of this subdivision, grade is the average elevation of the street or streets abutting the property measured along the centerline of the streets, at the points of intersection of the streets with the side lot lines (as extended) and the midpoint of the lot frontage. (1) In areas within the Coastal Building Zone and other flood prone areas (as defined in Chapter 6 Articles III and IV of the LDC), height of a building is the vertical distance from the minimum required flood elevation to the highest point of the roof surface of a flat or Bermuda roof, to the deck line of a mansard roof, to the mean height level between eaves and ridge of gable, hip and gambrel roofs. (2) Fences, walls, and buffers are measured in accordance with section 34-1744 and section 10-416

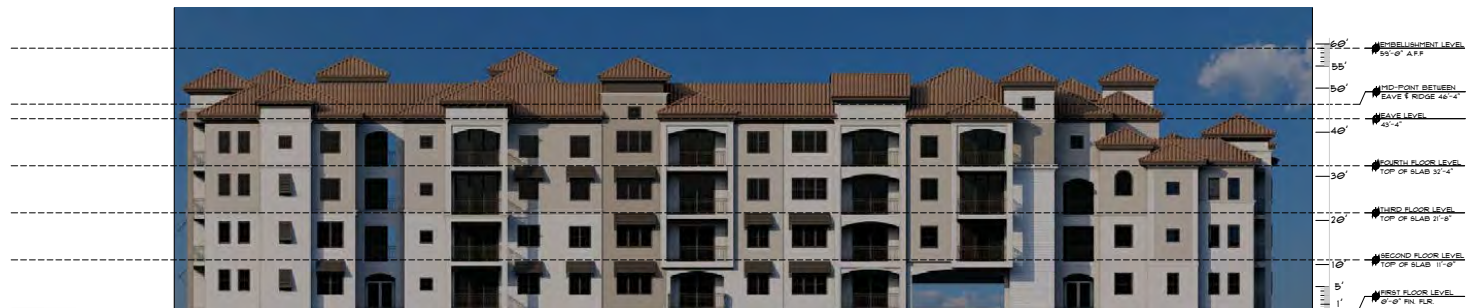


02.3 | BUILDING DESIGN DETAILS

Building Elevations: Buildings A, B and E



South Elevation

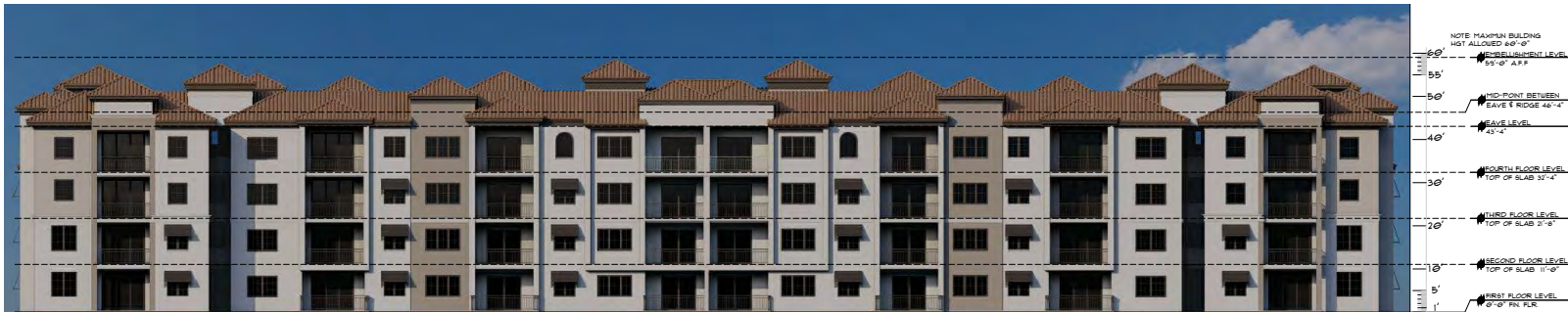


North Elevation



VILLAGE OF ESTERO PATTERN BOOK | 37

02.3 | BUILDING DESIGN DETAILS
Building Elevations: Buildings A, B and E



West Elevation



East Elevation



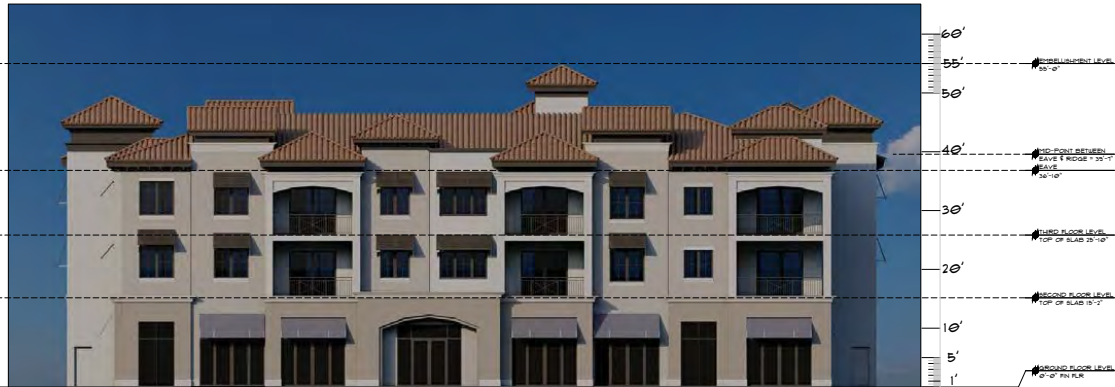
02.3 | BUILDING DESIGN DETAILS
Building Elevations: Buildings C and D



02.3 | BUILDING DESIGN DETAILS
Building Elevations: Buildings C and D



South Elevation



North Elevation



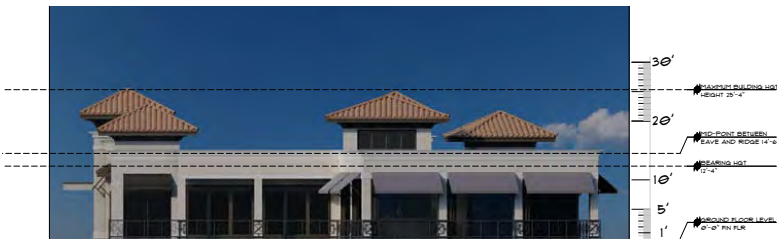
02.3 | BUILDING DESIGN DETAILS
Building Elevations: Building C1



West Elevation



East Elevation



South Elevation



North Elevation



02.3 | BUILDING DESIGN DETAILS
Building Elevations: Building C2



West Elevation



East Elevation



02.3 | BUILDING DESIGN DETAILS
Building Elevations: Building F



South Elevation



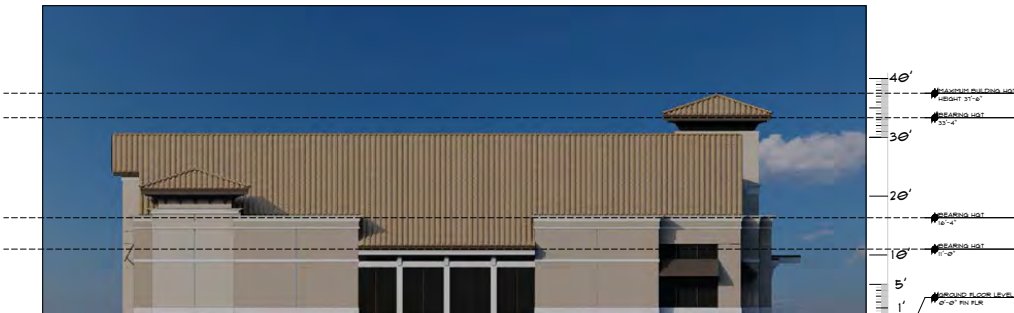
North Elevation



02.3 | BUILDING DESIGN DETAILS
Building Elevations: Building F



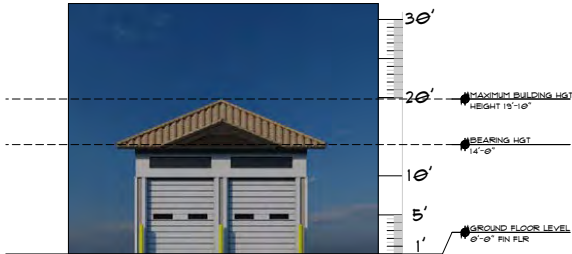
East Elevation



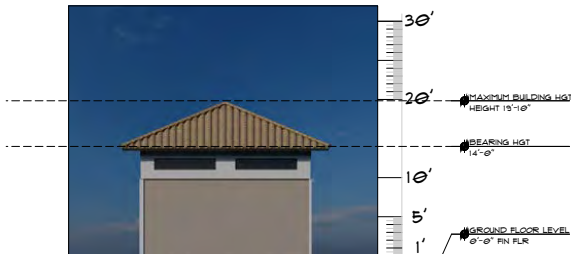
West Elevation



02.3 | BUILDING DESIGN DETAILS
Building Elevations: Maintenance Building



South Elevation



North Elevation



East Elevation



West Elevation



02.3 | BUILDING DESIGN DETAILS
Monument Sign

DESCRIPTION:
New, double faced monument sign with backlit metal logo, lettering, and address numerals internally illuminated. LED lighting to match brand colors. Metal lettering to be mounted to with 1-1/2" standoffs.

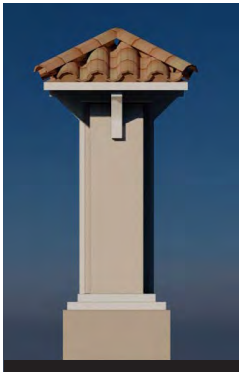
Monument to be constructed of C.M.U. with a stucco finish.



ISOMETRIC VIEW



ELEVATION VIEW



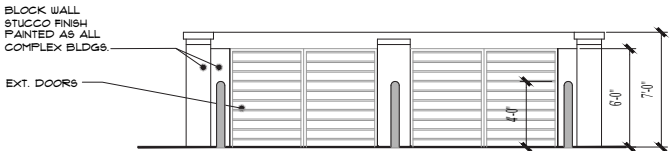
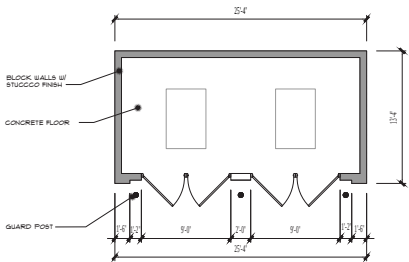
ELEVATION VIEW



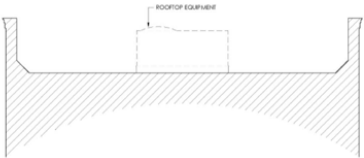
02.3 | BUILDING DESIGN DETAILS
Equipment Screening and Enclosures

DESCRIPTION:
Enclosures are to be three sided structures constructed of CMU with three coat finish. Gates are to be welded, multi-slat .938 tongue and groove gate system (not see-through).

DUMPSTER ENCLOSURE



ROOFTOP EQUIPMENT SCREENING



02.3 | BUILDING DESIGN DETAILS
Materials and Color Palette

SEC. 33-334. BUILDING COLOR.

(a) The colors for commercial structures must be neutral, warm earth tones or subdued pastels. Where applicable, commercial buildings may use brightly colored trims, cornices, or columns that may be reinforced to create a special effect or setting. However, these contrasts must create a harmonious impact, complementing the principal structure as well as existing surrounding building structures.

(b) Brighter colors can be utilized to create focal points of interest in locations including on doors, windows and architectural details. Buildings should not exceed three colors on one architectural detail in composite. Contrasting accent colors of any wall, awning or other feature must be limited to no more than ten percent of the total area for any single facade.



WALL PAINT

SW 7512
Pavilion Beige
Interior / Exterior
Location Number: 250-C4

SW 9109
Natural Linen
Interior / Exterior
Location Number: 205-C1

SW 7035
Aesthetic White
Interior / Exterior
Location Number: 259-C4

METAL TRIM

ROOF TILES

Roof
3645 Capistrano Sunrise Blend



O3.1 LANDSCAPE PLAN

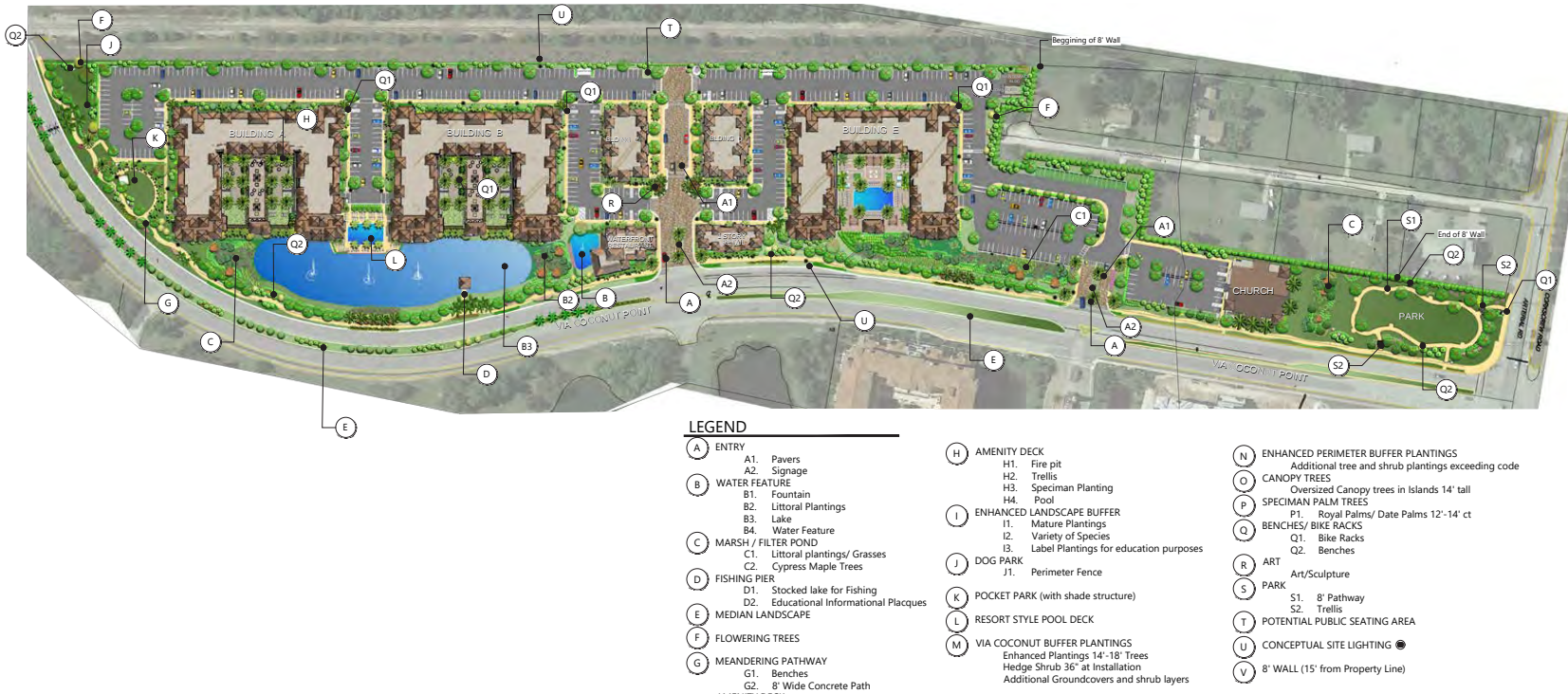


03.1 | LANDSCAPE PLAN
Landscape Features

- **INTERWEAVING PUBLIC ROW AND VIA COCONUT MPD FRONTAGE**
integrating Via Coconut Point Road ROWs with Via Coconut MPD's linear park, 8' sidewalk and landscaping to create seamless ROW and inviting street-side environment.
- **ENHANCED LANDSCAPE BUFFERING ALONG VIA COCONUT**
enhanced 14-18' trees, enhanced hedge shrub 36" at installation, additional ground covers with additional shrub layers
- **FILTER MARSHES**
along 8' sidewalk within linear park with variety of grasses and aquatic plants including seasonal plantings (Red Maples, Bald Cypress, etc.)
- **LABEL PLANTINGS**
for educational purposes
- **CANTILEVERED PLANTERS**
along part of deck and building to conceal seasonal fluctuation of lake
- **ENHANCED PERIMETER BUFFER PLANTINGS**
with additional tree and shrub plantings exceeding code
- **ENHANCED INTERNAL LANDSCAPING**
with oversized 14' tall canopy trees in islands
- **INCREASED PLANT SIZES**
for the buildings for key areas
- **MEDIAN PLANTINGS**
to emulate median plantings to the north
- **FLOWERING TREES AND SEASONAL PLANTINGS**
- **LARGE SPECIMEN PALMS**
at entry and in select areas; Date palms or Royal Palms
- **ENHANCEMENTS TO LANDSCAPE**
trees along rail corridor and desirable north/south trail along the west where no buffer is required and enhancements to north buffer to Happy Hollow Lane residential
- **STREET TREES**
per plan to blend with proposed plantings for adjacent Genova development



03.1 | OVERALL LANDSCAPE PLAN



03.1 | LANDSCAPE PLAN



KEY MAP



03.1 | LANDSCAPE PLAN



KEY MAP



03.1 | LANDSCAPE PLAN



KEY MAP



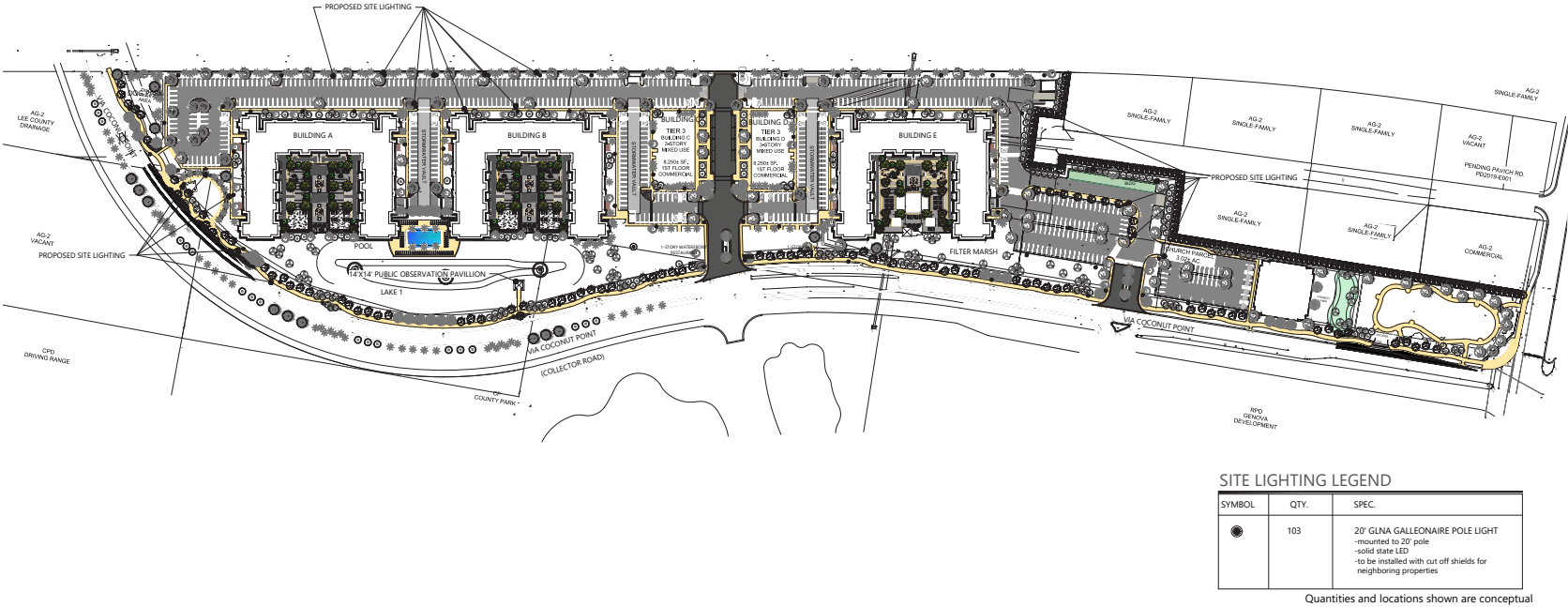
03.1 | LANDSCAPE PLAN



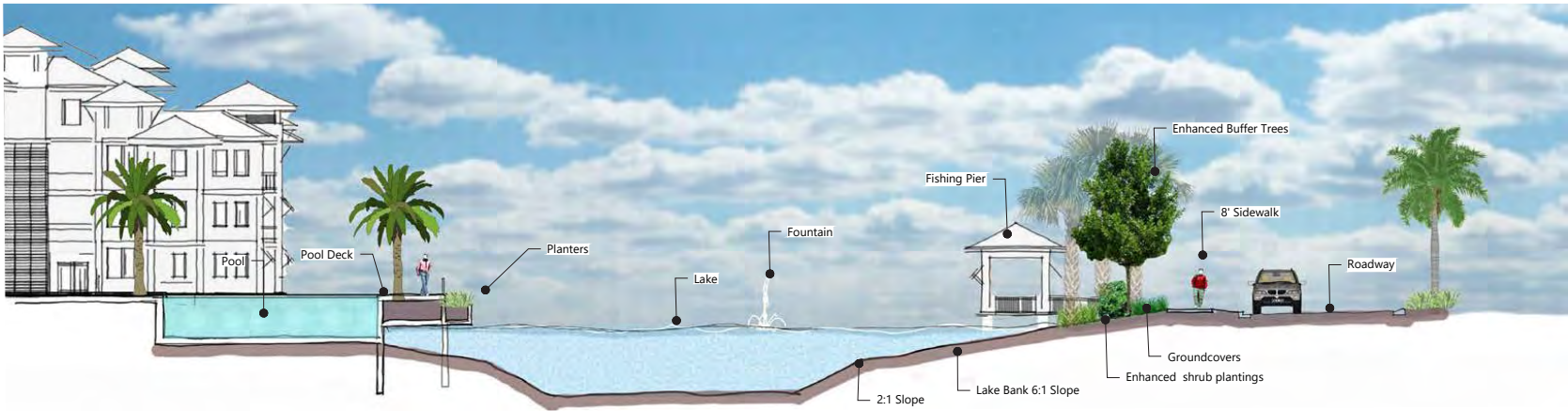
KEY MAP



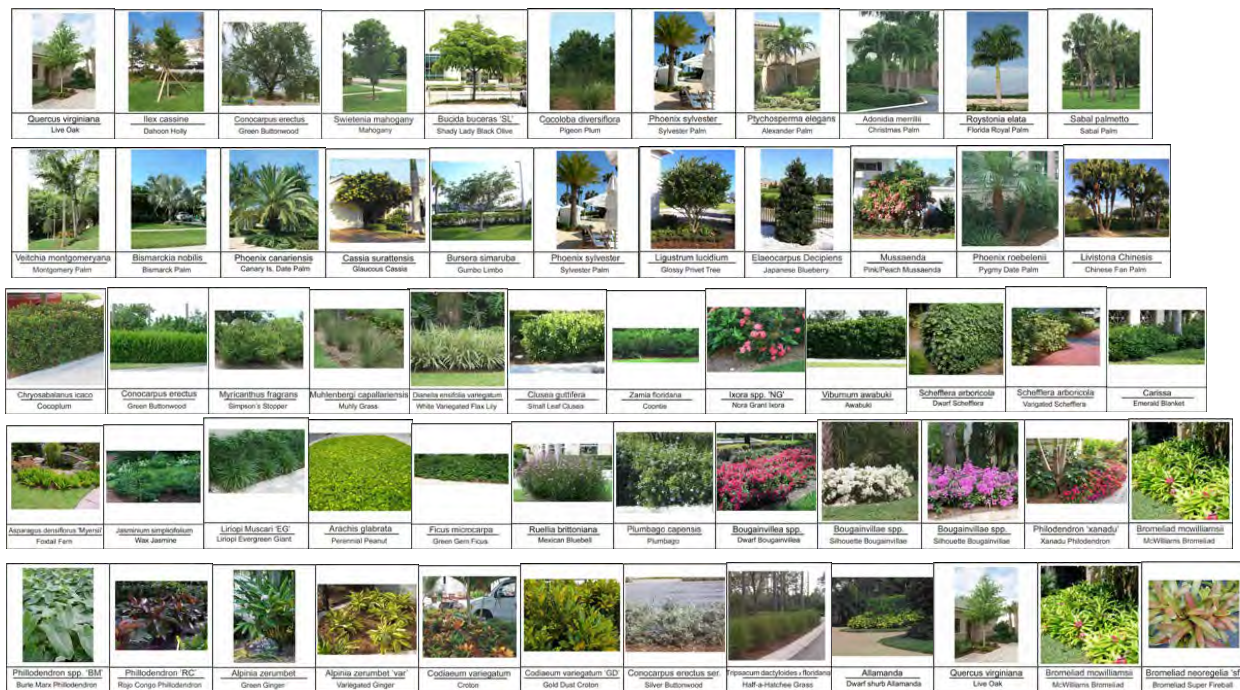
03.2 | SITE LIGHTING



03.3 | FEATURE LAKE AND POOL DECK SECTION



03.4 | PLANTING PALETTE



PROPOSED FILTER MARSH PLANT PALETTE

Plants shown are conceptual in nature. Additional plantings may be used.



04. SIGNIFICANT TANGIBLE PUBLIC BENEFITS AND INCENTIVE OFFERINGS

Social Vitality

1. **MAIN STREET (CONNECTING STREET/±0.52-ACRE)**, the ultimate public gathering place as a high-quality, destination promoting place-making businesses including restaurants, coffee shops and fitness studios.
2. **PLACE OF WORSHIP** (10,000 square feet) has been included in the development plan providing an additional publicly accessible gathering place.
3. **±1-ACRE LAND DONATION TO VILLAGE OF ESTERO** for potential park or civic use at Village discretion (valued at ±1.5 million for a corner parcel) with residential density transfer.
4. **±1.91-ACRES/±0.55-MILE LINEAR PARK** with lush, greater-than-Code landscaping along Via Coconut Point frontage with interconnected public amenities for sitting, gazing and interacting with public spaces. (±1.72 acres/±.5-mile plus additional ±0.19 acre/±0.05 mile located on donation parcel)
5. **14' X 14' PUBLIC LAKE OBSERVATION PAVILION/FISHING PIER** interconnected by the 8' sidewalk within the linear park and will include educational informational plaques.
6. **PUBLIC PARK BENCH AREAS** interconnected by the 8' sidewalk within the linear park.
7. **±0.23-ACRE PUBLIC LAWN AREA WITH PAVILION** interconnected by the 8' sidewalk within the linear park.
8. **±0.18-ACRE PUBLIC DOG PARK** interconnected by the 8' sidewalk within the linear park with benches, perimeter fence, and hedge.
9. **VERTICAL AND HORIZONTAL MIXED-USE DEVELOPMENT**: integrated mixed-use neighborhood with higher residential densities and mixed uses along the street frontage promoting place-making businesses including restaurants, coffee shops and fitness studios.
10. **STREET FRONT SHOPS** located along Main Street (connecting street) and 8' sidewalk within the linear park.
11. **UPSCALE WATERFRONT RESTAURANT** located along Main Street (connecting street) and 8' sidewalk within the linear park.
12. **NOT AGE-RESTRICTED, DIVERSE HOUSING** - Via Coconut MPD is designed as a housing alternative for varying needs of the Village of Estero. The community will not be age restricted.



04. SIGNIFICANT TANGIBLE PUBLIC BENEFITS AND INCENTIVE OFFERINGS

Connectivity

- 13. **DESIRABLE CONNECTOR STREET:** Main Street provides a vital segment of the desired connector between Pelican Sound Drive and the future west entrance to Estero Community Park shown on the Framework Plan to connect to Corkscrew Palms Boulevard and Williams Road. It also provides for future connection to the proposed SUN Trail Rail Corridor shared use path with reservation for potential future seating area.
- 14. **±0.56-MILE 8' PUBLIC MEANDERING SIDEWALK ALONG VIA COCONUT POINT** within the linear park that will interconnect with Village's planned Estero Community Park west entrance shared use path proposed to connect to Williams Road. (±0.51-mile plus additional ±0.05-mile located on donation parcel)
- 15. **BIKE LANES ON MAIN STREET** (connecting street) will connect to the Village's planned bike lanes on Via Coconut Point and Village's planned Estero Community Park west entrance shared use path proposed to connect to Williams Road.
- 16. **PROMOTE WALKABILITY WITH INTERCONNECTED SIDEWALKS.** Internal sidewalks interconnect with public sidewalks external to the community on Via Coconut Point.
- 17. **MIXED-USE PEDESTRIAN SHED** - All residential units are within pedestrian shed of proposed Main Street commercial uses and the proposed on-site private and public amenities.
- 18. **NON-GATED COMMUNITY** - The proposed development does not include entry gates.



04. SIGNIFICANT TANGIBLE PUBLIC BENEFITS AND INCENTIVE OFFERINGS

Architecture

19. **EXCEPTIONAL DESIGN** - The architecture depicted in the pattern book sets a high-quality standard for the Village Center Area and includes a unique residential building design including three-story stepped back elements from the remaining 4-story building masses. This massing change is stepped back from the perimeter water features and linear park creating a delicate footprint along the street frontage on Via Coconut.
20. **SCREENED PARKING** - The bulk of the development's parking is concealed within the first level of the residential buildings with units wrapping around the perimeter. This creates a centralized lower massing element with an elevated amenity deck as an amenity to the users. The remaining parking is located behind the buildings or is appropriately visually buffered from Via Coconut Point.
21. **VARYING BUILDING HEIGHTS** are provided throughout the development as demonstrated in the pattern book.
22. **360-DEGREE URBAN LOOK.** All the building elevations depicted in the pattern book have architectural design elements typical of front elevations so it will appear that there are no rear elevations.
23. **ENTRY PAVERS AND LANDSCAPED SIGNAGE** at each entry point to calm traffic and emphasize safety.
24. **SCULPTURE FEATURES** on Main Street (connecting street) near mixed use buildings.
25. **ON-STREET PARKING** on Main Street (connecting street) and internal accessways as encouraged to calm traffic.
26. **STREET FURNITURE** is proposed.
27. **BEST PRACTICES FOR COMPACT SURFACE WATER MANAGEMENT DESIGN** are proposed.
28. **BEST PRACTICES FOR BLOCK LENGTHS** are proposed.
29. **LAKE AND WATER FEATURES** along the 8' sidewalk within the linear park.
30. **FOUNTAINS** included in lake and water features.



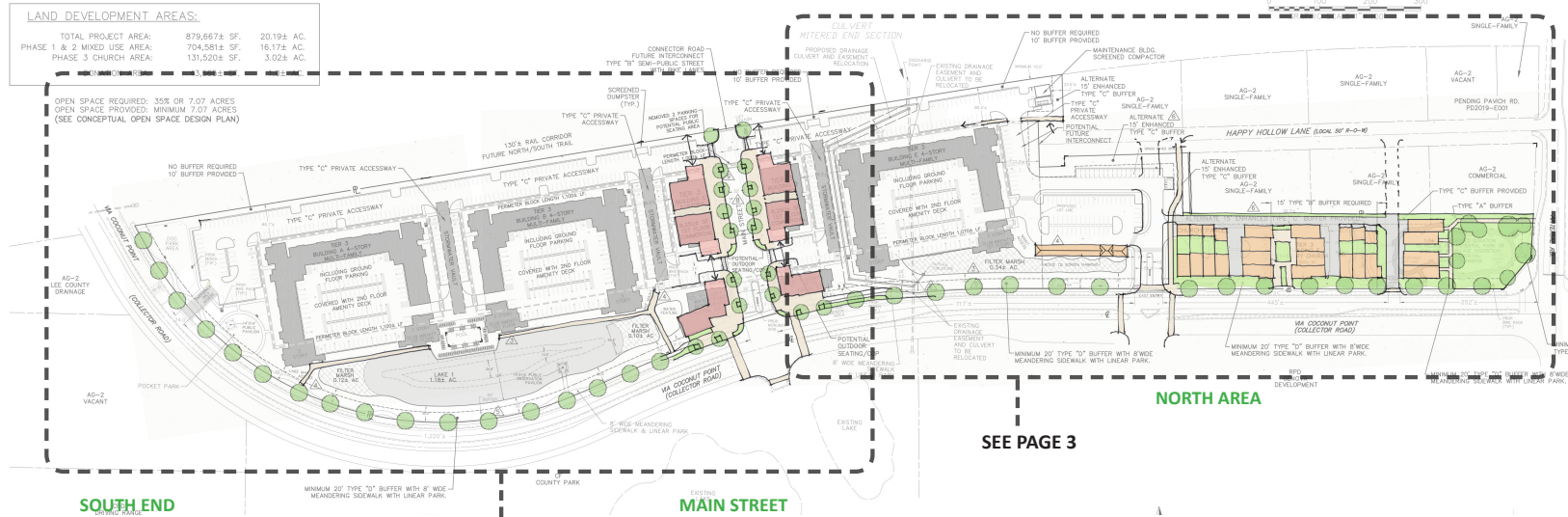
04. SIGNIFICANT TANGIBLE PUBLIC BENEFITS AND INCENTIVE OFFERINGS

Landscaping

31. **INTERWEAVING PUBLIC ROW AND VIA COCONUT MPD FRONTAGE**- Integrating the Via Coconut Point Road ROWs with Via Coconut MPD's linear park, 8' sidewalk and landscaping to create a seamless ROW and a more inviting street-side environment.
32. **ENHANCED LANDSCAPE BUFFERING ALONG VIA COCONUT** with enhanced 14-18' trees, enhanced hedge shrub 36" at installation, additional ground covers and additional shrub layers.
33. **FILTER MARSHES** along the 8' sidewalk within the linear park with a variety of grasses and aquatic plantings including seasonal plantings, Red Maples, Bald Cypress, etc.
34. **LABEL PLANTINGS** for educational purposes.
35. **CANTILEVERED PLANTERS** along part of the deck and building to help conceal seasonal fluctuation of lake.
36. **ENHANCED PERIMETER BUFFER PLANTINGS** with additional tree and shrub plantings exceeding code.
37. **ENHANCED INTERNAL LANDSCAPING** with oversized 14' tall canopy trees in islands.
38. **INCREASED PLANT SIZES** for the buildings for key areas.
39. **MEDIAN PLANTING** to emulate median plantings to the north.
40. **FLOWERING TREES** and seasonal plantings.
41. **LARGE SPECIMEN PALMS** at entry and in select areas; Date palms or Royal Palms.
42. **ENHANCEMENTS TO LANDSCAPE** trees along rail corridor and desirable north/south trail along the west where no buffer is required and enhancements to north buffer to Happy Hollow Lane residential.
43. **STREET TREES** as shown on landscape plans to blend with proposed plantings for adjacent Genova development.



01.2 | MASTER CONCEPT PLAN



INTRODUCTION

Civic Plan Studio has reviewed the Pattern Book for the proposed Via Coconut Mixed Use Development. We were asked to provide a professional opinion on the site plan and architecture based on the best practices for walkable urbanism and placemaking.



URBAN DESIGN REVIEW
for the
VILLAGE OF ESTERO
JULY 23, 2021

GENERAL COMMENTS

1. The inclusion of the "Main Street" with a potential connection to the property to the west is a positive attribute of the site plan. Special attention should be given to this element of the plan to maximize its placemaking potential. However, we feel that the architecture of the buildings that line the Main Street should be more varied and distinguished from the purely residential portions of the plan.
2. The three large buildings provide a well-defined block structure. However, we have noted several locations where pedestrian connections can be improved. The key to promoting pedestrian activity is to accommodate the shortest path between two

- points.
3. Some consideration should be given to the potential for future development of the residential properties on Happy Hollow Lane. It seems likely these properties will redevelop in the future and pedestrian and vehicular connections should be planned ahead of this development.
4. To improve pedestrian safety, reduce turning radii along the curbs where possible to slow vehicle speeds at the crossing. Wide turning radii may be required for fire and truck access, but where possible, use tighter radii to reduce vehicular speed.
5. We recommend that the city plan for improve-

- ments to the pedestrian crossing facilities at primary intersections along Via Coconut Point. Given that this area has been designated as the "Village Center" it should be planned and improved so as to encourage safe pedestrian and bike activity. In addition to the crosswalks, consider street trees which will narrow the visual corridor and induce slower vehicle speeds.
6. We recommend a continuous row of shade trees along Via Coconut Point, ideally located between the curb and shared path.



2.1: Good example of usable sidewalk space (but missing shade trees).



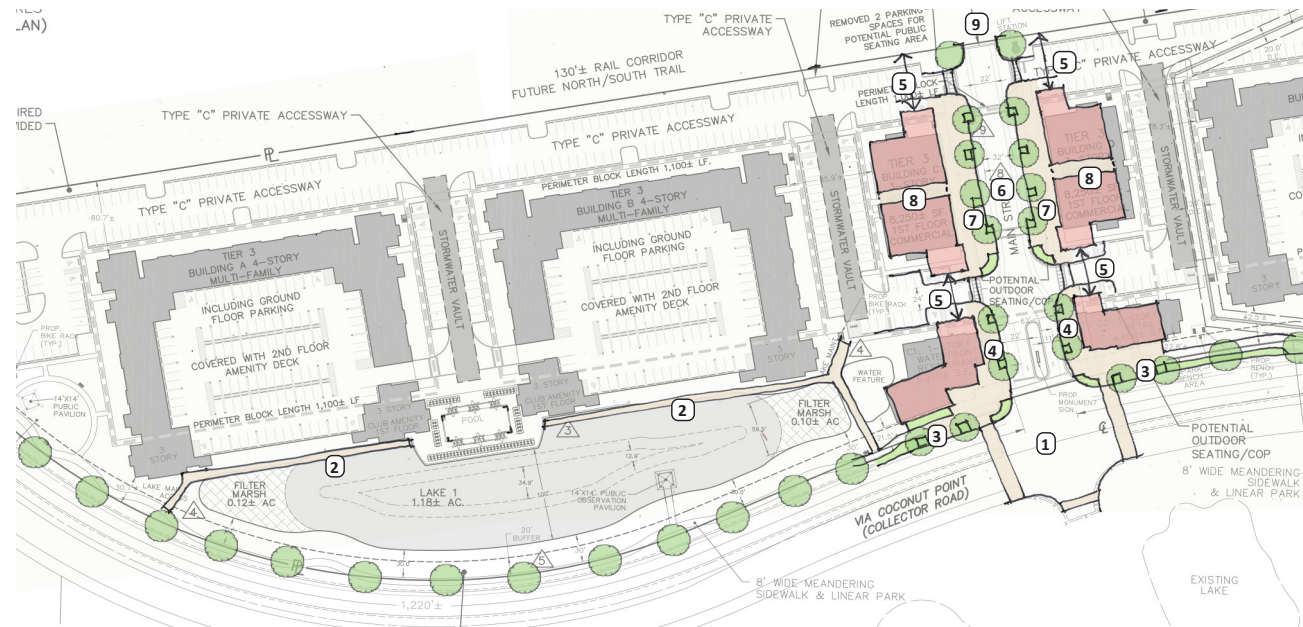
2.2: Attention to pavement design using flush curbs and bollards, street trees and seating.



2.3: The streetscape design used overhead light fixtures to enhance the placemaking potential of the street.

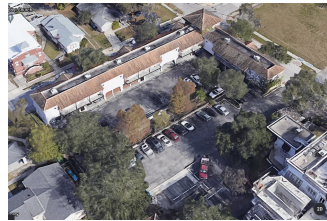


URBAN DESIGN REVIEW
for the
VILLAGE OF ESTERO
JULY 23, 2021



SOUTH-MAIN STREET AREA

1. Recommend that the city plan pedestrian crossing improvements at the intersection with Via Coconut Point. We recommend that the city consider whether the right turn lane is required as it increases the crossing distance for pedestrians.
2. Sidewalk along west side of lake to achieve better pedestrian connections with the perimeter sidewalk
3. Transition to an urban streetscape in front of commercial buildings along Via Coconut Point. Use wide sidewalks, low ground cover and street trees to allow views of commercial activity.
4. Maintain minimum 15 feet from curb to building face (appears to be less in current plan)
5. To maintain the "Main Street" character, reduce the distance between the buildings to provide a more continuous "street wall" condition and to hide parking behind.
6. We support the inclusion of bike lanes and parallel parking on this street.
7. Give special attention to the pedestrian zone with ample sidewalks and dining areas (already shown). The streetscape should include shade trees (preferred over palms), pedestrian scaled lighting, and seating. The sidewalk clear zone should be minimum 8 feet wide and extend to the storefront without excessive landscaping between the storefront at the sidewalk. The area of paving should exceed the area of landscaping in these areas. See example photos.
8. A breezeway through the buildings will make rear parking more viable.
9. We strongly support this proposed future connection to the property to the west.



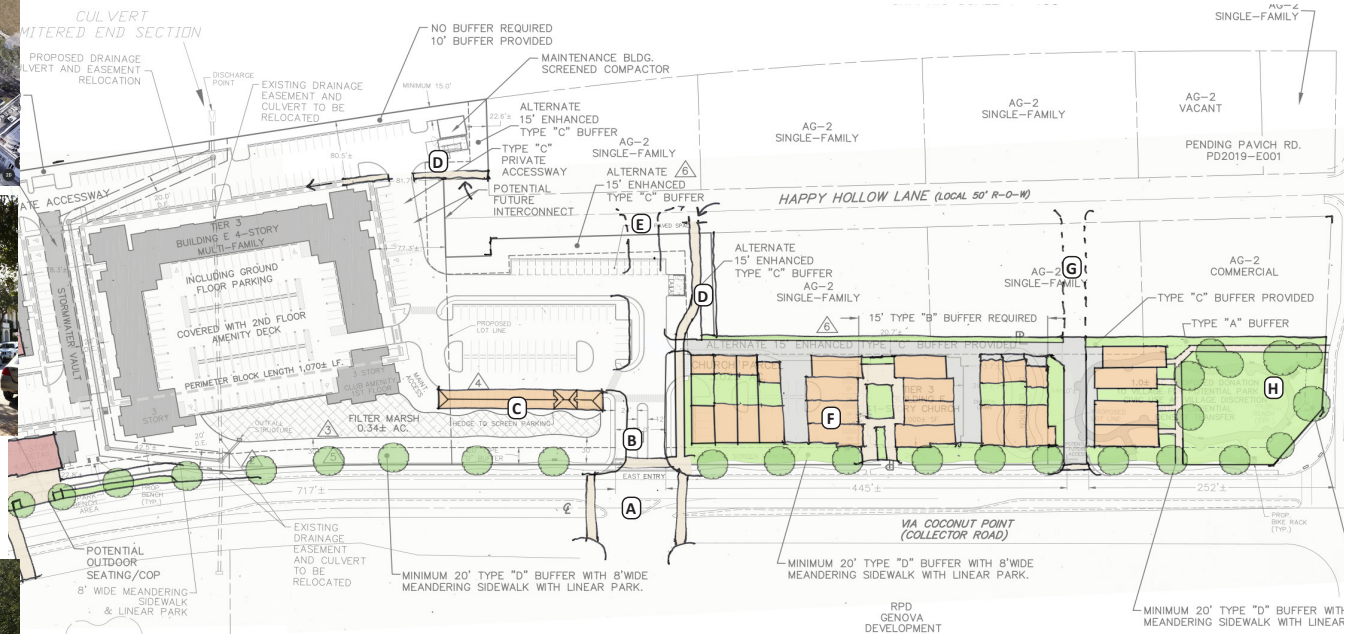
3.1 and 3.2 Top image shows an aerial view of a 2-story liner building that has parking below and apartments above. Note the parking tucked under the building on the side facing the parking lot. The street-level view is shown in the image directly above. and residential units above. (See item C)



3.3: Townhouse units may be suitable for the site and provide some variety in building scale. (See item F)



URBAN DESIGN REVIEW
for the
VILLAGE OF ESTERO
JULY 23, 2021



NORTH AREA

- A. Recommend that the city plan for pedestrian crossing improvements at this intersection
- B. Consider a reduction in the overall lane width of this entrance. Are two exit lanes necessary?
- C. We recommend a "liner building" to hide the large parking lot and create a more interesting and continuous "roofscape" along Via Coconut Point. The liner building accommodates parking on the ground level (basically and extended garage) and may have residential units above as shown photo 3.1. Alternatively, the liner building may be a single story structure, ideally broken up into several sections with architectural features compatible with the architectural style.
- D. Provide pedestrian connections to Happy Hollow Lane (more important than vehicular connections).
- E. Plan for a future street connection to Happy Hollow Lane to eliminate dead end condition and provide better circulation and fire access.
- F. There are multiple options for the narrow, northern portion of the development. The lot depth will comfortably support townhouse development with rear vehicular access which could also serve

- future development to the west. The townhouses units can face Via Coconut Point, or face internal courtyards. Both conditions are shown in the drawing.
- G. Potential service connection to future development.
- H. We recommend lining the proposed greenspace with townhouses (or other residential building type) to help "activate" the greenspace (park amenities are not shown on this drawing).



4.1: Sketch overlay, Mixed-use building

The proposed mixed-use buildings which line both sides of the Main Street are too similar to the residential buildings. There can be more variety within the architectural vocabulary of the development while adhering to the designated style. The massing can be simplified to better reflect an urban building type that reinforces the “Main Street” character.

In addition, the streetscape should be carefully designed to promote pedestrian activity and al fresco dining, typically, this means more paved areas than landscape areas. Shade trees are better suited than palms to create a comfortable environment in our tropical climate.



URBAN DESIGN REVIEW
for the
VILLAGE OF ESTERO
JULY 23, 2021



EXAMPLE MEDITERRANEAN-INSPIRED MIXED-USE BUILDINGS

- A. Simple massing with horizontal emphasis at the cornice/overhang line.
- B. Roofs are not overly complex (i.e., no arbitrary ups and downs unless following the building massing).
- C. Storefronts are ample and may be arched or a simple rectangular openings, but are larger than the openings above.
- D. The facade is not overly complex with a lot of “ins and outs” except where there is a desire to carve out public space (see example above).
- E. The facade may be asymmetrically composed.



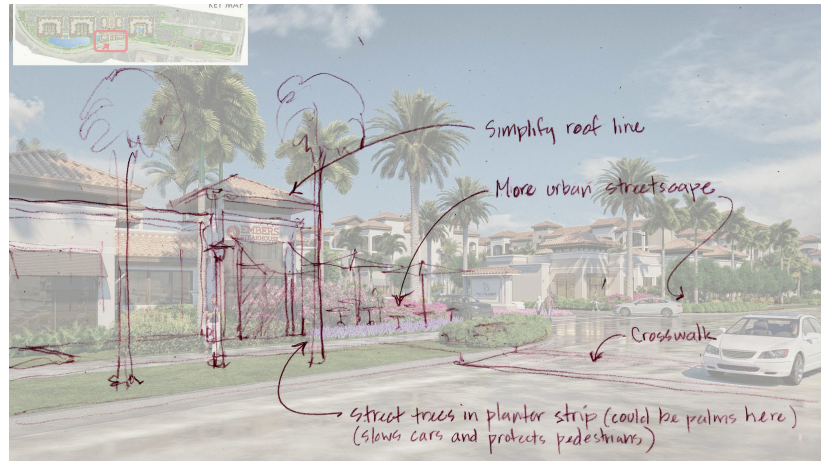


5.1: Sketch overlay

The massing and roof line seems overly complex for the scale of the building, with too many vertical divisions. The massing and roof line could be simplified to create a "calmer" composition and give better emphasis to selected vertical elements.

5.2(upper right): In order to emphasize the "urban" nature of the proposed Main Street, the frontage along Via Coconut Point should transition from the meandering path to a more urban streetscape with wide sidewalks, pedestrian-scaled lighting, and low landscaping with street trees. Currently, the landscaping obscures visibility of the commercial uses.

5.3 (lower right): Like the mixed-use buildings, the single-story commercial buildings should incorporate more varied architectural style that distinguished them from the residential buildings. The massing and roof line may be simplified. Vertical elements should be separated by longer stretches of horizontal emphasis.



5.2: Sketch overlay



5.3: Sketch overlay



Professional Engineers, Planners & Land Surveyors

Via Coconut MPD
Estero Planned Development Zoning District
Supplemental New Comprehensive Plan Narrative
DCI2019-E003
Revised March 2021

The applicant is requesting rezoning approval of ±20.19 acres from Agricultural (AG-2) to Estero Planned Development Zoning District (PD) for the proposed Via Coconut MPD: a first-class Village Center destination for Estero citizens which includes socially vital and integral public amenities and public gathering spaces throughout a Tier 3 mixed-use development. It also includes a maximum of 330 multi-family dwelling units, 29,600 square feet of commercial retail, office or medical office space, a 10,000 square foot place of worship, ±1-acre donation to Village of Estero and various public amenities. Proposed building heights vary throughout the development with a maximum height of 4 stories or 59 feet to top of embellishments (46'4" to mid-point between eave and ridge).

Since the original application, the Village of Estero has adopted a new Comprehensive Plan. This supplemental narrative demonstrates how the project complies with these policies.

The proposed Via Coconut MPD is consistent with the Village of Estero Comprehensive Plan. The following policies are relevant to the subject application:

FLU-1.1.1 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*

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- F. Facilitate public participation in the land development approval process by having the owner or agent applying for Planned Developments, Rezoning, 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.*

The site is located within the Village Center future land use category which encourages higher density mixed use developments. The proposed pattern book demonstrates and requires high quality architecture, landscaping and buffering, lighting and visual appearance as well as providing a vital portion of a Village desired connector street and pedestrian circulation and several public amenities and public spaces. The compact mixed-use development plan increases internal capture by providing residential, commercial and civic uses on the same parcel. The schedule of uses for the site includes targeted industries and seeks to develop/redevelop underutilized lands in the heart of the Village of Estero to comply with the Village Center vision and standards for this area. The application is being processed as an Estero Planned Development and has participated in the required Planning & Zoning Board public information meeting and Design Review Board public hearing. The applicant held voluntary additional meetings with Village staff, Genova residents, various Councilmembers, a Design Review Board member and the Estero Council of Community Leaders and incorporated changes to the development plan in response to feedback received in order to facilitate participation in the land development approval process. The application is consistent with Policy FLU 1.1.1.

The Village Center future land use category is provided below:

POLICY 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.*

The proposed master concept plan includes a walkable, bikeable mixed-use environment that creates a socially vital center with interconnecting pedestrian vias which parallel the featured lake along Via Coconut Point and Main Street (connecting street) with a blend of integrated vertical and horizontal mixed uses. The proposed development will improve the quality of life for Estero's residents and visitors by providing additional housing and neighborhood types, park and civic uses and more diverse economic activity in the heart of Estero. Main Street includes bicycle lanes

that will connect to the Village's planned bike lanes on Via Coconut Point, Village planned Estero Community Park west entrance shared use path to connect to Williams Road and proposed shared use path along the rail corridor. An area has been reserved for a potential future seating area where Main Street connects to the rail corridor. Urban services are in place to support the proposed commercial, residential and civic development. Approval of the request will provide appropriate development within the Village Center adjacent to the Estero Park, major corridor of the CSX Railway and Corkscrew Road. The proposed schedule of uses provides for housing, employment, shopping, office, recreation, park and civic uses. The proposed rezoning is consistent with Policy FLU-1.2.10.A.

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.

The proposed development provides a socially vital vertically and horizontally integrated mixed-use development plan with midrise residential, commercial and mixed use buildings and includes various recreational facilities for public use as well as internal recreational facilities for the residents. The proposed Main Street provides a vital segment of the desired connector between Pelican Sound Drive and the future west entrance to Estero Community Park shown on the Framework Plan to connect to Corkscrew Palms Boulevard and Williams Road. It also provides for future connection to the proposed SUN Trail Rail Corridor shared use path with a reservation for potential future seating area. The proposed rezoning is consistent with Policy FLU-1.2.10.B.

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.

As encouraged by the Village, the project is proposed to be developed with a greater mix of uses and higher densities per the tiered system with a walkable, bikeable mixed-use pattern being pursued through the public hearing process. The proposed rezoning is consistent with Policy FLU-1.2.10.C. The applicant began preliminary meetings and coordination with Village staff around 2 years ago, including density discussions in conjunction with the tier system set forth in your Code for the Village Center Area in the Estero Planned Development Zoning District. The applicant's initial plan presented at the preliminary meetings included significantly higher density with significantly taller buildings and did not include the desired connector street nor the many different public benefits and incentive offerings that are now included. Following feedback from the Village at these preliminary meetings, the applicant proactively adjusted their requested density and height early on in the process and added the desired connector road and provided multiple public incentives for a walkable, mixed-use development, all of which are described in detail in the submitted Narrative and Incentive Offerings List. Below is a chart comparing the proposed plan from November 2018 to the current plan. The most significant to note is that Tiers 1 and 2 do not require a publicly accessible gathering space. Tier 3 requires a publicly accessible gathering

space which is being accommodated by the proposed Main Street mixed use area and excessive public amenities. The proposed intensities exceed the Tier 2 non-residential limitations provided in Sec. 3-707.N.1.A.2 of 2.5% of the total land area, which confirms the project as a Tier 3 development. Tier 3 has a standard base density up to 15 with additional densities up to 20 if incentive offers are accepted as providing significant public benefits. Although the multiple incentive offers justify a maximum request (density of 20), the applicant is only requesting a density of 16.4 units per acre.

November 2018 Proposed Plan

523 units
(20 units per acre on 26.15 acres)

Gated access

Bifurcated commercial and residential

4-5 stories

44,600 SF commercial

No connector street and no public amenities

Current Proposed Plan

330 units - 193 unit/±37% reduction
(16.4 units per acre on 20.19 acres)

Non-gated access

Vertically & horizontally integrated mixed use buildings

3-4-stories – 1-story reduction

Minimized massing with tiered building heights and screened parking

±29,600 SF commercial & 10,000 SF Church

(removed hotel for Genova)

Connector street and several public amenities:

- ±3.65 acres of Public Amenities (18% of project area) including:

- ±1 acre land donation to Village of Estero with residential density transfer (frontage constructed with linear park with 8' sidewalk and lush landscaping)
- Main Street connector street (±0.52 ac) with bike lanes for future connection to Estero Park, railway parcel to west & eventually US 41
- ±1.72 acres/±0.5-mile Linear Park with 8' sidewalk, lush landscaping, fishing pier, benches, etc.
 - Additional ±0.19 acre/±0.05 mile located on donation parcel for total of ±1.91 acres and ±0.55 mile Linear Park
- ±0.23 acre Lawn area with pavilion
- ±0.18 acre Dog Park

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...

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...

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: ...

c. Tier 3 accommodates mixed-use neighborhoods with similar attributes as Tier 2 but with higher levels of non-residential uses as well...

The proposed development provides a socially vital, interconnected mixed-use development plan that includes various high quality public spaces as demonstrated by the provided master concept plan and pattern book. The proposed Main Street provides a vital segment of the desired connector between Pelican Sound Drive and the future west entrance to Estero Community Park shown on the Framework Plan to connect to Corkscrew Palms Boulevard and Williams Road. It also provides for future connection to the proposed SUN Trail Rail Corridor shared use path with a reservation for potential future seating area and a potential future interconnect to Happy Hollow Lane. The various public spaces are interconnected by the linear park and 8' meandering sidewalk along the project's frontage. On street parking, street trees and street furniture are also provided. The proposed intensities exceed the Tier 2 non-residential limitations provided in Sec. 3-707.N.1.A.2 of 2.5% of the total land area, which confirms the project as a Tier 3 development. Compliance with the LDC standards is provided in the Narrative of Request. The proposed rezoning is consistent with Policy FLU-1.2.10.D.

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:...

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...

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.

The proposed rezoning is consistent with Policy FLU-1.2.10.E. The amount of non-residential uses proposed deem the project a Tier 3 development. Tier 3 allows additional densities (up to 20 units per acre/404 units) if incentive offers are accepted as providing significant public benefits. The Applicant's thoughtful project design deliberately elevated public benefits as the leading element and the site's incentive offers are numerous and truly provide the type of public benefits contemplated by the Village Center Area and Tier 3. Enhanced interconnectivity, innovative landscaping and street design, offsite improvements, onsite public spaces, public trails, gathering spaces, architectural excellence and enhanced parking design are included in the several incentive offers. The requested additional density (16.4 units per acre/330 units) is only 1.4 units above the base density of up to 15 in Tier 3, which is consistent with the Applicant's approach to focus firstly on a true, place-making destination for the public, and only secondarily on residential density. The project's numerous incentive offers provide significant public benefits and 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 include:

Social Vitality:

- (1) **Main Street (connecting street/±0.52-acre)**, the ultimate public gathering place as a high-quality, destination promoting place-making businesses including restaurants, coffee shops and fitness studios.
- (2) **Place of Worship** (10,000 square feet) has been included in the development plan providing an additional publicly accessible gathering place.
- (3) **±1-acre Land Donation to Village of Estero** for potential park or civic use at Village discretion (valued at ±\$1.5 million for a corner parcel) with residential density transfer.
- (4) **±1.91-acres/±0.55-mile Linear park** with lush, greater-than-Code landscaping along Via Coconut Point frontage with interconnected public amenities for sitting, gazing and

interacting with public spaces. (± 1.72 acres/ ± 0.5 -mile plus additional ± 0.19 acre/ ± 0.05 mile located on donation parcel)

- (5) **14' x 14' public lake observation pavilion/fishing pier** interconnected by the 8' sidewalk within the linear park and will include educational informational plaques.
- (6) **Public park bench areas** interconnected by the 8' sidewalk within the linear park.
- (7) **± 0.23 -acre Public lawn area with pavilion** interconnected by the 8' sidewalk within the linear park.
- (8) **± 0.18 -acre Public dog park** interconnected by the 8' sidewalk within the linear park with benches, perimeter fence, and hedge.
- (9) **Vertical and Horizontal mixed-use development:** integrated mixed-use neighborhood with higher residential densities and mixed uses along the street frontage promoting place-making businesses including restaurants, coffee shops and fitness studios.
- (10) **Street front shops** located along Main Street (connecting street) and 8' sidewalk within the linear park.
- (11) **Upscale Waterfront restaurant** located along Main Street (connecting street) and 8' sidewalk within the linear park.
- (12) **Not Age-Restricted. Diverse Housing** – Via Coconut MPD is designed as a housing alternative for varying needs of the Village of Estero. The community will not be age restricted.

Connectivity:

- (13) **Desirable connector street:** Main Street provides a vital segment of the desired connector between Pelican Sound Drive and the future west entrance to Estero Community Park shown on the Framework Plan to connect to Corkscrew Palms Boulevard and Williams Road. It also provides for future connection to the proposed SUN Trail Rail Corridor shared use path with reservation for potential future seating area.
- (14) **± 0.56 -mile 8' public meandering sidewalk along Via Coconut Point** within the linear park that will interconnect with Village's planned Estero Community Park west entrance shared use path proposed to connect to Williams Road. (± 0.51 -mile plus additional ± 0.05 -mile located on donation parcel)
- (15) **Bike lanes on Main Street** (connecting street) will connect to the Village's planned bike lanes on Via Coconut Point and Village's planned Estero Community Park west entrance shared use path proposed to connect to Williams Road.
- (16) **Promote walkability with interconnected sidewalks.** Internal sidewalks interconnect with public sidewalks external to the community on Via Coconut Point.
- (17) **Mixed-Use Pedestrian Shed** – All residential units are within pedestrian shed of proposed Main Street commercial uses and the proposed on-site private and public amenities.
- (18) **Non-gated community** – The proposed development does not include entry gates.

Architecture:

- (19) **Exceptional design** – The architecture depicted in the pattern book sets a high-quality standard for the Village Center Area and includes a unique residential building design including three-story stepped back elements from the remaining 4-story building masses. This massing change is stepped back from the perimeter water features and linear park creating a delicate footprint along the street frontage on Via Coconut.

- (20) **Screened Parking** - The bulk of the development's parking is concealed within the first level of the residential buildings with units wrapping around the perimeter. This creates a centralized lower massing element with an elevated amenity deck as an amenity to the users. The remaining parking is located behind the buildings or is appropriately visually buffered from Via Coconut Point.
- (21) **Varying building heights** are provided throughout the development as demonstrated in the pattern book.
- (22) **360-Degree Urban Look.** All the building elevations depicted in the pattern book have architectural design elements typical of front elevations so it will appear that there are no rear elevations.
- (23) **Entry pavers and landscaped signage** at each entry point to calm traffic and emphasize safety.
- (24) **Sculpture features** on Main Street (connecting street) near mixed use buildings.
- (25) **On-street parking** on Main Street (connecting street) and internal accessways as encouraged to calm traffic.
- (26) **Street furniture** is proposed.
- (27) **Best Practices for compact surface water management design** are proposed.
- (28) **Best Practices for block lengths** are proposed.
- (29) **Lake and water features** along the 8' sidewalk within the linear park.
- (30) **Fountains** included in lake and water features.

Landscaping:

- (31) **Interweaving Public ROW and Via Coconut MPD frontage-** Integrating the Via Coconut Point Road ROWs with Via Coconut MPD's linear park, 8' sidewalk and landscaping to create a seamless ROW and a more inviting street-side environment.
- (32) **Enhanced landscape buffering along Via Coconut** with enhanced 14-18' trees, enhanced hedge shrub 36" at installation, additional ground covers and additional shrub layers.
- (33) **Filter marshes** along the 8' sidewalk within the linear park with a variety of grasses and aquatic plantings including seasonal plantings, Red Maples, Bald Cypress, etc.
- (34) **Label Plantings** for educational purposes.
- (35) **Cantilevered planters** along part of the deck and building to help conceal seasonal fluctuation of lake.
- (36) **Enhanced perimeter buffer plantings** with additional tree and shrub plantings exceeding code.
- (37) **Enhanced internal landscaping** with oversized 14' tall canopy trees in islands.
- (38) **Increased plant sizes** for the buildings for key areas.
- (39) **Median Planting** to emulate median plantings to the north.
- (40) **Flowering trees** and seasonal plantings.
- (41) **Large specimen palms** at entry and in select areas; Date palms or Royal Palms.
- (42) **Enhancements to Landscape** trees along rail corridor and desirable north/south trail along the west where no buffer is required and enhancements to north buffer to Happy Hollow Lane residential.
- (43) **Street trees** as shown on landscape plans to blend with proposed plantings for adjacent Genova development.

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 proposed rezoning is consistent with Policy FLU-1.2.10.F. The proposed development is a Tier 3 project which includes non-residential land in the density calculations.

FLU-1.3.10 To maintain the Village's aesthetic standards, billboards are prohibited. The Village will implement an amortization program for existing billboards.

The proposed rezoning is consistent with and furthers Policy FLU-1.3.10. The proposed development will result in removal of an existing billboard within the development upon construction of that phase.

FLU-1.5.1 Commercial development levels are categorized as minor, neighborhood, community, or regional scale. The Village assigns intensities to these commercial levels according to the context and accessibility of the commercial development described below. See Map TR-1 for Functional Classifications of roadways.

The location standards specified in Subsections A-D will apply to the following commercial developments: shopping centers, free-standing retail or service establishments, restaurants, convenience food stores, automobile dealerships, gas stations, car washes, and other commercial development generating large volumes of traffic. These location standards will not apply to the following: banks and savings and loan establishments without drive-in facilities; hotels or motels; marinas; general, medical, or professional offices; industrial, warehouse, or wholesale development; clubs, as defined in the Land Development Code (commercial clubs excepted); and other similar development.

A. Minor Commercial

- 1. Provides for the sale of convenience goods and services and has a gross floor area less than 30,000 square feet.*
- 2. Must be located (except where this plan provides specific exceptions) on or within 330 feet of the right of way of local and collector, local and arterial, or collector and collector roads; at the intersection of collector and arterial and arterial and arterial roads; or within a residential planned development provided it is located and designed primarily to meet the commercial needs of the residents of the development.*
- 3. When developed as part of a Mixed Use planned development, Estero Planned Development or Compact planned development, and meeting the use limitations, modified setback standards, signage limitations, and landscaping provisions, retail*

uses may deviate from the locational requirements and maximum square footage limitations through compliance with design standards of this plan and approval by the Village Council.

4. *Village Council may approve applications for minor commercial centers that do not comply with the location standards of subsection 2 above for such centers but which are consistent with design standards of this plan. ...*

The proposed rezoning is consistent with Policy FLU-1.5.1. The proposed development includes minor commercial development as part of an Estero Planned Development. The proposed development plan includes 29,600 square feet of commercial retail, office or medical office space within mixed use buildings and stand-alone commercial buildings located within 330 feet of the intersection of Via Coconut Point, a collector roadway, and the proposed Main Street connector street.

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.*
 - a. Public art (monuments, community engaged, professionally designed, fixed or temporary, etc.)*
 - b. Urban green space (passive open space, greenways, activated park, urban farms, etc.)*
 - c. Plaza (primarily solid surface for passive open space or activated with furnishings, furnishings can be fixed or flexible)*
 - d. Identifiable landmark (fountain, clock tower, etc.)*
 - e. Hidden off-street parking (mid-block parking structures with liner buildings)*
 - f. Environmental feature (rain garden, signature trees, watercourse, roadside bioswale, etc.)*
 - g. Paseo or via (pedestrian promenade free from cars)*
 - h. Traffic calming enhancements (roundabout or rotary, rumble strips, parklets, speed tables, etc.)*

Placemaking requires bicycle and pedestrian infrastructure as appropriate per the Federal Highway Administration's list of proven safety countermeasures including (in coordination with local fire departments):

- 1. Safety Edge*
- 2. Roundabouts*

3. Corridor Access Management
4. Backplates with Retroreflective Borders
5. Longitudinal Rumble Strips and Stripes on 2-Lane Roads
6. Enhanced Delineation and Friction for Horizontal Curves
7. Medians and Pedestrian Crossing Islands in Urban and Suburban Areas
8. Pedestrian Hybrid Beacon

Implementation of a "Road Diet" or Roadway Reconfiguration to slow traffic and accommodate non motorized travel is also an example of a traffic calming enhancement.

- i. *Increasing options of transportation (overlapping connections and multiple options for public transportation)*
- j. *Pedestrian enhancements (widened sidewalks exceeding 6 feet, pedestrian crossing islands, pedestrian hybrid beacon, paver surfaces for pedestrians, wayfinding signage, etc.)*

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 Via Coconut MPD is a proposed high-quality walkable and bikeable mixed-use center that incorporates socially vital and varying public gathering spaces interconnected by an 8' meandering sidewalk which parallels the featured lakes and provides lush, greater-than-Code landscaping and a linear park connecting to public areas such as a dog park, a public pavilion and lawn area, a 14'x14' public observation pavilion and fishing pier on the lake and park bench areas along Via Coconut Point. The plan incorporates the desired connecting road Main Street which provides a blend of integrated vertical and horizontal mixed uses along the street frontage promoting place-making businesses including restaurants, coffee shops and fitness studios. Main Street provides a vital connection that includes bike lanes and aligns with the future west entrance to Estero Community Park and provides for future connection to and through the rail corridor. The proposal includes a maximum of 330 multi-family dwelling units, 29,600 square feet of commercial retail, office or medical office space, a 10,000 square foot place of worship, ±1-acre donation to Village of Estero along with the various public amenities. All nonresidential uses are within ¼ mile walking distance of the proposed residences. A bulk of the development's parking is concealed within the first level of the residential buildings. This creates a centralized lower massing element with an elevated amenity deck as an amenity to the users. The remaining parking is located behind the buildings or is appropriately visually buffered from Via Coconut Point. The proposed schedule of uses originated from the Estero Planned Development uses provided in the LDC and has been diligently tailored with further limitations in coordination with staff to ensure complimentary uses. The request is consistent with Policy FLU-1.9.1.

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 nonautomobile 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 request is consistent with Policy FLU-1.9.2. The project incorporates several public amenities with provisions for outdoor livability, including interconnected pedestrian and bike facilities, public places, and seating. Publicly accessible gathering places are a primary feature of the site, including Main Street (connecting street) with bicycle lanes connecting to the Village proposed Via Coconut Point bicycle lanes, proposed Estero Community Park shared use path to connect to Williams Road and proposed shared use path along the rail corridor with a reservation for potential future seating area, a long, 8' meandering sidewalk and linear park, a dog park, a public pavilion and lawn area, a 14'x14' public observation pavilion/fishing pier on the lake, park bench areas, a religious institution/place of worship and an overall socially vital center with significant benefits to the public for congregating. The public spaces are central to the site planning and are designed to drive public accessibility, both socially and physically, in a connected and walkable manner. The site design provides the public and civic spaces along the project's edges while providing for the mixed use development internal to the site and along the proposed Main Street.

Main Street provides a vital segment of the desired connector between Pelican Sound Drive and the future west entrance to Estero Community Park shown on the Framework Plan to connect to Corkscrew Palms Boulevard and Williams Road which will provide an alternative to collector and arterial roads. The implementation of this connector road at the project's center, as well as on-street parking, paver entries, pedestrian crosswalks, and narrow lane widths calm traffic and emphasize pedestrian safety. Parking spaces are located within or behind the proposed buildings or are appropriately visually buffered from Via Coconut Road. A parking deviation is included as encouraged in the LDC for the proposed mixed use development under unified control with shared centralized off-street parking with varying peak use times.

The public areas provide enhanced landscaping that includes street trees, planted areas, and street furniture. The lake and filter marshes are designed integrally with the linear park as a

physical and visual amenity with fountains, a public lake observation pavilion/fishing pier, and educational informational plaques.

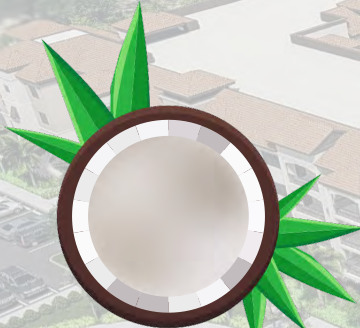
FLU-1.12.1 Along the Village's major corridors (Estero Parkway, U.S. 41, Corkscrew Road, and Three Oaks Parkway) and along the minor corridors (Broadway, Williams Road, Coconut Road, and Via Coconut Point), consider establishing corridor conscious development standards for the built environment that 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 request is consistent with Policy FLU-1.12.1. The project incorporates a ±1-acre land donation to the Village of Estero for a potential park or civic use at Village discretion (valued at ±\$1.5 million for a corner parcel) with residential density transfer at the intersection of the major corridor of Corkscrew Road and minor corridor of Via Coconut Point. The Via Coconut Point corridor will be enhanced by approval of the project which will provide landscaping in the median to emulate the median plantings to the north and will expand the existing 5' sidewalk to provide an 8' meandering sidewalk which parallels the featured lakes and provides lush, greater-than-Code landscaping and a linear park connecting to public areas such as a dog park, a public pavilion and lawn area, a 14'x14' public observation pavilion and fishing pier on the lake and park bench areas.

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 rezoning is consistent with Policy TRA-1.2.4. The proposed Main Street provides a vital segment of the desired connector between Pelican Sound Drive and the future west entrance to Estero Community Park shown on the Framework Plan to connect to Corkscrew Palms Boulevard and Williams Road which will provide an alternative to collector and arterial roads. Main Street also includes bicycle lanes connecting to the Village proposed Via Coconut Point bicycle lanes, proposed Estero Community Park shared use path to connect to Williams Road and proposed shared use path along the rail corridor. The project also includes a potential future interconnect to Happy Hollow Lane.



**VIA COCONUT**
Mixed Use Development

VIA COCONUT ESTERO PLANNED DEVELOPMENT

PLANNING, ZONING & DESIGN BOARD
AUGUST 10, 2021

PROJECT TEAM

 **ROYAL**
PROPERTIES

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COLEMAN | YOVANOVICH | KOESTER

 **BANKS**
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 **WALDROP**
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PLANNING | CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE

 **MHK**
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& PLANNING

 **AD**
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LAND DESIGN
INCORPORATED

 **TR** TRANSPORTATION
CONSULTANTS, INC.

 **DexBENDER**
ENVIRONMENTAL CONSULTING

PROJECT TEAM

- **KELLY KENEFICK** – Estero 5, LLC (Applicant)/Royal Properties (Developer)
- **RICH YOVANOVICH, ESQ.** – Land Use Attorney
- **STACY ELLIS HEWITT, AICP & ALEXIS CRESPO, AICP** – Land Planners
- **MATTHEW KRAGH, AIA & MARK MCLEAN** - Architects
- **CHRISTIAN ANDREA, RLA, ASLA** – Landscape Architect
- **D. BRENT ADDISON, P.E.** – Civil Engineer
- **TED TREESH** – Transportation Planner
- **TYLER KING** – Dex Bender Environmental Consulting

PRESENTATION OUTLINE

- **REQUEST OVERVIEW** – Rich Yovanovich, Esq.
- **ESTERO 5, LLC VISION** – Kelly Kenefick
- **VIA COCONUT VISION & BUILT FORM** – Matt Kragh, AIA
- **LANDSCAPE ARCHITECTURE** – Christian Andrea, PLA
- **PLANNING OVERVIEW & CONCLUSIONS** – Alexis Crespo, AICP

PROJECT LOCATION



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REQUEST SUMMARY OUTLINE

- Rezone ±20.19 acres in Village Center FLU from the Agriculture (AG) District to the Estero Planned Development (EPD) District
- Tier 3 project
 - 330 Multi-family apartment units (16.4 units per acre) 29,600 square feet of commercial use
 - Church or other uses such as 30 Townhomes (17.8 units per acre)
 - Public Amenities
- +/- 1-acre donation to the Village of Estero
- Proposed building heights vary throughout the development with a maximum height of 4 stories or 59 feet
- Companion vacation of 66-foot-wide right-of-way



8 Day Letter Summary

- Schedule of uses – revisions to bar and consumption on premises uses
- Newly proposed condition relating to outdoor seating and consumption on premises
- Urban design recommendations, except agreement for townhomes as alternative to church
- Modifications to phasing outlined in staff report condition 14

ROYAL PROPERTIES VISION

KELLY KENEFICK
Estero 5, LLC/Royal Properties

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ARCHITECTURE & SITE DESIGN

MATTHEW KRAGH, AIA
MHK Architecture and Planning

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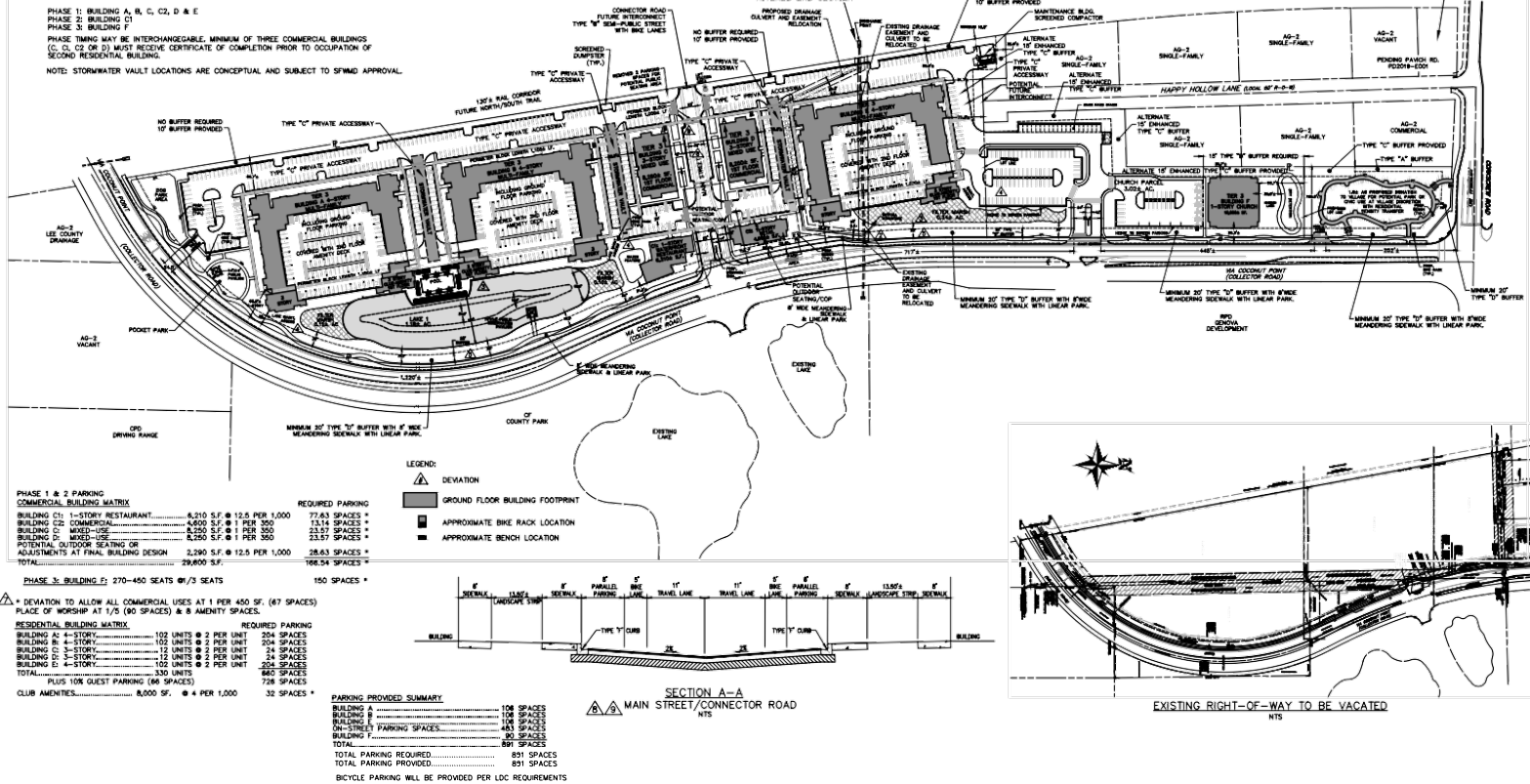
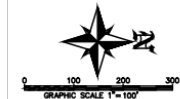
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MASTER CONCEPT PLAN

LAND DEVELOPMENT AREAS:

TOTAL PROJECT AREA:	879,667± SF.	20.19± AC.
PHASE 1 & 2 MIXED USE AREA:	704,581± SF.	16.17± AC.
PHASE 3 CHURCH AREA:	131,520± SF.	3.02± AC.
DONATION AREA:	43,565± SF.	1.0± AC.

OPEN SPACE REQUIRED: 35% OR 7.07 ACRES
OPEN SPACE PROVIDED: MINIMUM 7.07 ACRES
(SEE CONCEPTUAL OPEN SPACE DESIGN PLAN)



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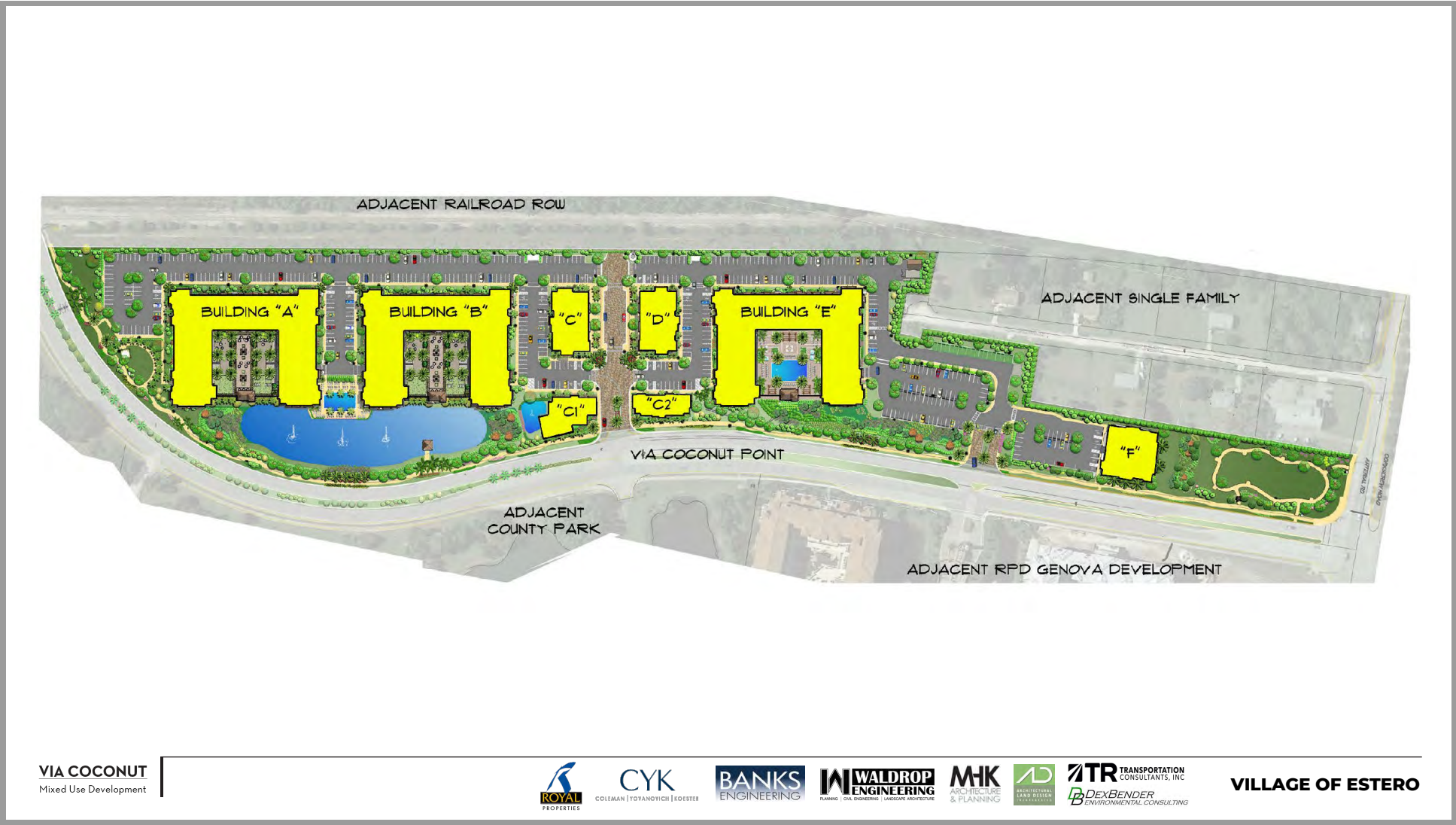
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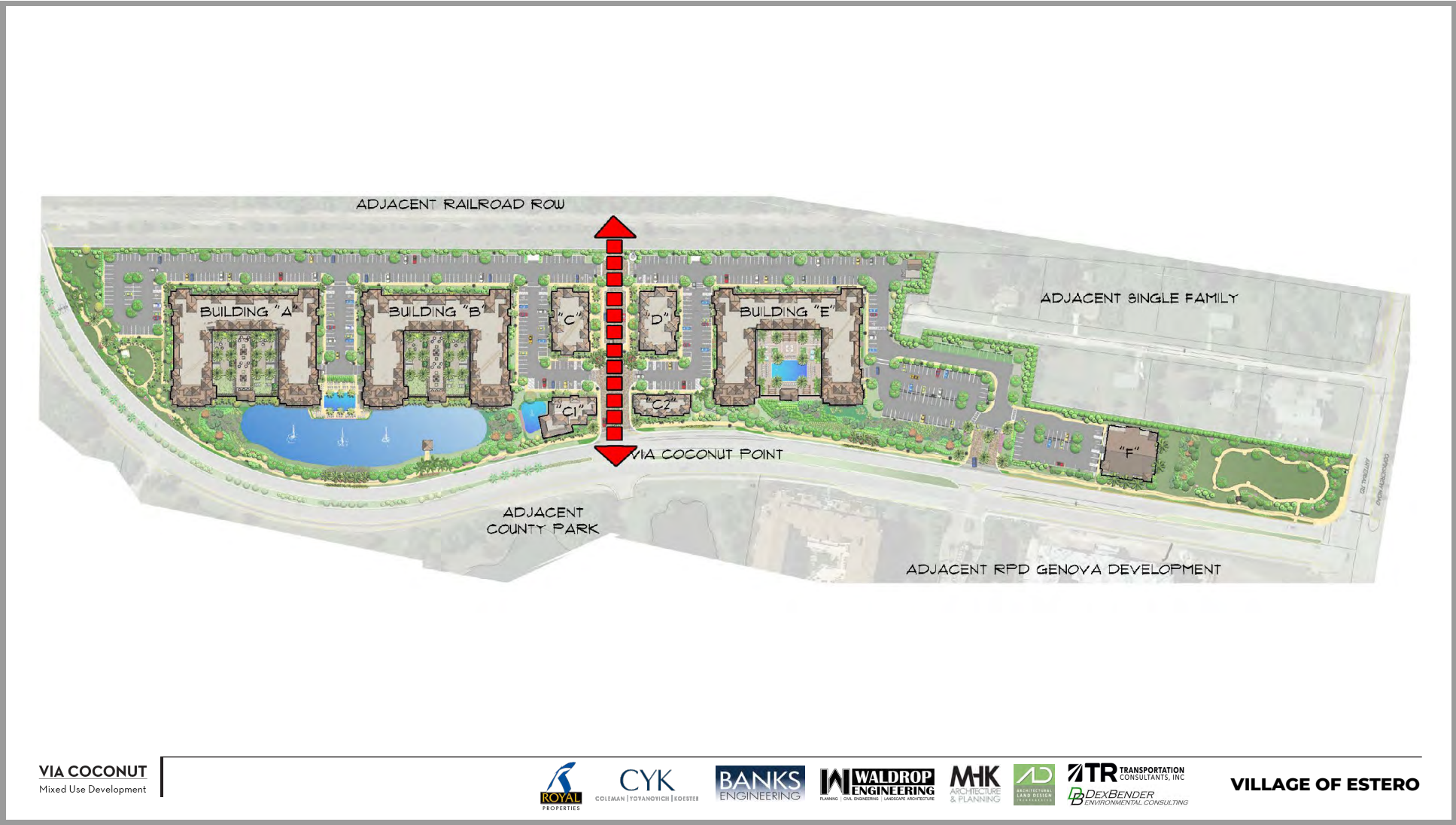
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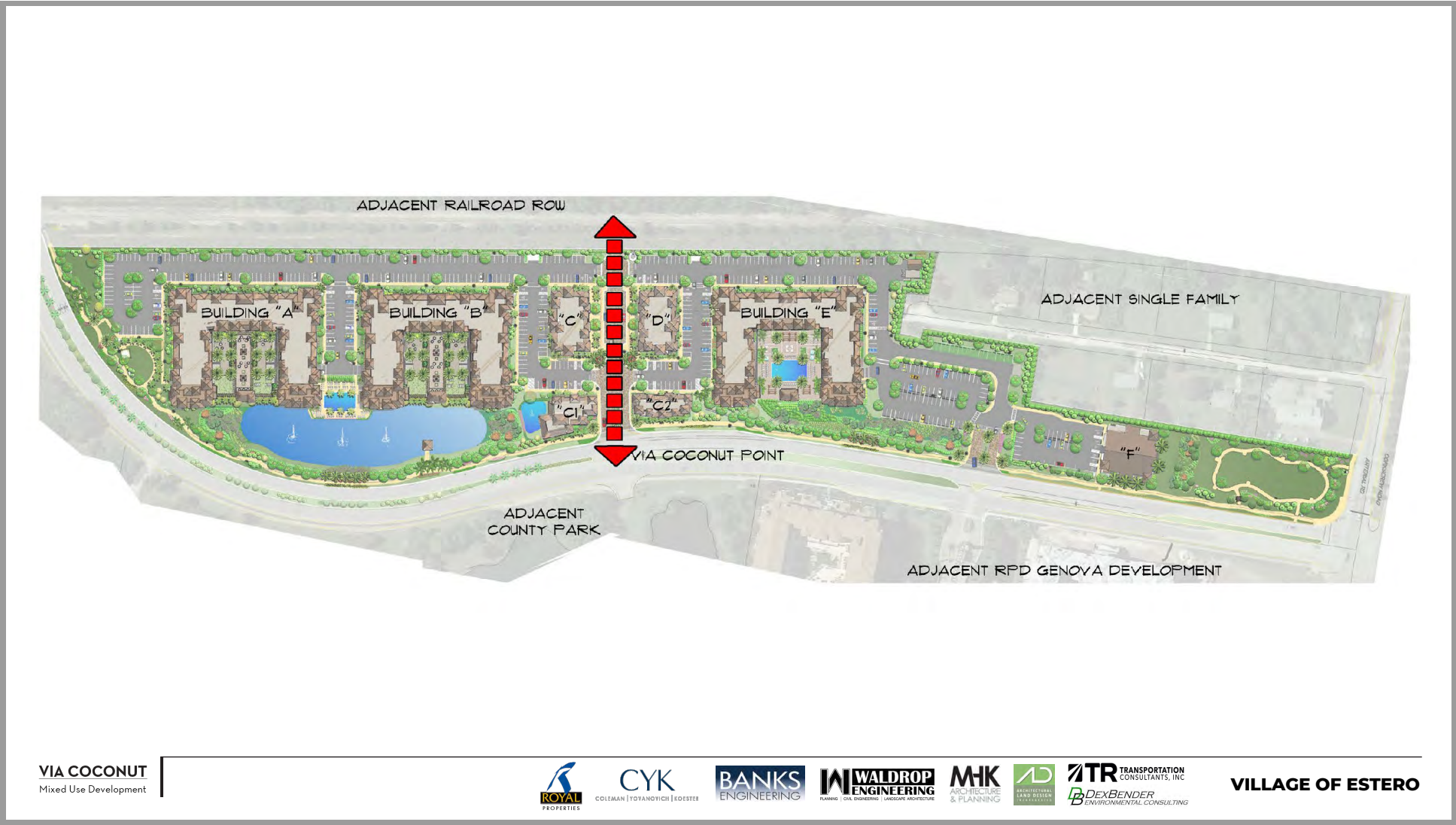
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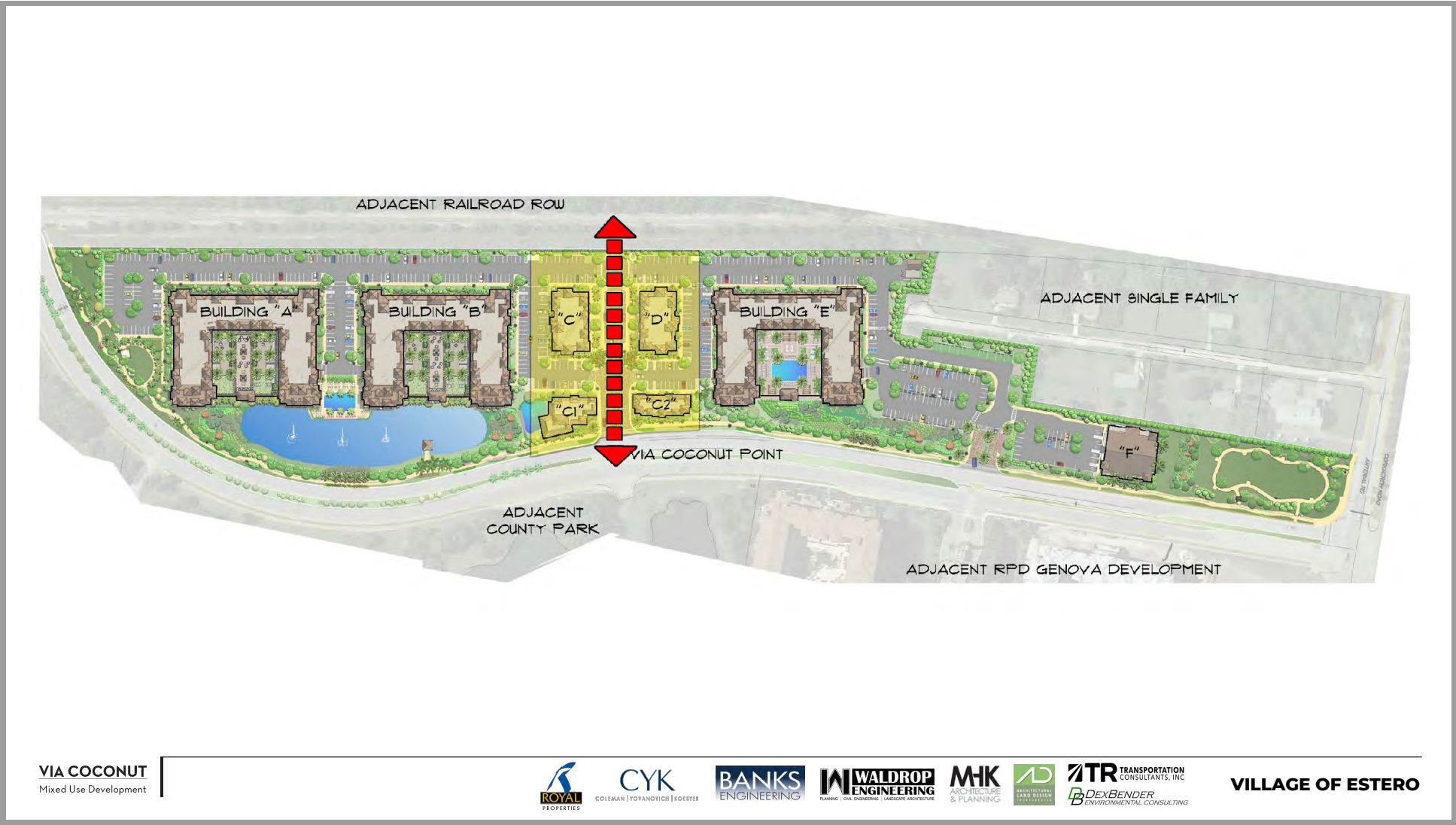
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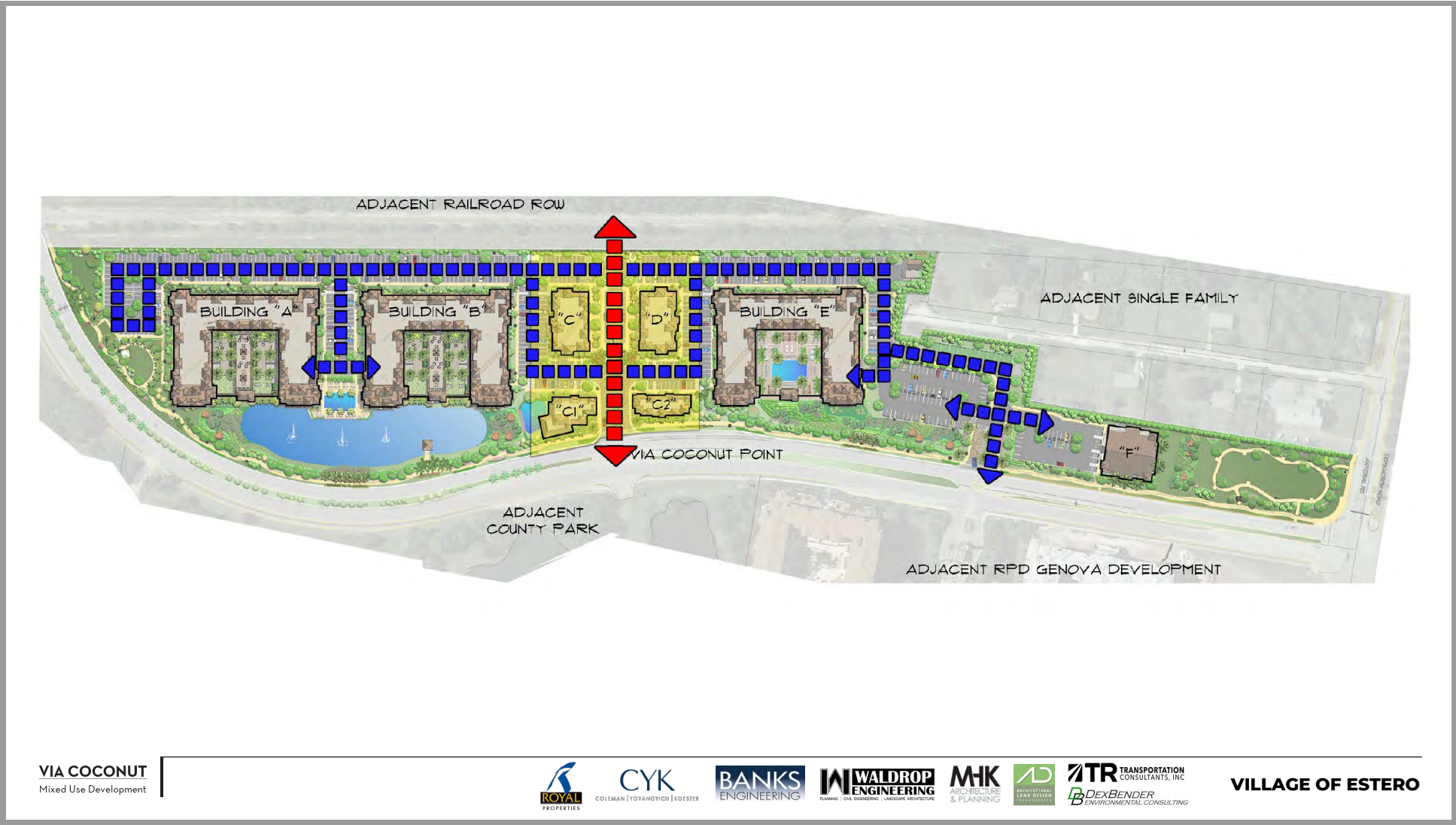


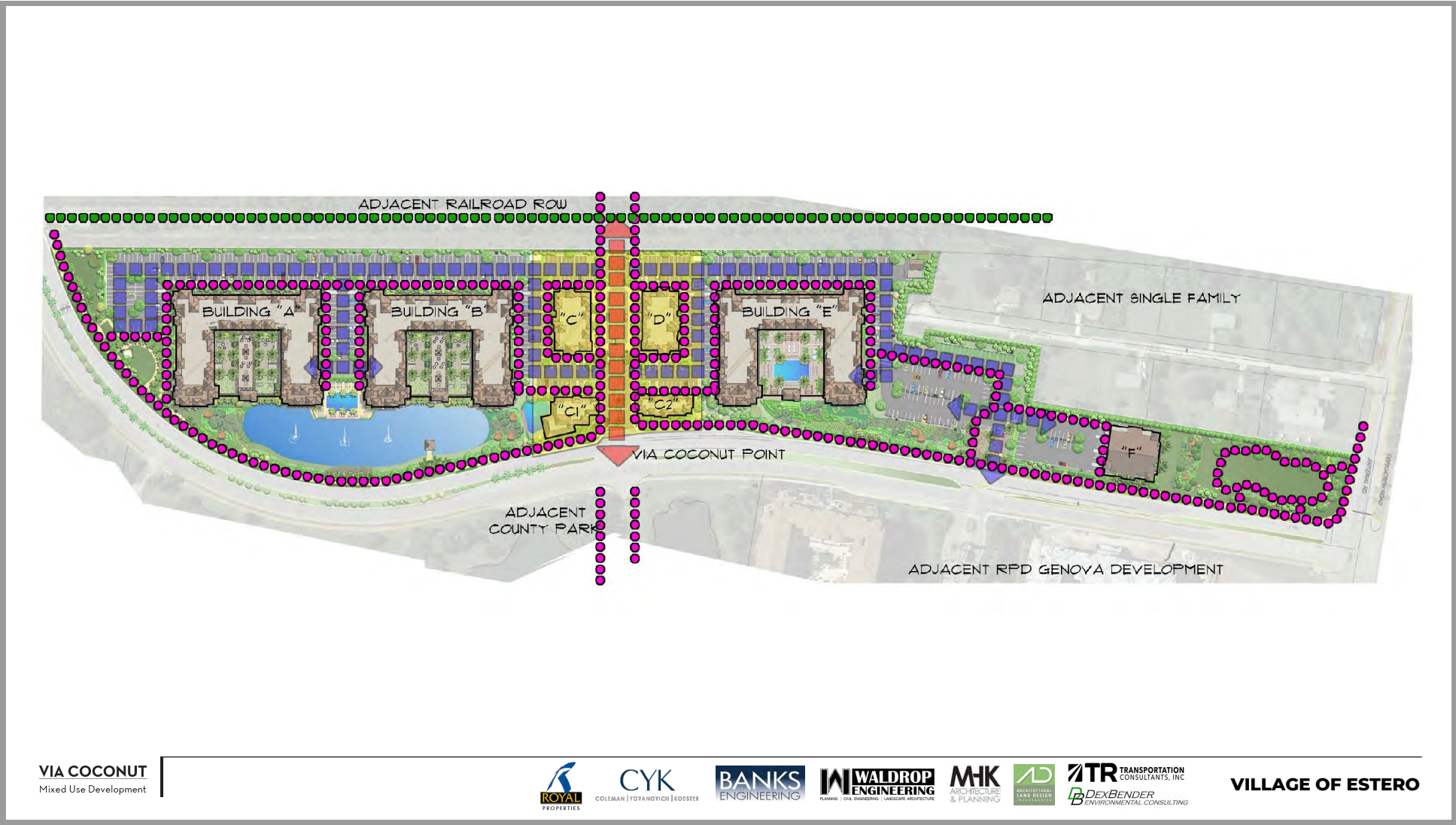














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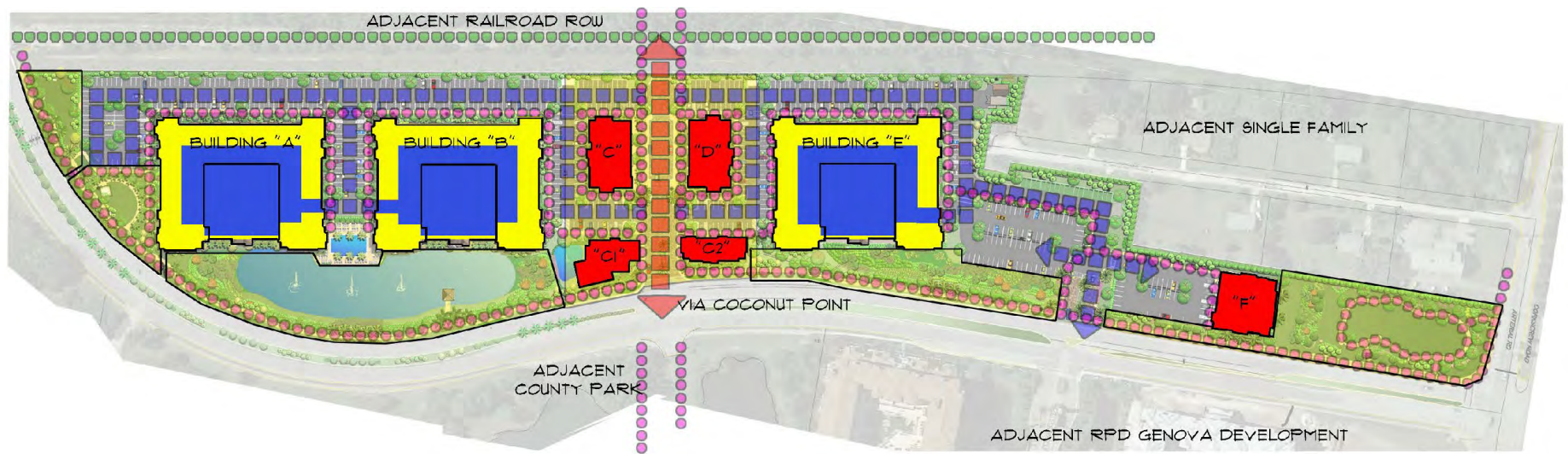
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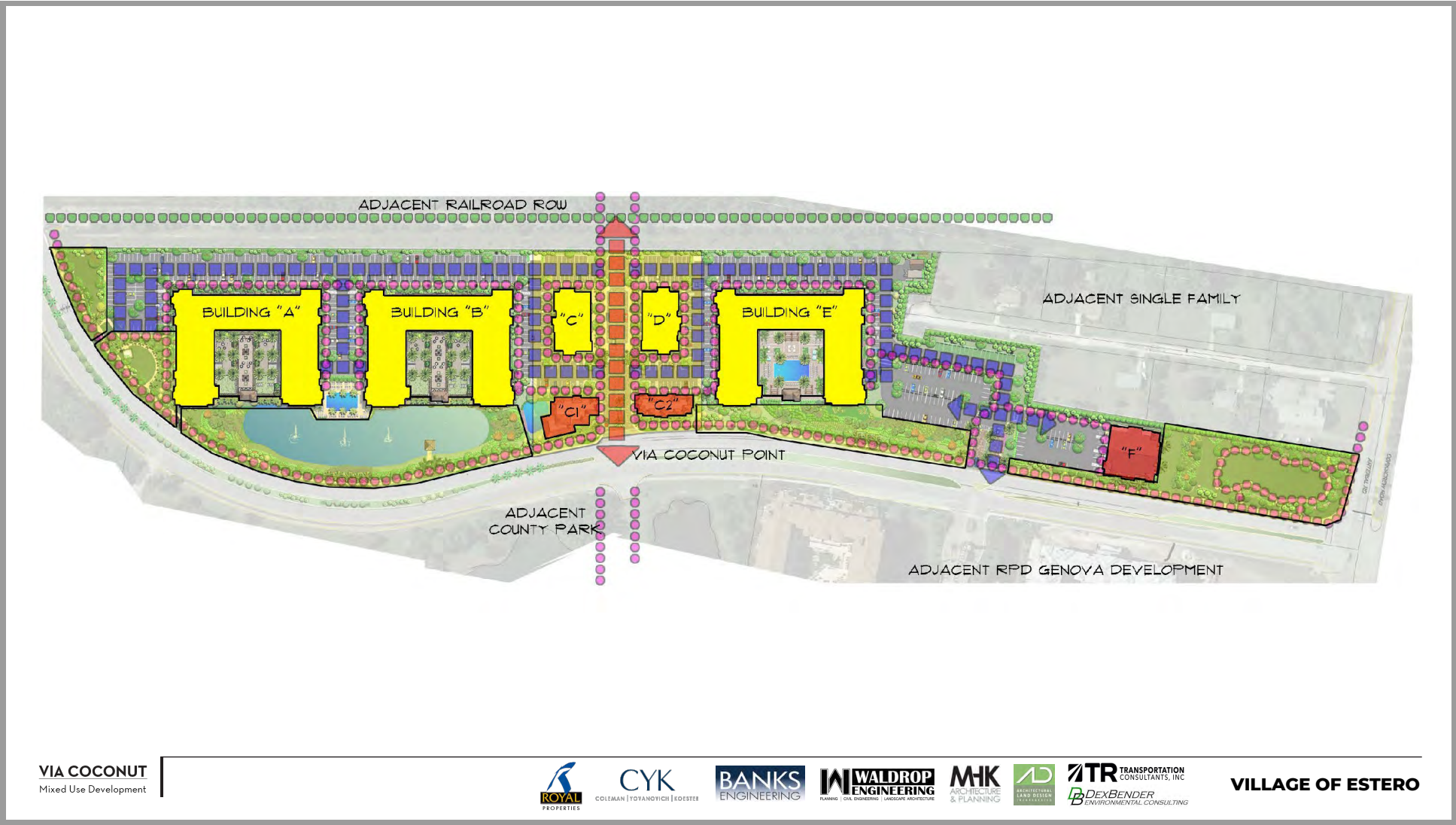
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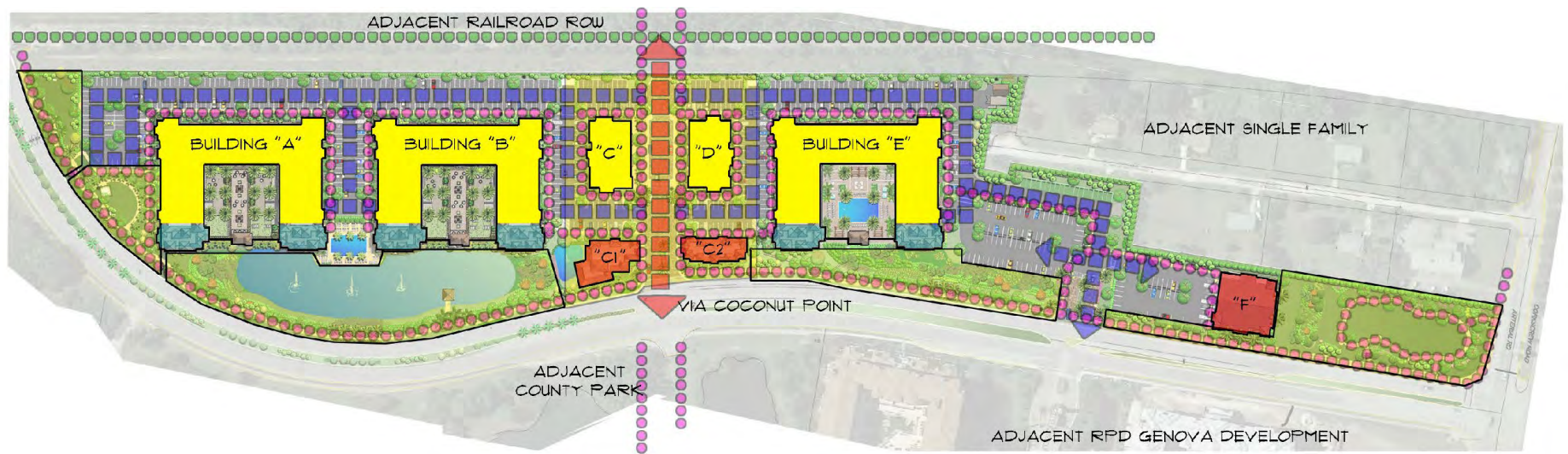
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PROJECT KEY MAP



BUILDING A SECTIONAL DIAGRAM
NOT TO SCALE

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PROJECT KEY MAP



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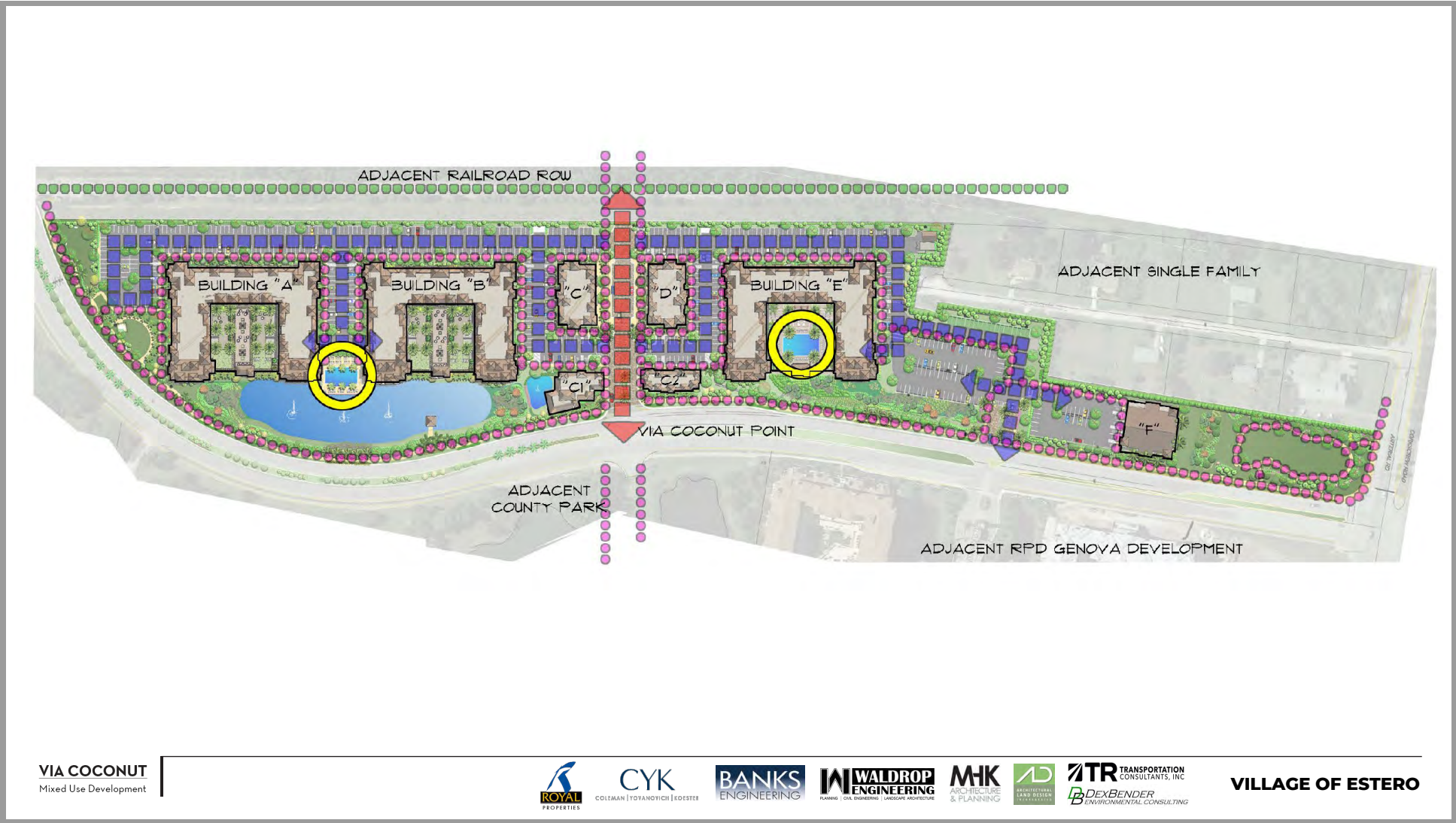
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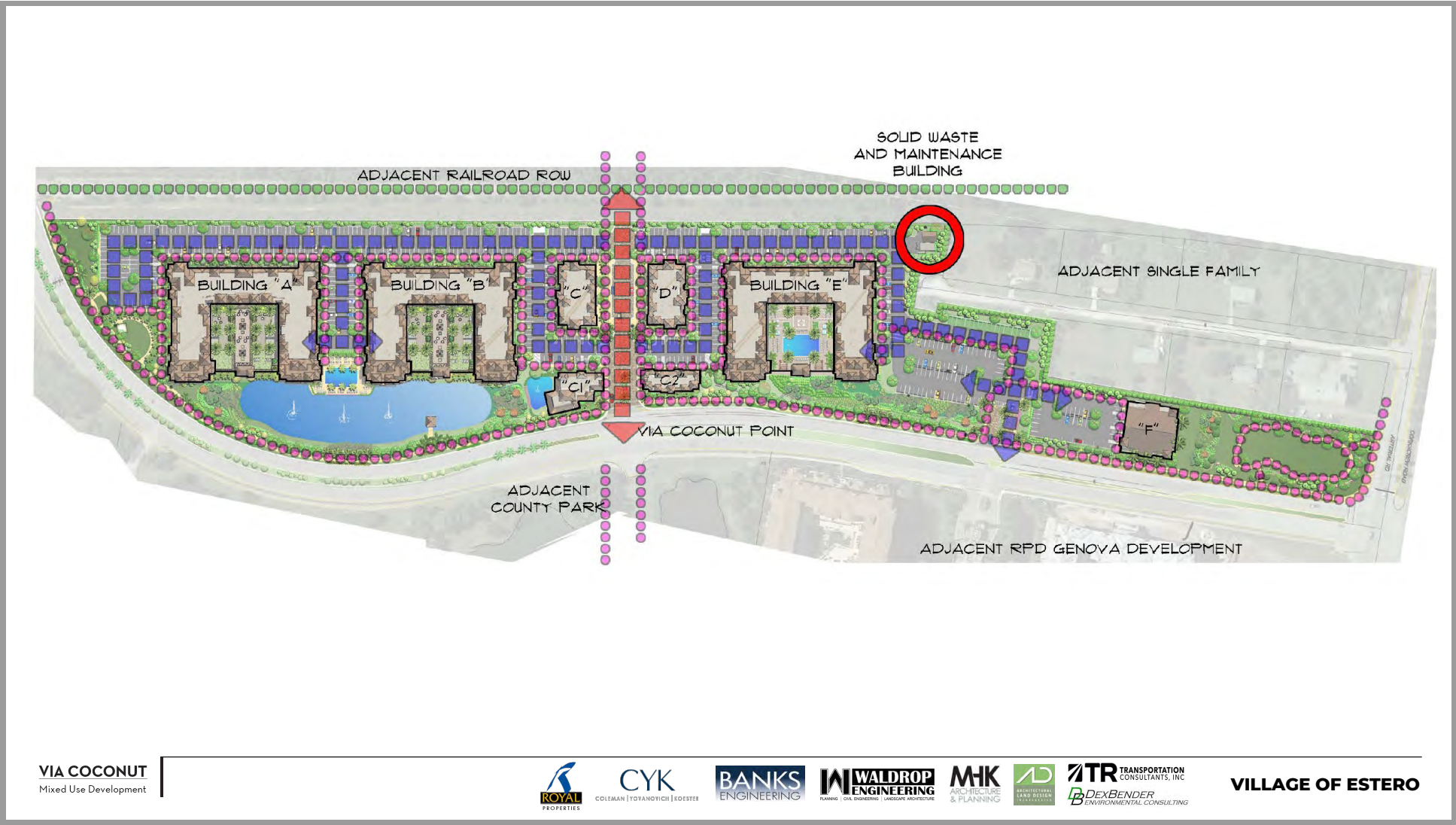
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GROUND FLOOR PLAN ①
SCALE: 1/8" = 1'-0"

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2ND FLOOR PLAN ①
SCALE: 1/16" = 1'-0"

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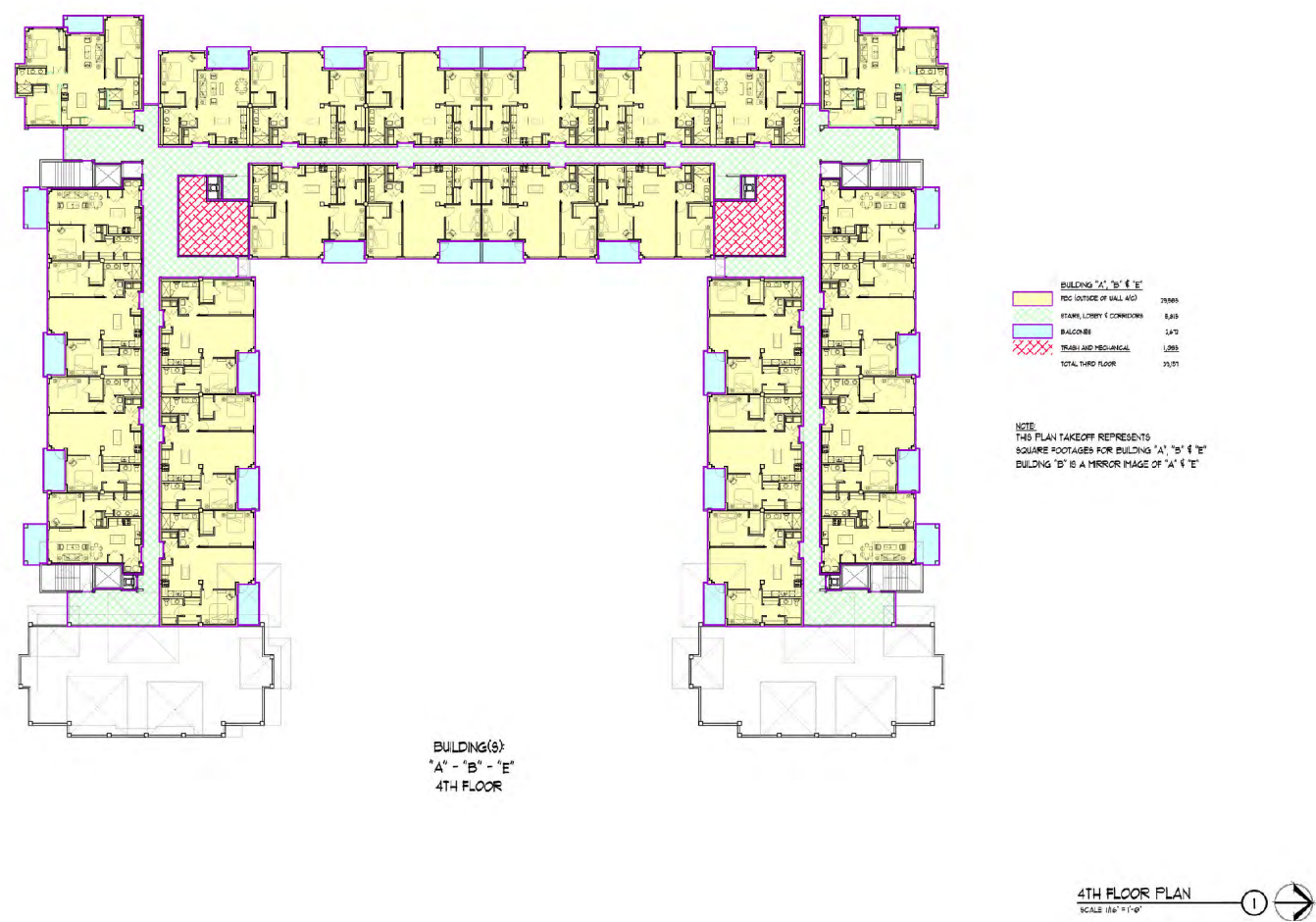
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3RD FLOOR PLAN
SCALE: 1/8" = 1'-0"



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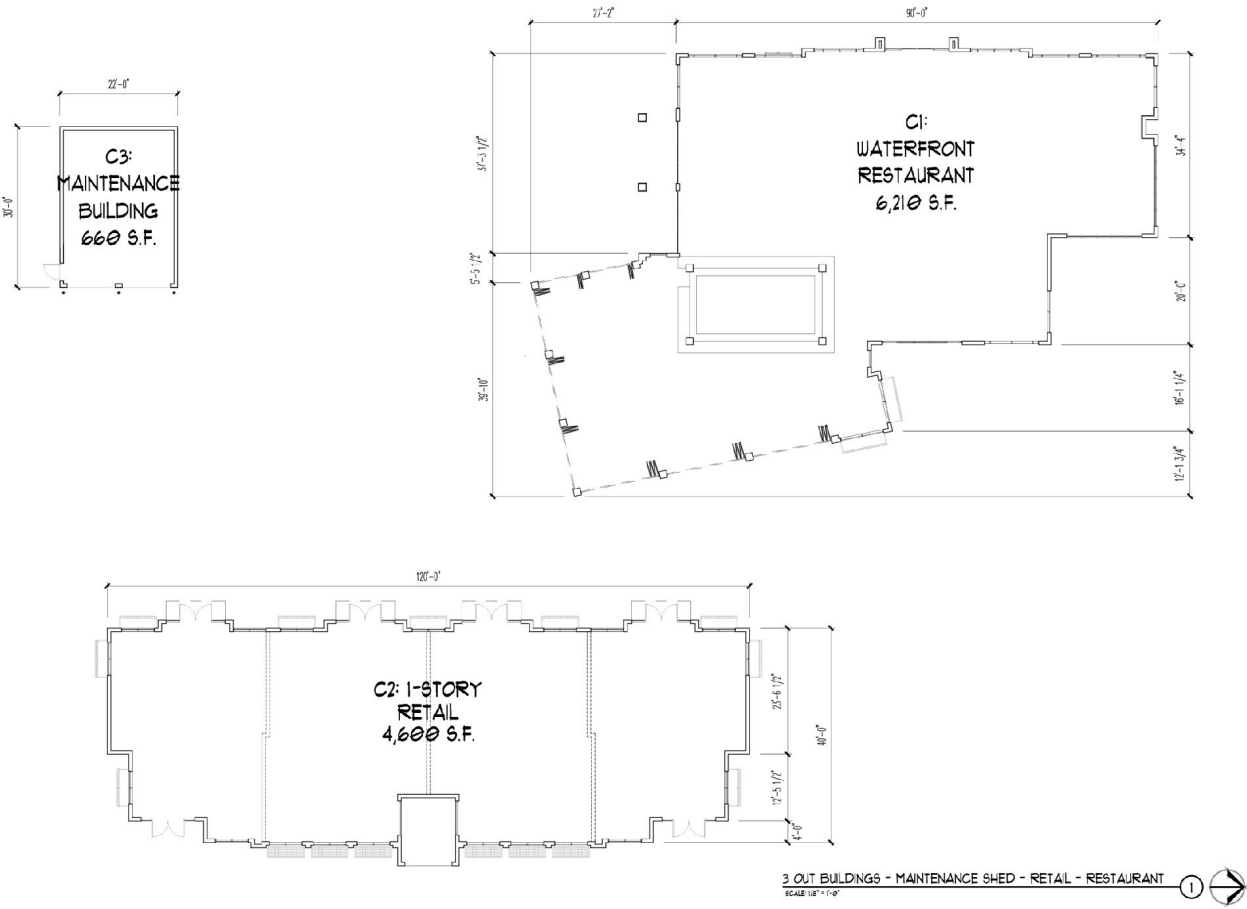
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02.3 | BUILDING DESIGN DETAILS

Building Height Determination

Land Development Code | Village of Estero, Florida

SEC. 33-229. MAXIMUM HEIGHT.

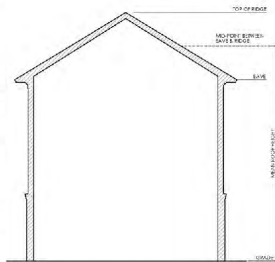
Buildings outside of the Interstate Highway Interchange Areas are limited to a maximum of three stories or 45 feet, whichever is less, in height. Elements that enhance visibility, create focal points or amenities, such as turrets, sculpture, clock tower and corner accentuating rooflines, may exceed the maximum height limitations with an approved variance or deviation.

Sec. 34-2171. Measurement.

(a) Except as provided in this subdivision, the height of a building or structure is measured as the vertical distance from grade* to the highest point of the roof surface of a flat or Bermuda roof, to the deck line of a mansard roof, and to the mean height level between eaves and ridge of gable, hip and gambrel roofs, and to the highest point of any other structure (excluding fences and walls).

*For purposes of this subdivision, grade is the average elevation of the street or streets abutting the property measured along the centerline of the streets, at the points of intersection of the streets with the side lot lines (as extended) and the midpoint of the lot frontage. (1) In areas within the Coastal Building Zone and other flood prone areas (as defined in Chapter 6 Articles III and IV of the LDC), height of a building is the vertical distance from the minimum required flood elevation to the highest point of the roof surface of a flat or Bermuda roof, to the deck line of a mansard roof, to the mean height level between eaves and ridge of gable, hip and gambrel roofs.

(2) Fences, walls, and buffers are measured in accordance with section 34-1744 and section 10-416



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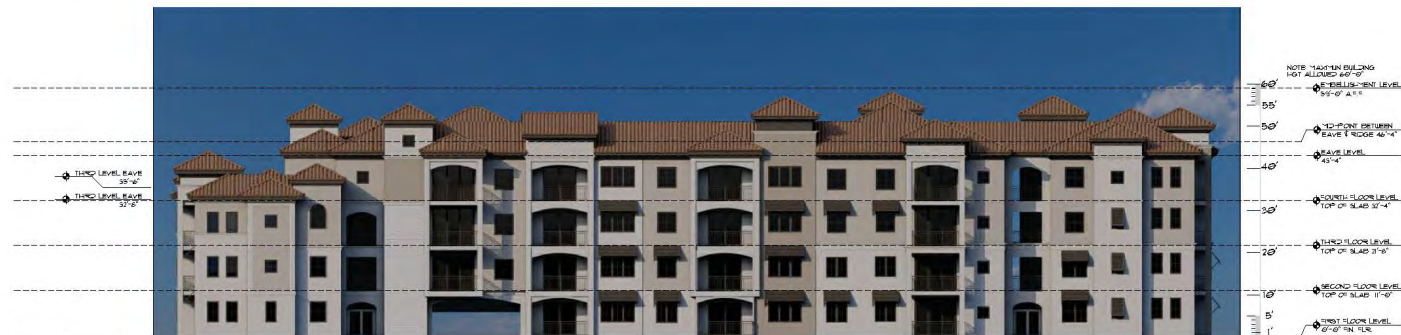
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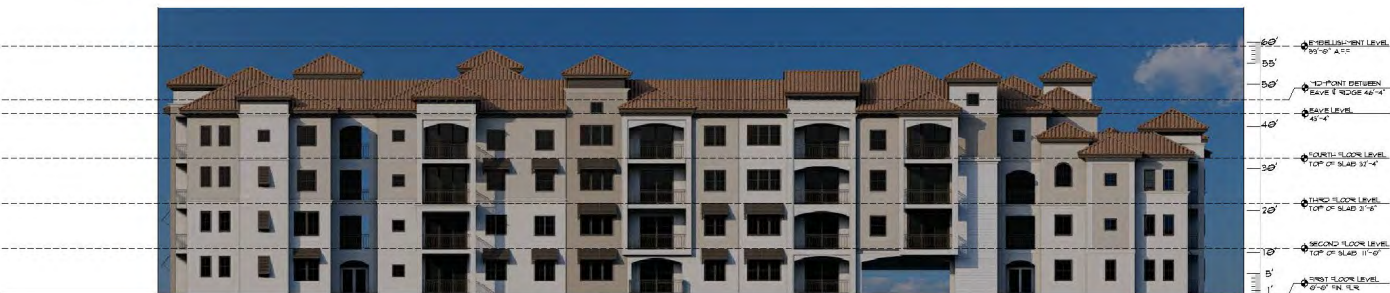
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02.3 | BUILDING DESIGN DETAILS

Building Elevations: Buildings A, B and E



South Elevation



North Elevation

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02.3 | BUILDING DESIGN DETAILS

Building Elevations: Buildings A, B and E



West Elevation



East Elevation

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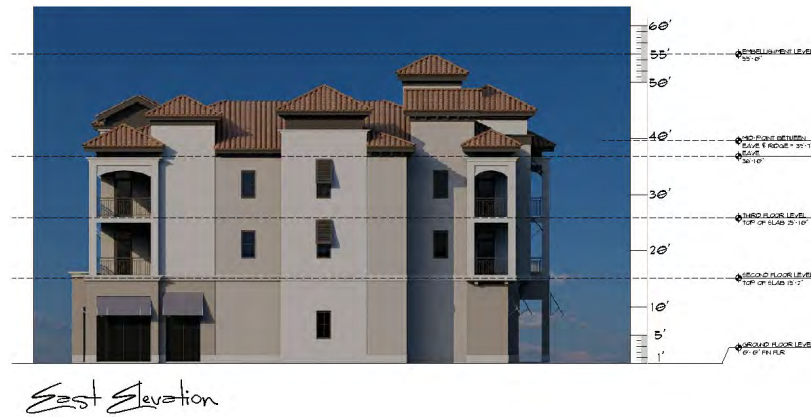


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02.3 | BUILDING DESIGN DETAILS

Building Elevations: Buildings C and D



02.3 | BUILDING DESIGN DETAILS
Building Elevations: Buildings C and D



South Elevation



North Elevation

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building C1



West Elevation



East Elevation



South Elevation



North Elevation

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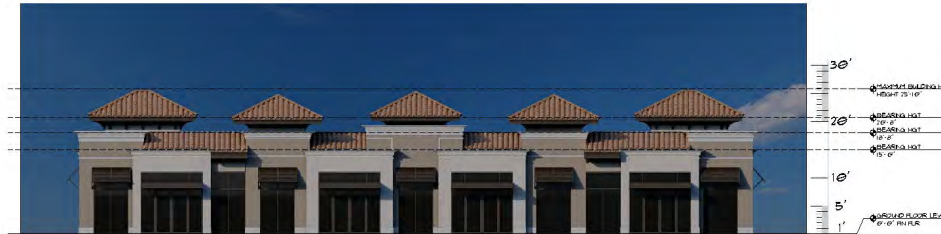
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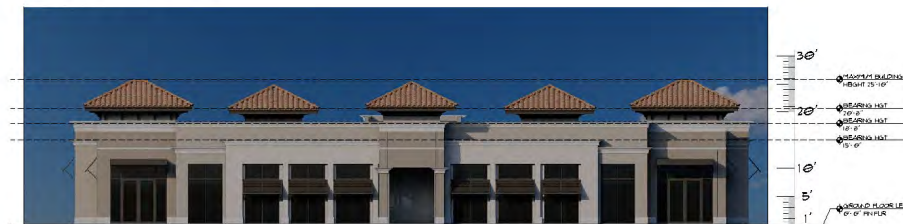
VILLAGE OF ESTERO

02.3 | BUILDING DESIGN DETAILS

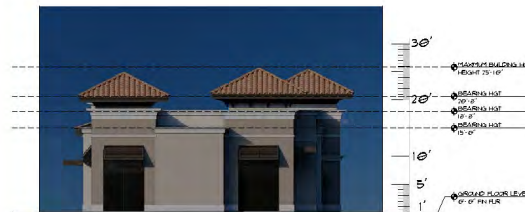
Building Elevations: Building C2



West Elevation



East Elevation



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02.3 | BUILDING DESIGN DETAILS
Building Elevations: Building F

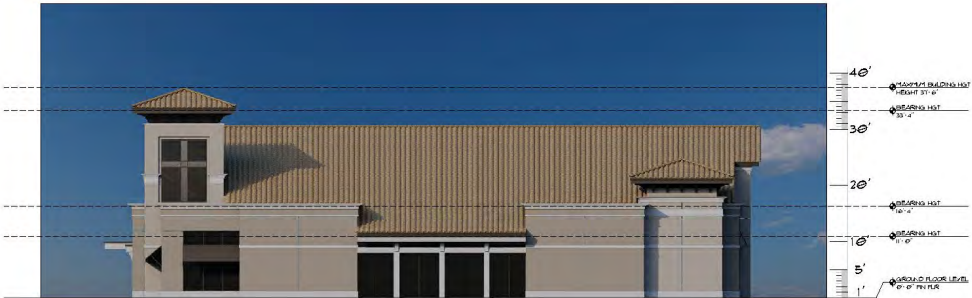


South Elevation

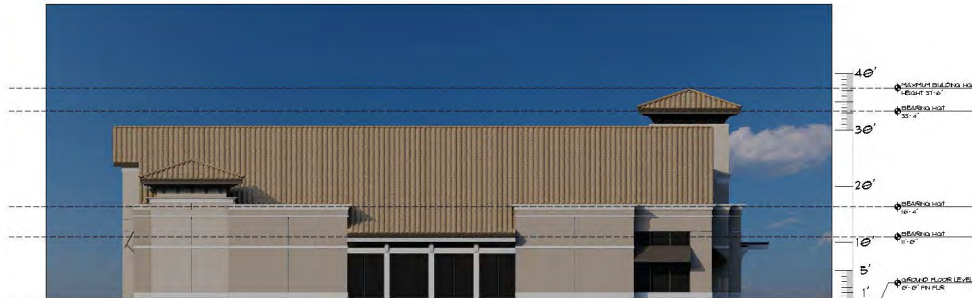


North Elevation

02.3 | BUILDING DESIGN DETAILS
Building Elevations: Building F



East Elevation



West Elevation

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Maintenance Building



South Elevation



North Elevation



East Elevation



West Elevation

02.3 | BUILDING DESIGN DETAILS
Monument Sign

DESCRIPTION:
New, double faced monument sign with backlit metal logo, lettering, and address numerals internally illuminated. LED lighting to match brand colors. Metal lettering to be mounted to with 1-1/2" standoffs.

Monument to be constructed of C.M.U. with a stucco finish.



ISOMETRIC VIEW



ELEVATION VIEW



ELEVATION VIEW

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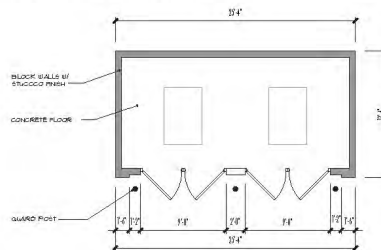
02.3 | BUILDING DESIGN DETAILS

Equipment Screening and Enclosures

DESCRIPTION:

Enclosures are to be three sided structures constructed of CMU with three coat finish. Gates are to be welded, multi-slat .938 tongue and groove gate system (not see-through).

DUMPSTER ENCLOSURE



BLOCK WALL STUCCO FINISH PAINTED AS ALL COMPLEX BLDGS.

EXT. DOORS



ILLUSTRATION FOR REFERENCE ONLY

ROOFTOP EQUIPMENT SCREENING



02.3 | BUILDING DESIGN DETAILS

Materials and Color Palette

SEC. 33-334. BUILDING COLOR.

(a) The colors for commercial structures must be neutral, warm earth tones or subdued pastels. Where applicable, commercial buildings may use brightly colored trims, cornices, or columns that may be reinforced to create a special effect or setting. However, these contrasts must create a harmonious impact, complementing the principal structure as well as existing surrounding building structures.

(b) Brighter colors can be utilized to create focal points of interest in locations including on doors, windows and architectural details. Buildings should not exceed three colors on one architectural detail in composite. Contrasting accent colors of any wall, awning or other feature must be limited to no more than ten percent of the total area for any single facade.



WALL PAINT

SW 7512
Pavilion Beige
Interior / Exterior
Location Number: 250-C4

SW 9109
Natural Linen
Interior / Exterior
Location Number: 205-C1

SW 7035
Aesthetic White
Interior / Exterior
Location Number: 250-C4

METAL TRIM

ROOF TILES

Roof
3643 Capistrano Sunrise Blend





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02.1 | ARCHITECTURAL STYLE

The proposed development provides Architectural Diversity and High-Quality Development consistent with LDC Section 33-517. The variety of architecture and landscaping is of the highest quality and the variety of uses include unifying and compatible features throughout the site, which features are also compatible and cohesive with the Village Center Area and neighboring developments.

The architecture of Via Coconut will be a Mediterranean underlying design with coastal inspired architectural flavor. We feel it will be refreshing to the Village of Estero while being contextual to its neighboring Mediterranean and Old Florida designed properties. The massing of the buildings is well articulated while respecting the human scale and character of the community.

Varying rooflines, depictions of materials and the creating of light, mass and shadow are key components to this design. The buildings include three-story stepped back elements from the remaining 4-story building masses. This massing change is stepped back from the perimeter lake and linear park creating a delicate footprint along the street frontage on Via Coconut.

Additionally, the bulk of the development's parking is concealed within the first level of the building with units wrapping around the perimeter. This creates a centralized lower massing element with an elevated amenity deck as an amenity to the users. The architecture and public spaces are designed under the standards of the Village Center Area and share characteristics of neighboring properties that help generate a sense of connectivity and cohesive framework in the Village Center Area.

The material palette consists of subtle flavors of Mediterranean architecture including an orange to off red barrel concrete roof tiles, contrasting simple beige and cream colors in the stucco walls, bronze railing, painted eave corbels, sections of stucco for texture as well as a mixture of these colors. These texture, colors and details will create a cinematic experience through the neighborhood.

We feel the project represents the highest of quality and appropriateness of our coastal environment while maintaining the Village's desire to present a Mediterranean community theme, delicately fitting into the surrounding context of the community.

VIA COCONUT
Mixed Use Development



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02.1 | ARCHITECTURAL STYLE

Design Features

The architecture of Via Coconut fits under the category of Mediterranean architecture that are deemed acceptable by Village standards. The development's architecture is influenced by the neighboring community's Mediterranean style. The buildings include clean lines with timeless stucco textures and stepped towers with timeless corbels. The buildings also include a simple, three-toned color palette. The rooflines are simplified by hipped roof configurations and vertical roof plane changes giving the buildings a sense of well-proportioned massing. The building includes large windows with dark bronze aluminum finishes. The architectural style fits nicely within the framework of the existing Mediterranean influence of the community.

The proposed Via Coconut development compliments and blends with the adjacent Genova condominium development which is in the Mediterranean style as well as the proposed new Pavich building adjacently North of this site which is Old Florida style.

The development incorporates the following façade treatments:

- Each building contains a clearly defined entryway with stepped building massing to help identify the building entrance.
- The buildings include a wide variety of varying rooflines, pitches and roof shapes. The primary roof is a concrete barrel roof system with varying perimeter undulating hip roof lines and hip roof tower elements.
- The mixed-use oriented structures along the main street entrance-way include transparent display windows and provide visibility into the building's interior.
- The project consistently includes large overhangs and functional awning features.
- The buildings consistently include well-articulated building massing and avoid the use of blank wall areas. The building includes appropriate ornamentation with a variety of building materials including flat concrete roof tiles, architectural brackets and a mixture of smooth and scored stucco applications.
- The buildings has several well-articulated roof parapets and tower elements creating a variety of vertical roof plane changes.



VIA COCONUT
Mixed Use Development



VILLAGE OF ESTERO

02.1 | ARCHITECTURAL STYLE

Design Features

Each commercial and mixed-use structure within the development includes large display windows at the street level on all commercial street frontages. The building colors for Via Coconut are in the soft and neutral range including earth tones. The trim colors are contrasting dark bronze to help transition the softness of the building walls to the roof color.

The anticipated construction materials are as follows:

- Buildings walls: concrete block construction, with a smooth stucco finish, painted with soft colors, off white.
- Stone veneer (light beige) in some areas.
- Interior finishes: Stucco walls painted, ceramic tile for restrooms and ceramic tile with carpet for floors.
- Building A, B, and C will provide 4 elevators each tower. (manufacturer by Kone or Schindler elevators)
- Buildings C and D will have one elevator each building. (manufacturer by Kone or Schindler elevators)
- Stairways: Cast in place concrete
- All building lighting will enhance entrances and main features of buildings points.
- Slabs: Concrete slabs, post tension reinforced concrete.
- Storefront and windows: Dark bronze aluminum storefront.
- Hand rails: Dark bronze aluminum
- Awnings: Frame dark bronze
- Brackets: Prefabricated, with dark bronze finish
- Roof system: The structure will be with prefabricated trusses, and tile roof system
- Circulation sidewalks and paths: Concrete and concrete tiles



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VIEW OF LAKE AT VIA COCONUT POINT

PROJECT KEY MAP

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CHRISTIAN ANDREA, PLA
Architectural Land Design

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03.1 | LANDSCAPE PLAN

Landscape Features

- **INTERWEAVING PUBLIC ROW AND VIA COCONUT MPD FRONTAGE**
integrating Via Coconut Point Road ROWs with Via Coconut MPD's linear park, 8' sidewalk and landscaping to create seamless ROW and inviting street-side environment.
- **ENHANCED LANDSCAPE BUFFERING ALONG VIA COCONUT**
enhanced 14-18' trees, enhanced hedge shrub 36" at installation, additional ground covers with additional shrub layers
- **FILTER MARSHES**
along 8' sidewalk within linear park with variety of grasses and aquatic plants including seasonal plantings (Red Maples, Bald Cypress, etc.)
- **LABEL PLANTINGS**
for educational purposes
- **CANTILEVERED PLANTERS**
along part of deck and building to conceal seasonal fluctuation of lake
- **ENHANCED PERIMETER BUFFER PLANTINGS**
with additional tree and shrub plantings exceeding code
- **ENHANCED INTERNAL LANDSCAPING**
with oversized 14' tall canopy trees in islands
- **INCREASED PLANT SIZES**
for the buildings for key areas
- **MEDIAN PLANTINGS**
to emulate median plantings to the north
- **FLOWERING TREES AND SEASONAL PLANTINGS**
- **LARGE SPECIMEN PALMS**
at entry and in select areas; Date palms or Royal Palms
- **ENHANCEMENTS TO LANDSCAPE**
trees along rail corridor and desirable north/south trail along the west where no buffer is required and enhancements to north buffer to Happy Hollow Lane residential
- **STREET TREES**
per plan to blend with proposed plantings for adjacent Genova development



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03.1 | OVERALL LANDSCAPE PLAN



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KEY MAP



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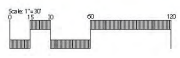
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03.1 | LANDSCAPE PLAN

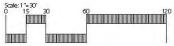


KEY MAP



LEGEND

A	ENTRY
A1	Power
A2	Signage
E	WATER FEATURE
B1	Fountain
B2	Littoral Plantings
B3	Lake
B4	Water Feature
C	MARSH / FILTER POND
C1	Littoral plantings/ Grasses
C2	Open Upland Trees
D	FISHING PIER
D1	Stocked lake for fishing
D2	Educational informational Placques
F	MEDIAN LANDSCAPE
G	BORDERING TREES
H	MEANDERING PATHWAY
G1	Benches
G2	8" Wide Concrete Path
H	AMENITY DECK
H1	Fire pit
H2	Trellis
H3	Specimen Planting
H4	Pool
I	ENHANCED LANDSCAPE BUFFER
I1	Mature Plantings
I2	Variety of Species
I3	Plant Plantings for education purposes
J	DOG PARK
J1	Perimeter Fence
K	POCKET PARK (with shade structure)
L	RESORT STYLE POOL DECK
M	VIA COCONUT BUFFER PLANTINGS
M1	Enhanced Plantings 14'-18' Tall
M2	Hedge Street 36" at Installation
M3	Additional Groundcover and Shrub Layer
N	ENHANCED PERIMETER BUFFER PLANTINGS
N1	Additional tree and shrub plantings exceeding code
O	CANOPY TREES
O1	Overhead Canopy trees in Island 14' tall
P	SPECIMAN PALM TREES
P1	Palms 12'-14' at Installation
P2	Benches/Bike Racks
P3	Bike Racks
P4	Benches
Q	ART
Q1	Art Sculpture
R	PAVE
R1	8" Pathway
R2	Trellis
S	POTENTIAL PUBLIC SEATING AREA
T	CONCEPTUAL SITE LIGHTING
V	8" WALL 15' from Property Line



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03.1 | LANDSCAPE PLAN



KEY MAP



LEGEND

- (A) ENTRY
 - A1. Pavers
 - A2. Signage
- (B) WATER FEATURE
 - B1. Fountain
 - B2. Littoral Plantings
 - B3. Lake
 - B4. Water Feature
- (C) MARSHY FILTER POND
 - C1. Littoral plantings/ Grasses
 - C2. Cypress Maple Trees
- (D) FISHING PIER
 - D1. Shaded lake for fishing
 - D2. Educational Informational Plaques
- (E) MEDIAN LANDSCAPE
- (F) FLOWERING TREES
- (G) MEANDERING PATHWAY
 - G1. Benches
 - G2. 8" Wide Concrete Path
- (H) AMENITY DECK
 - H1. Fire pit
 - H2. Trellis
 - H3. Specimen Planting
 - H4. Pool
- (I) ENHANCED LANDSCAPE BUFFER
 - I1. Mature Plantings
 - I2. Variety of Species
 - I3. Label Plantings for education purposes
- (J) DOG PARK
 - J1. Perimeter Fence
- (K) POCKET PARK (with shade structure)
- (L) RESORT STYLE POOL DECK
- (M) VIA COCONUT BUFFER PLANTINGS
 - M1. Enhanced Plantings 14'-10" Trees
 - M2. Hedge Shrub 36" or Installation
 - M3. Additional Groundcovers and shrub layers
 - M4. ENHANCED PRUNED BUFFER PLANTINGS
 - M5. Additional tree and shrub plantings exceeding code
- (N) CANOPY TREES
 - N1. Over-sized Canopy trees in Islands 14' tall
- (O) SPECIMEN PALM TREES
 - O1. Royal Palm/Dixie Palms 12'-14' tall
- (P) BENCHES/BIKE RACKS
 - P1. Benches
 - P2. Bike Racks
 - P3. Benches
- (Q) ART
 - Q1. Art Sculpture
- (R) PARK
 - R1. 8" Pathway
 - R2. Trellis
- (S) POTENTIAL PUBLIC SEATING AREA
- (T) CONCEPTUAL SITE LIGHTING
- (U) 8" WALL (15' from Property Line)
- (V) 8" WALL (15' from Property Line)

VIA COCONUT
Mixed Use Development



CYK
COLEMAN | TOYANOVICH | EDISTER

BANKS
ENGINEERING

WALDROP
ENGINEERING
PLANNING | CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE

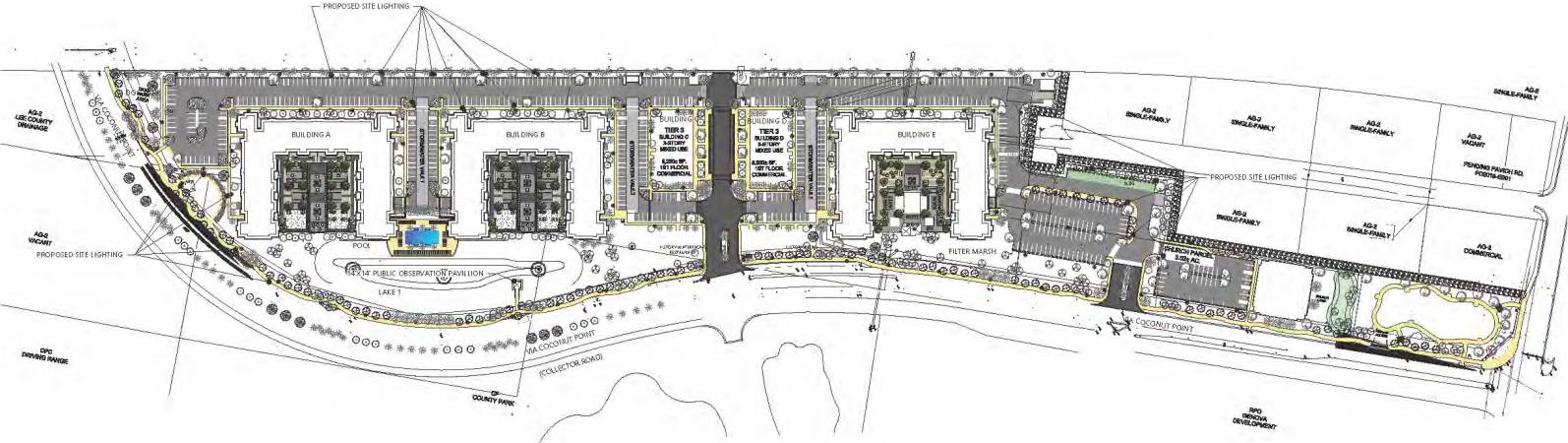
MHK
ARCHITECTURE
& PLANNING



TR TRANSPORTATION
CONSULTANTS, INC.
BDEXBENDER
ENVIRONMENTAL CONSULTING

VILLAGE OF ESTERO

03.2 | SITE LIGHTING



SITE LIGHTING LEGEND		
SYMBOL	QTY.	SPEC.
	103	20' GLNA GALLEONNAIRE POLE LIGHT -mounted to 20' pole -solid state LED -to be installed with cut off shields for neighboring properties

Quantities and locations shown are conceptual

03.2 | SITE LIGHTING

McGraw-Edison

DESCRIPTION

The Galleonaire LED luminaire features advanced thermally conductive polymer heat sinks and open frame enclosure for a sleek aesthetic with significant weight reduction. Patented, high-efficiency AccuLED Optics™ system provides uniform and energy conscious illumination to walkways, parking lots, roadways, building areas and security lighting applications. IP66 rated and ULUL Listed for wet location.

SPECIFICATION FEATURES

Construction
Exhausted aluminum driver enclosure thermally isolated from light fixture for optimal thermal performance. Open frame, die-cast aluminum end caps provide structural support for the housing and heat sink. Thermally conductive polymer heatsink with significant weight reduction while fully maintaining thermal management of the light fixture. 20° variable beam angle. Optional lockless hardware available for ease of entry into electrical chamber. Housing is IP66 rated.

Optics
Patented, high-efficiency reflector-injected AccuLED Optics technology. Optics are precisely designed to shape the distribution, maximize efficiency and optimize spacing. Area LED Optics create consistent beam size with the capability to meet customized application requirements. Offered standard in 4000K (L: 270K, CCT 70 CRI, Optional 2700K, 8000K, 9000K, and 5000K CCT).

Electrical
LED drivers are mounted to minimize stray assembly for ease of maintenance. 120-277V 50/60Hz, 540V 50Hz or 480V 60Hz operation with 0.025 ampere, 50/60Hz standard with Eaton proprietary circuit module designed to withstand 100V of transient line surge. The Galleonaire LED luminaire is suitable for operation in -40°C to 40°C ambient environments. Light Senses are IP66 rated. Greater than 80% lumen maintenance expected at 60,000 hours. In standard 1A driver current the optional 800mA and 900mA driver currents (optional).

Mounting
STANDARD ARM MOUNT: Exhausted aluminum arm includes interior (ic) guides allowing for easy positioning of fixture during mounting. When mounting two or more luminaires at 90° and 120° apart, the EA extended arm may be required. Refer to the arm mounting requirements table. Mounting pole adapter included. For wall mounting, specify wall mount bracket option. **QUICK MOUNT ARM:** Adapter is included directly to the pole. Quick mount arm slide into place on the adapter and is secured via two screws, facilitating quick and easy installation. The versatile, patent pending, quick mount arm accommodates multiple drill patterns ranging from 1-1/2" to 4-7/8". Removal of the cover on the quick mount arm enables wiring of the fixture without having to remove the driver compartment. A knock-out enables round pole mounting.

Finish
Housing finished in super durable TFC polyester powder coat paint. 2.5 mil. minimal thickness for superior protection against face and weather. Heat sink is dark grey, non-pollutable. Standard housing colors include black, white, grey, white, dark powder and granite metallic. RAL and custom color matches available.

Warranty
Five-year warranty.

GLNA GALLEONAIRE
1-10 Light Senses
Solid State LED
AREA/SITE LUMINAIRE

ARM MOUNTING REQUIREMENTS

Configuration	W/ 200K	W/ 270K
GLNA-4F-1	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-2	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-3	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-4	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-5	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-6	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-7	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-8	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-9	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-10	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-11	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-12	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-13	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-14	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-15	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-16	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-17	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-18	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-19	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-20	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-21	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-22	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-23	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-24	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-25	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-26	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-27	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-28	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-29	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-30	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-31	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-32	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-33	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-34	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-35	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-36	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-37	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-38	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-39	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-40	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-41	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-42	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-43	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-44	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-45	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-46	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-47	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-48	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-49	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-50	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-51	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-52	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-53	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-54	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-55	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-56	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-57	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-58	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-59	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-60	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-61	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-62	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-63	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-64	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-65	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-66	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-67	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-68	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-69	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-70	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-71	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-72	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-73	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-74	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-75	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-76	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-77	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-78	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-79	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-80	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-81	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-82	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-83	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-84	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-85	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-86	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-87	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-88	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-89	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-90	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-91	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-92	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-93	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-94	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-95	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-96	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-97	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-98	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-99	7.0m (23.0ft)	7.0m (23.0ft)
GLNA-4F-100	7.0m (23.0ft)	7.0m (23.0ft)

STANDARD WALL MOUNT

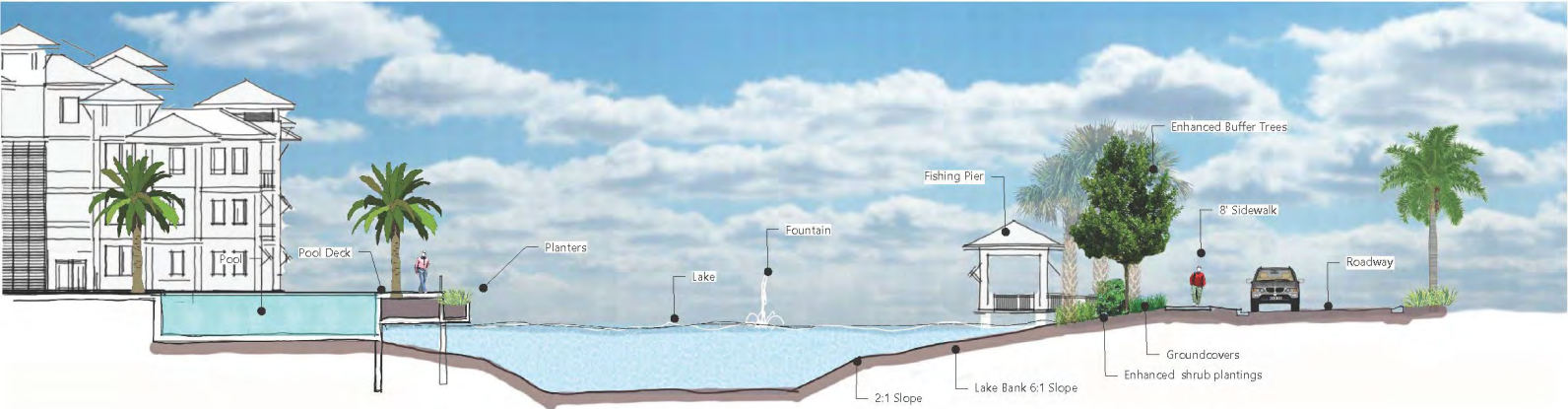
HAST ARM MOUNT

QUICK MOUNT ARM (INCLUDES FIXTURE ADAPTER)

QUICK MOUNT ARM DATA

Beam of Light Senses	W/ 200K	Weight with QM Arm (lbs)	Weight with QM Arm (kg)	EPA with QM Arm (ft)
5-1	15.12"	15.12"	15.12"	15.12"
5-2	21.84"	21.84"	21.84"	21.84"
5-3	27.16"	27.16"	27.16"	27.16"
5-4	32.48"	32.48"	32.48"	32.48"
5-5	37.80"	37.80"	37.80"	37.80"
5-6	43.12"	43.12"	43.12"	43.12"
5-7	48.44"	48.44"	48.44"	48.44"
5-8	53.76"	53.76"	53.76"	53.76"
5-9	59.08"	59.08"	59.08"	59.08"
5-10	64.40"	64.40"	64.40"	64.40"
5-11	69.72"	69.72"	69.72"	69.72"
5-12	75.04"	75.04"	75.04"	75.04"
5-13	80.36"	80.36"	80.36"	80.36"
5-14	85.68"	85.68"	85.68"	85.68"
5-15	91.00"	91.00"	91.00"	91.00"
5-16	96.32"	96.32"	96.32"	96.32"
5-17	101.64"	101.64"	101.64"	101.64"
5-18	106.96"	106.96"	106.96"	106.96"
5-19	112.28"	112.28"	112.28"	112.28"
5-20	117.60"	117.60"	117.60"	117.60"
5-21	122.92"	122.92"	122.92"	122.92"
5-22	128.24"	128.24"	128.24"	128.24"
5-23	133.56"	133.56"	133.56"	133.56"
5-24	138.88"	138.88"	138.88"	138.88"
5-25	144.20"	144.20"	144.20"	144.20"
5-26	149.52"	149.52"	149.52"	149.52"
5-27	154.84"	154.84"	154.84"	154.84"
5-28	160.16"	160.16"	160.16"	160.16"
5-29	165.48"	165.48"	165.48"	165.48"
5-30	170.80"	170.80"	170.80"	170.80"
5-31	176.12"	176.12"	176.12"	176.12"
5-32	181.44"	181.44"	181.44"	181.44"
5-33	186.76"	186.76"	186.76"	186.76"
5-34	192.08"	192.08"	192.08"	192.08"
5-35	197.40"	197.40"	197.40"	197.40"
5-36	202.72"	202.72"	202.72"	202.72"
5-37	208.04"	208.04"	208.04"	208.04"
5-38	213.36"	213.36"	213.36"	213.36"
5-39	218.68"	218.68"	218.68"	218.68"
5-40	224.00"	224.00"	224.00"	224.00"
5-41	229.32"	229.32"	229.32"	229.32"
5-42	234.64"	234.64"	234.64"	234.64"
5-43	239.96"	239.96"	239.96"	239.96"
5-44	245.28"	245.28"	245.28"	245.28"
5-45	250.60"	250.60"	250.60"	250.60"
5-46	255.92"	255.92"	255.92"	255.92"
5-47	261.24"	261.24"	261.24"	261.24"
5-48	266.56"	266.56"	266.56"	266.56"
5-49	271.88"	271.88"	271.88"	271.88"
5-50	277.20"	277.20"	277.20"	277.20"
5-51	282.52"	282.52"	282.52"	282.52"
5-52	287.84"	287.84"	287.84"	287.84"
5-53	293.16"	293.16"	293.16"	293.16"
5-54	298.48"	298.48"	298.48"	298.48"
5-55	303.80"	303.80"	303.80"	303.80"
5-56	309.12"	309.12"	309.12"	309.12"
5-57	314.44"	314.44"	314.44"	314.44"
5-58	319.76"	319.76"	319.76"	319.76"
5-59	325.08"	325.08"	325.08"	325.08"
5-60	330.40"	330.40"	330.40"	330.40"
5-61	335.72"	335.72"	335.72"	335.72"
5-62	341.04"	341.04"	341.04"	341.04"
5-63	346.36"	346.36"	346.36"	346.36"
5-64	351.68"	351.68"	351.68"	351.68"
5-65	357.00"	357.00"	357.00"	357.00"
5-66	362.32"	362.32"	362.32"	362.32"
5-67	367.64"	367.64"	367.64"	367.64"
5-68	372.96"	372.96"	372.96"	372.96"
5-69	378.28"	378.28"	378.28"	378.28"
5-70	383.60"	383.60"	383.60"	383.60"
5-71	388.92"	388.92"	388.92"	388.92"
5-72	394.24"	394.24"	394.24"	394.24"
5-73	399.56"	399.56"	399.56"	399.56"
5-74	404.88"	404.88"	404.88"	404.88"
5-75	410.20"	410.20"	410.20"	410.20"
5-76	415.52"	415.52"	415.52"	415.52"
5-77	420.84"	420.84"	420.84"	420.84"
5-78	426.16"	426.16"	426.16"	426.16"
5-79	431.48"	431.48"	431.48"	431.48"
5-80	436.80"	436.80"	436.80"	436.80"
5-81	442.12"	442.12"	442.12"	442.12"
5-82	447.44"	447.44"	447.44"	447.44"
5-83	452.76"	452.76"	452.76"	452.76"
5-84	458.08"	458.08"	458.08"	458.08"
5-85	463.40"	463.40"	463.40"	463.40"
5-86	468.72"	468.72"	468.72"	468.72"
5-87	474.04"	474.04"	474.04"	474.04"
5-88	479.36"	479.36"	479.36"	479.36"
5-89	484.68"	484.68"	484.68"	484.68"
5-90	490.00"	490.00"	490.00"	490.00"
5-91	495.32"	495.32"	495.32"	495.32"

03.3 | FEATURE LAKE AND POOL DECK SECTION



VIA COCONUT
Mixed Use Development



CYK
COLEMAN | TOYANOVICH | EDISTER

BANKS
ENGINEERING

WALDROP
ENGINEERING
PLANNING | CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE

MHK
ARCHITECTURE
& PLANNING

AD
ARCHITECTURAL
LAND DESIGN
TECHNOLOGIES

TR TRANSPORTATION
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DEXBENDER
ENVIRONMENTAL CONSULTING

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03.4 | PLANTING PALETTE



PROPOSED FILTER MARSH PLANT PALETTE

* Plants shown are conceptual in nature. Additional plantings may be used.



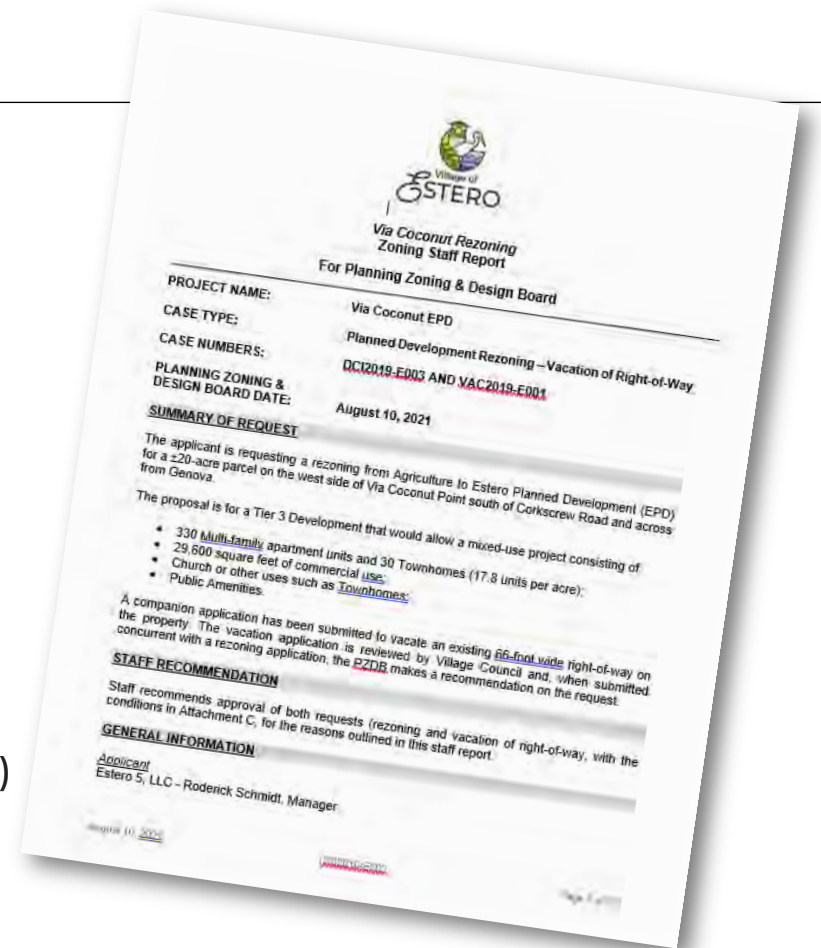
PLANNING OVERVIEW

ALEXIS CRESPO, AICP
Waldrop Engineering

STACY HEWITT
Banks Engineering

STAFF REPORT

- Staff Recommendation of **APPROVAL**
- Consistent with the Comprehensive Plan & LDC
- Provides the public benefits consistent with Tier 3 densities
- 22 Conditions of approval
- Applicant in agreement with all conditions except for minor changes in “8 Day” Letter
- Approval of all deviations (except those withdrawn)



Outdoor Seating & COP

- Condition 4.a. Schedule of Uses:
 - o Bar (limited to two within the planned development ~~indoor only and accessory to a restaurant~~. Outdoor COP will comply with Condition 22. ~~require a public hearing at PZDB~~)
 - o Consumption on Premises (~~limited to indoor only in conjunction with a restaurant~~ outdoor COP will comply with Condition 22. ~~require a public hearing at the PZDB~~)

Outdoor Seating & COP

- Proposed New Condition: Condition 22. Outdoor seating in conjunction with consumption on premises is permitted in locations shown on the master concept plan and at the restaurant building C1 abutting the water feature and Via Coconut. Prior to local development order approval for any outdoor seating areas in conjunction with consumption on premises must demonstrate the following:
 - a. The development order site plan must show the proposed location and square footage of the outdoor seating area in compliance with above locations.
 - b. Outdoor Consumption on Premises is limited to 10 a.m. to 11 p.m. Sunday through Thursday, and 10 a.m. to 12 am., Friday and Saturday.
 - c. The site plan must identify noise mitigation measures, including building orientation, perimeter plantings, water fountains, and/or other sound reducing materials to ensure the development will be in compliance with the County Noise Ordinance, as amended.
 - d. The site plan must demonstrate that outdoor noise activity including, but not limited to music, live entertainment, or other activities that utilize amplified speaker systems or similar sound systems, are designed and installed to direct noise internal to the project along Main Street, and/or towards the Via Coconut right-of-way. Nothing in this condition will preclude compliance with the Noise Control Ordinance internal to the PD.
 - e. For the purposes of this condition, outdoor seating shall be defined as roofed or non-roofed areas of a restaurant, bar, clubhouse, recreational facility or mixed use building which are not enclosed.
 - f. This approval does not prohibit the owner from obtaining a Temporary Use Permit, or a special event permit.

Outdoor Seating & COP



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ARCHITECTURE
& PLANNING

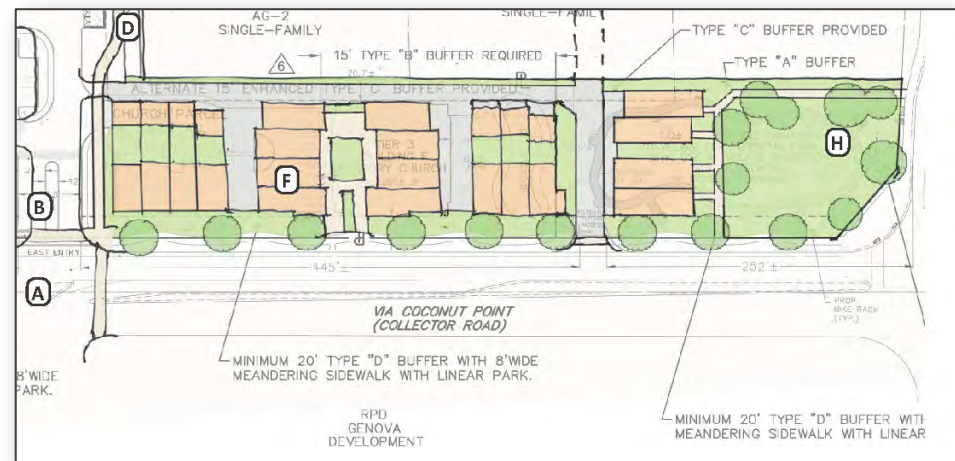
AD
ARCHITECTURAL
LAND DESIGN
INTERIORS

TR TRANSPORTATION
CONSULTANTS, INC.
BDEXBENDER
ENVIRONMENTAL CONSULTING

VILLAGE OF ESTERO

Urban Design Comments

- Agree to townhomes as alternative to church
- Pattern Book & Architectural Design addresses input from Staff, Community Stakeholders, PZDB members & Village Council
- Request of recommendation of approval for Pattern Book as proposed



VIA COCONUT
Mixed Use Development



CYK
COLEMAN | TOYANOVICH | EDISTER

BANKS
ENGINEERING

WALDROP
ENGINEERING
PLANNING | CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE

MHK
ARCHITECTURE
& PLANNING

AD
ARCHITECTURAL
LAND DESIGN
INTERIORS

TR TRANSPORTATION
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VILLAGE OF ESTERO

Phasing Condition 14

14. Project Phasing

The project will be phased to ensure that commercial uses are developed concurrently with residential uses to ensure the mixed use nature of the development.

Phasing is as follows and may be interchangeable:

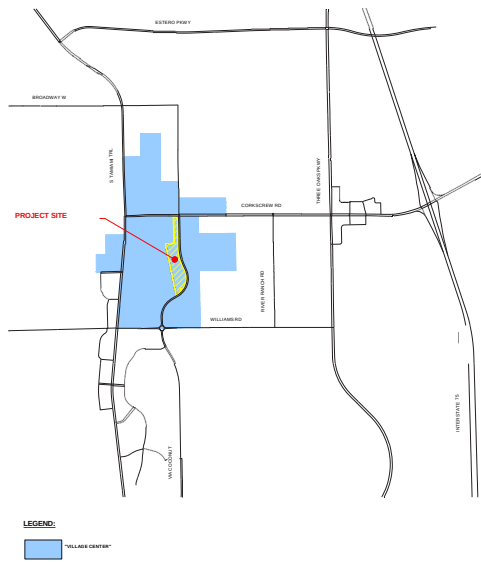
Phase 1: Building A, B, C, C2, D & E

Phase 2: Building C1

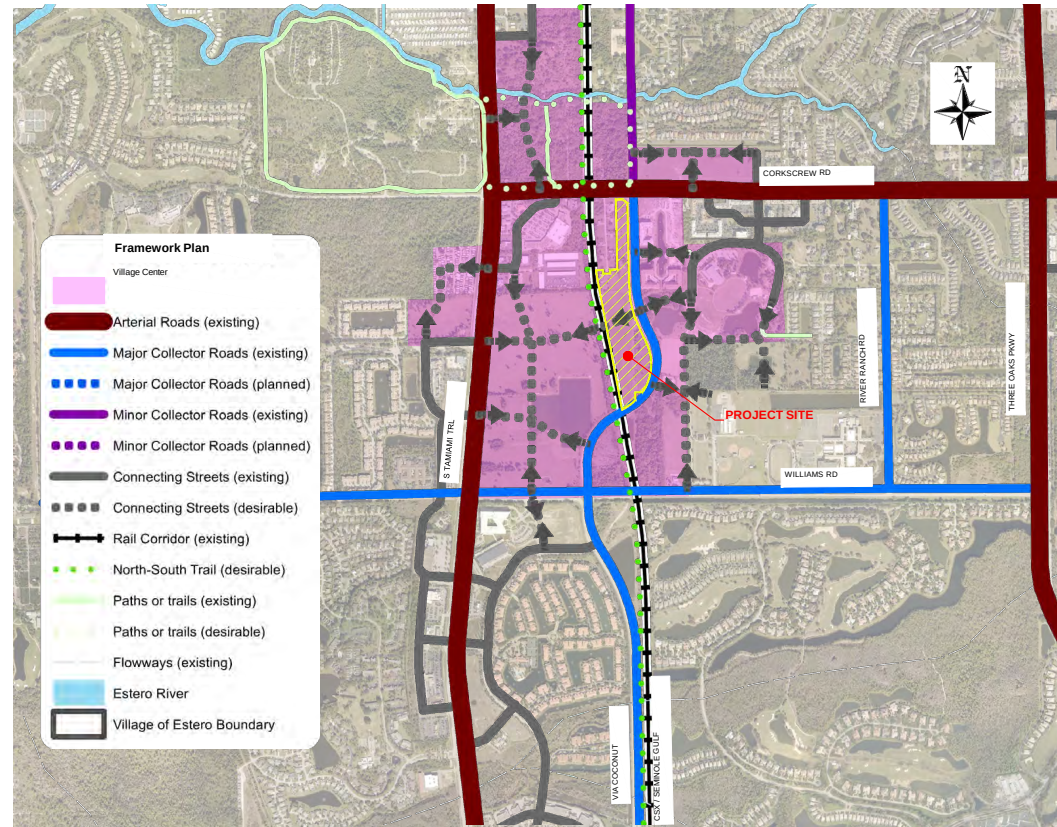
Phase 3: Building F or Townhomes

A minimum of three commercial buildings (C, C1, C2 or D) must receive a certificate of compliance prior to issuance of a certificate of compliance for a second residential building. A permit for the third residential building will not be issued until 75-25% of the square footage of the commercial buildings is occupied by non-residential establishments.

SITE LOCATION AND CONNECTIVITY



VILLAGE CENTER CONNECTIVITY MAP



VIA COCONUT
Mixed Use Development

ROYAL
PROPERTIES

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VILLAGE OF ESTERO

COMPREHENSIVE PLAN COMPLIANCE

- ✓FLU Policy 1.1.1 – Unique Character & Quality of Life
- ✓FLU Policy 1.2.10 - Village Center & Tier 3 Density Standards
- ✓FLU Policy 1.3.10 – Removal of Billboard
- ✓FLU Policy 1.5.1 – Minor Commercial Standards
- ✓FLU Policy 1.9.1 & 2 – Mixed Use Development Form & Standards
- ✓FLU Policy 1.12.1 – Corridor Conscious Development Standards
- ✓TRA Policy 1.2.4 – Connectivity



LDC SEC. 3-707.B – GENERAL CRITERIA

- ✓ Accessibility
- ✓ Village Center Goals
- ✓ Minimum Standards
- ✓ Connected Street Network
- ✓ Street Design
- ✓ Lots & Blocks
- ✓ Visual Edge
- ✓ Architecture
- ✓ Quality of Buildings



LDC SEC. 3-707.0 – TIER 3 CRITERIA

■ Greater Mix Of Uses

- ✓Vertically integrated mixed-use buildings
- ✓Tier 3 achieved through EPD rezone
- ✓Acreage occupied non-residential uses contribute to density calculation
- ✓No maximum FAR

■ Gathering Places

- ✓Mandatory Publicly Accessible Gathering Place
- ✓Outdoor Parks, Religious Institutions, Civic Spaces, Businesses, Pedestrian/Passive Amenities
- ✓One Primary Publicly Accessible Open Space/"Third Place"



PUBLIC BENEFITS & ENHANCEMENTS

SOCIAL VITALITY

1. MAIN STREET DESIGN
2. PLACE OF WORSHIP
3. ±1-ACRE LAND DONATION TO VILLAGE
4. LINEAR PARK
5. PUBLIC LAKE OBSERVATION PAVILION/FISHING PIER
6. PUBLIC PARK BENCH AREAS
7. PUBLIC LAWN AREA WITH PAVILION
8. PUBLIC DOG PARK
9. VERTICAL AND HORIZONTAL MIXED-USE DEVELOPMENT
10. STREET FRONT SHOPS
11. UPSCALE WATERFRONT RESTAURANT
12. NOT AGE-RESTRICTED. DIVERSE HOUSING

CONNECTIVITY

13. DESIRABLE CONNECTOR STREET
14. 8' PUBLIC MEANDERING SIDEWALK ALONG VIA COCONUT POINT
15. BIKE LANES ON MAIN STREET
16. PROMOTE WALKABILITY WITH INTERCONNECTED SIDEWALKS
17. MIXED-USE PEDESTRIAN SHED
18. NON-GATED COMMUNITY

BUILT FORM

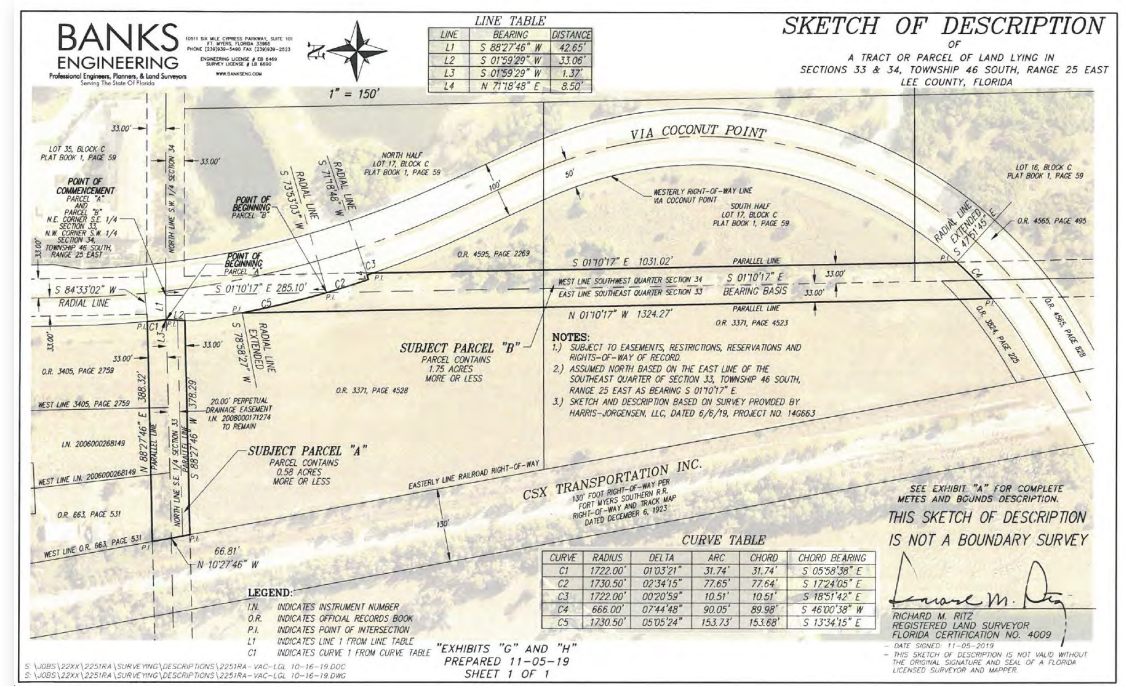
19. EXCEPTIONAL DESIGN
20. SCREENED PARKING
21. VARYING BUILDING HEIGHTS
22. 360-DEGREE URBAN LOOK
23. ENTRY PAVERS AND LANDSCAPED SIGNAGE
24. SCULPTURE FEATURES
25. ON-STREET PARKING
26. STREET FURNITURE
27. BEST PRACTICES FOR COMPACT SURFACE WATER MANAGEMENT DESIGN
28. BEST PRACTICES FOR BLOCK LENGTHS
29. LAKE AND WATER FEATURES
30. FOUNTAINS

LANDSCAPE

31. INTERWEAVING PUBLIC ROW AND VIA COCONUT MPD FRONTAGE
32. ENHANCED LANDSCAPE BUFFERING ALONG VIA COCONUT FILTER MARSHES
33. LABEL PLANTINGS
34. CANTILEVERED PLANTERS
35. ENHANCED PERIMETER BUFFER PLANTINGS
36. ENHANCED INTERNAL LANDSCAPING
37. INCREASED PLANT SIZES
38. MEDIAN PLANTING
39. FLOWERING TREES
40. LARGE SPECIMEN PALMS
41. ENHANCEMENTS TO LANDSCAPE.
43. STREET TREES

RIGHT-OF-WAY VACATION

- 66 foot wide extending in a north-south direction in the southeastern portion of the site
- Easement is platted (Plat Book 1, Page 59) in the Public Records.
- The road right-of-way is no longer needed due to construction of Via Coconut Point
- Obtained required letters of no objection



VIA COCONUT
Mixed Use Development



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COLEMAN | TOYANAKI | EDISTER

BANKS ENGINEERING

WALDROP ENGINEERING
PLANNING | CIVIL ENGINEERING | EXECUTIVE SUPPORT

M&K
ARCHITECTURE & PLANNING



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VILLAGE OF ESTERO

COMMUNITY ENGAGEMENT

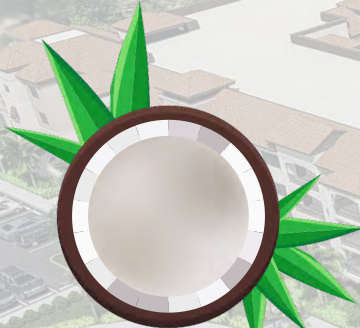
- Required P&Z Public Information Meeting January 21, 2020
- Design Review Board Pattern Book hearing January 22, 2020
- Additional community meeting conducted on February 12, 2020
- Stakeholder engagement throughout design and zoning review process
- No public opposition upon removal of hotel use
- Broad support from adjacent property owners and community/business leaders



CONCLUSIONS

- Quality mixed use development in form of Estero PD consistent with Village Center FLU
- Lower density, intensity and height than allowed by the LDC & Comprehensive Plan
- Significant public benefits exceeding Tier 3 criteria
- Consistent with LDC review criteria and Comprehensive Plan
- Broad community support
- Staff Recommendation of **APPROVAL**
- In agreement with all conditions with minor exceptions in 8 Day Letter
- Request PZDB Recommendation of **APPROVAL** with proposed changes in 8 Day Letter




VIA COCONUT
Mixed Use Development

VIA COCONUT ESTERO PLANNED DEVELOPMENT

PLANNING, ZONING & DESIGN BOARD
AUGUST 10, 2021

PROJECT TEAM

 **ROYAL**
PROPERTIES

 **CYK**
COLEMAN | YOVANOVICH | KOESTER

 **BANKS**
ENGINEERING

 **WALDROP**
ENGINEERING
PLANNING | CIVIL ENGINEERING | LANDSCAPE ARCHITECTURE

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INCORPORATED

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**APPLICATION REQUEST FOR DESIGN REVIEW BOARD
PUBLIC INFORMATIONAL MEETING
IN THE VILLAGE OF ESTERO
[LDC Section 33-54]**

REQUEST IS FOR: Public Informational Meeting pursuant to LDC Section 33-54 (a) & (b)

1. Applicant: John Conroy, SREG University Highlands, LLC
Contact Information: Phone: (239) 404-1930 Email: jconroy@southrealestategroup.com
2. Project Name: Shoppes at University Highlands, Building #5
3. Address: 19517 Highland Oaks Drive, Estero, FL
4. Strap Number: 25-46-25-E4-40000.0040
5. Application Number: N/A

6. Type of Application (check appropriate type(s)):

☐ Monument Sign

☐ Limited Review Development Order

☐ Architecture

☒ Development Order

☐ Landscaping & Buffers

☐ Other _____

(Specify)

7. Project Description. (Brief description of project and reason for application.)

Development Order application to construct an approximately 7,300 sf commercial building on the last

pad of the Shoppes at University Highlands center.

8. Application shall be accompanied by an electronic copy of the detail plans, illustrating the scope of the project including all four (4) sides of the building, easements, and landscape plans. The plans shall define what is being requested and the existing conditions. Pursuant to Ordinance 15-01, plans and specifications are to be prepared by a registered architect or registered engineer.

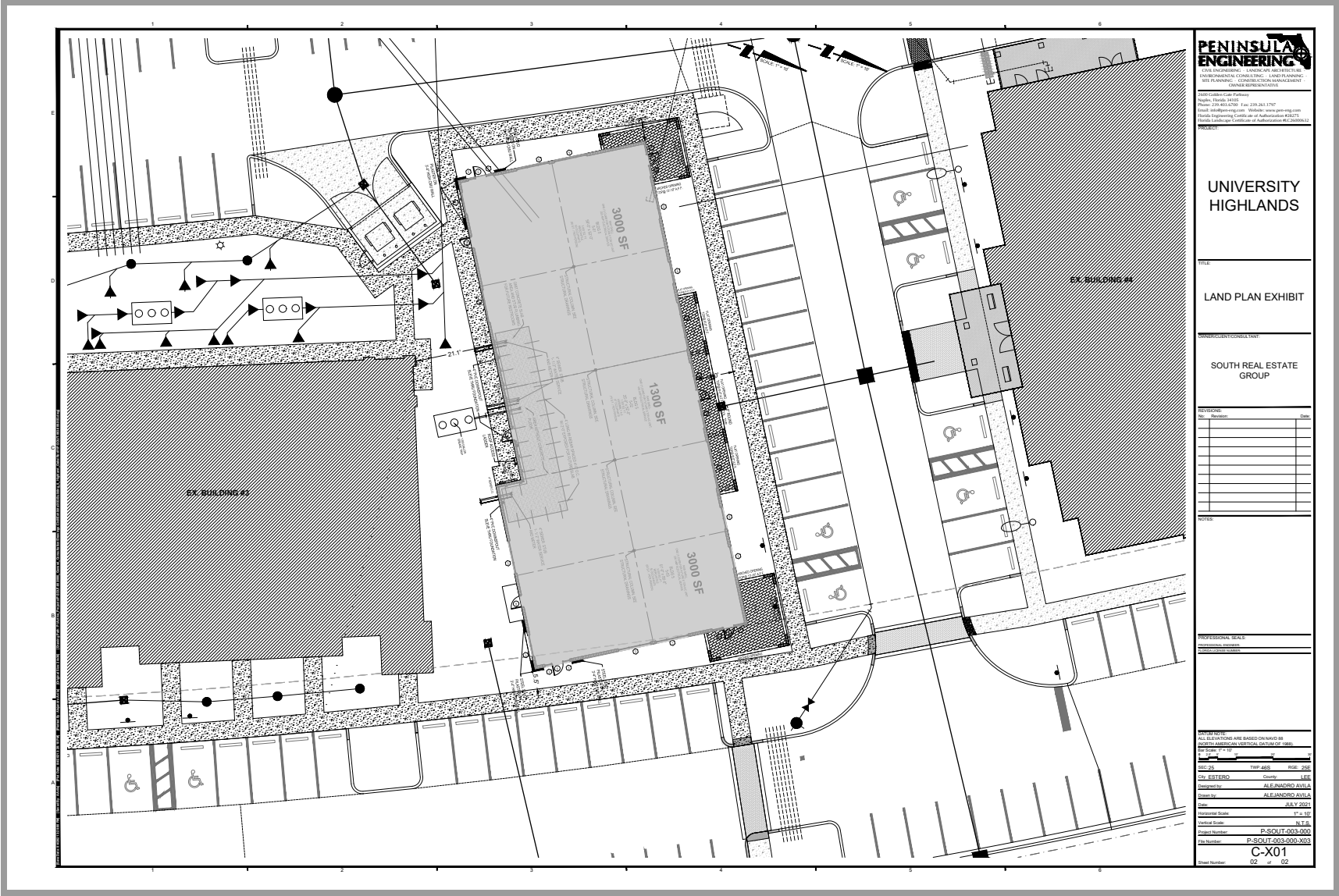
Signature

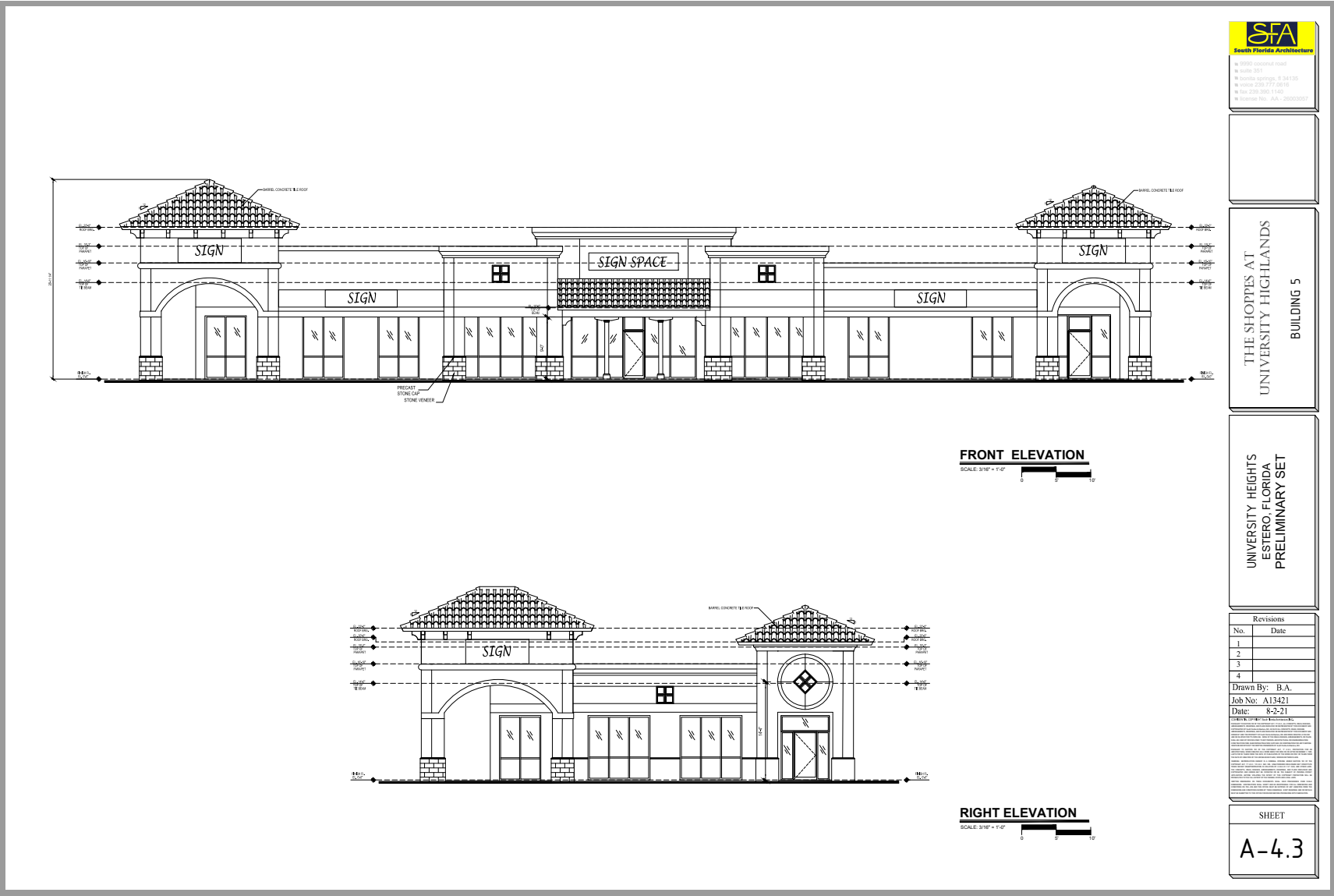
Date

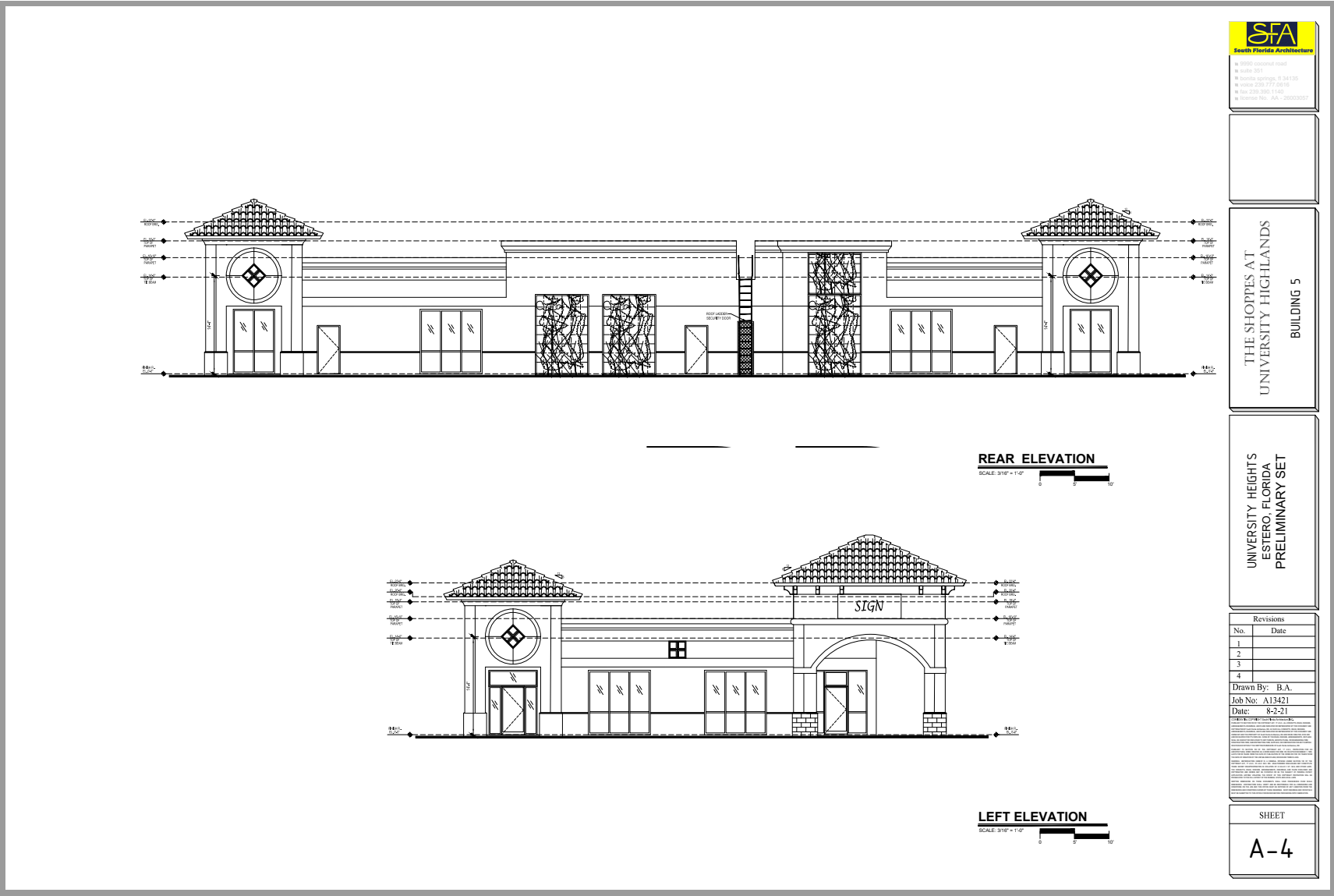
Print Name:

John Conroy

**THE VILLAGE OF ESTERO
DEPARTMENT OF COMMUNITY DEVELOPMENT
9401 Corkscrew Palms Circle
Estero, Florida 33928
PHONE (239) 221-5036**









Shoppes at University Highlands - Planning, Zoning & Design Board Building #5

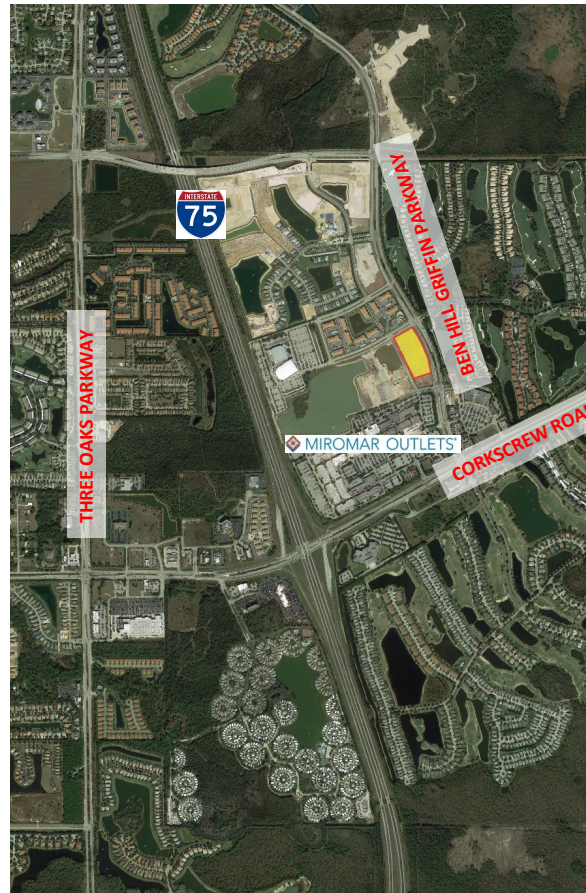


August 24, 2021



Project Team

- **South Real Estate Group**
 - John Conroy
- **South Florida Architecture**
 - Brian Ahmedic
- **Peninsula Engineering**
 - Dan Waters
 - Steve Sammons





Project Site Information and Existing Conditions

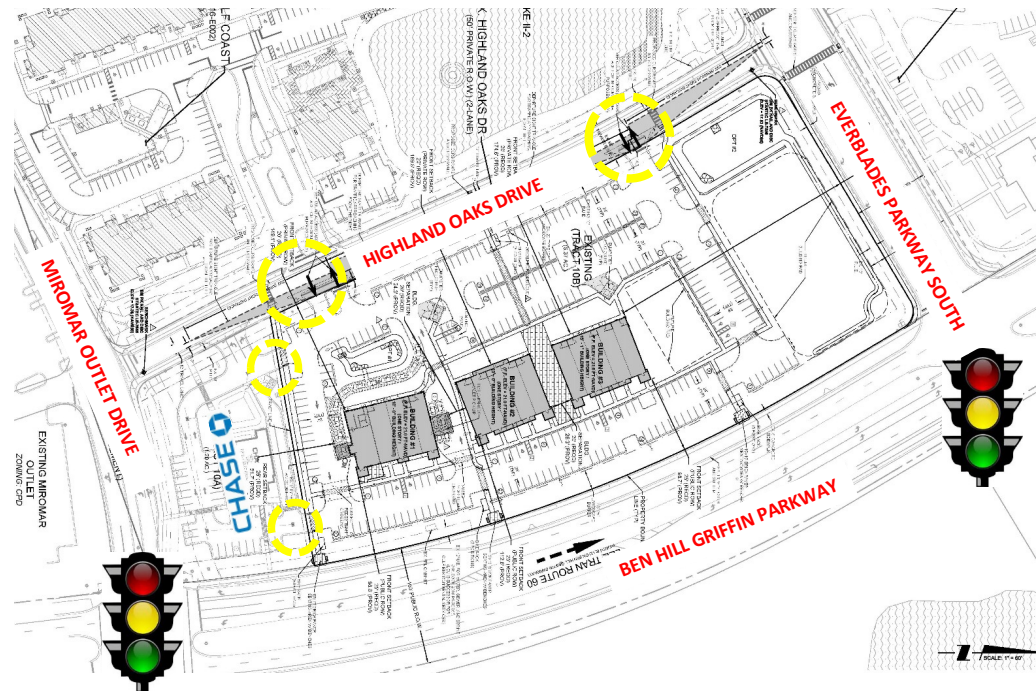
- **Parcel Area - 6.37 acres**
- **Part of Timberland and Tiburon MPD and DRI (Resolution No. Z-10-031)**
- **Development Order issued October 8, 2018**
- **Building 1 Completed January 2020**
- **Buildings 2 & 3 Completed April 2020**





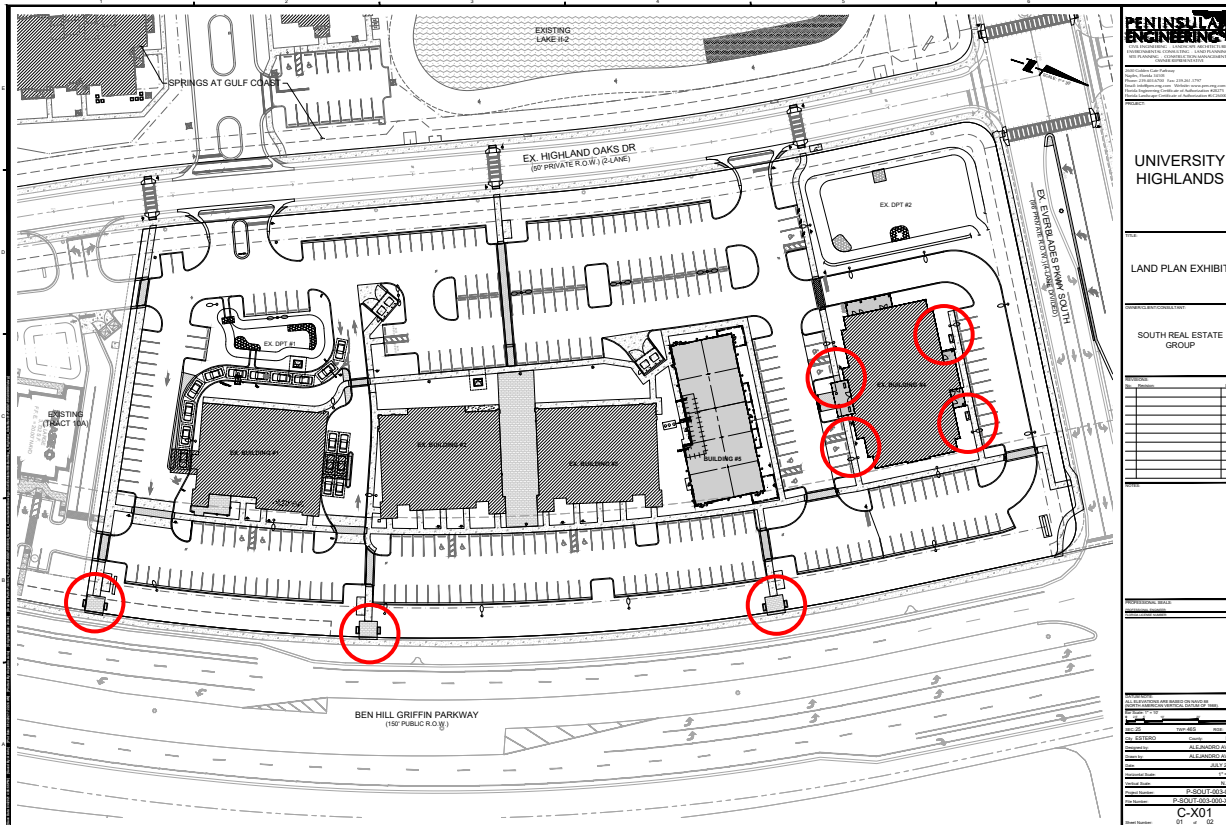
Vehicular Access and Connectivity

- Parking Areas Interconnected with Chase site
- Two Accesses to site from Highland Oaks Drive
- Traffic Signals at both Ben Hill Griffin Accesses





Project Site Plan





Parking Table

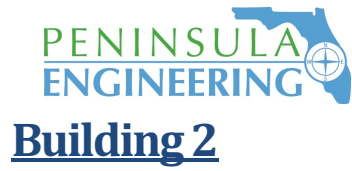


PARKING SUMMARY			
Existing Mixed Use Building #1			
Building Use	Building SF	Required Parking Ratio (Per Village of Estero LDC)	Required No. of Spaces (Per Village of Estero LDC)
Restaurant w/ Drive Thru	2,239	13 spaces / 1000 sf	30 spaces
Medical Office	2,250	1 space / 300 sf	8 spaces
Retail	3,775	1 space / 350 sf	11 spaces
Total Floor Area =	8,264	Total Required =	49 spaces
Existing Mixed Use Building #2			
Building Use	Building SF	Required Parking Ratio (Per Village of Estero LDC)	Required No. of Spaces (Per Village of Estero LDC)
Retail	5,315	1 space / 350 sf	16 spaces
Medical Office	3,000	1 space / 300 sf	10 spaces
Total Floor Area =	8,315	Total Required =	26 spaces
Existing Mixed Use Building #3			
Building Use	Building SF	Required Parking Ratio (Per Village of Estero LDC)	Required No. of Spaces (Per Village of Estero LDC)
Retail	3,575	1 space / 350 sf	11 spaces
Medical Office	3,000	1 space / 300 sf	10 spaces
Restaurant	1,500	12.5 spaces / 1000 sf	19 spaces
Total Floor Area =	8,075	Total Required =	40 spaces
Proposed Use Building #4			
Building Use	Building SF	Required Parking Ratio (Per Village of Estero LDC)	Required No. of Spaces (Per Village of Estero LDC)
Medical Office	20,826	1 space / 300 sf	70 spaces
Total Floor Area =	20,826	Total Required =	70 spaces
Proposed Use Building #5			
Building Use	Building SF	Required Parking Ratio (Per Village of Estero LDC)	Required No. of Spaces (Per Village of Estero LDC)
Retail	6,000	1 space / 350 sf	18 spaces
Restaurant	1,300	12.5 spaces / 1000 sf	17 spaces
Total Floor Area =	7,300	Total Required =	35 spaces
Total Required =		220	spaces
Total Provided =		279	spaces



Building 1







Building 3





FRONT ELEVATION
SCALE: 3/8" = 1'-0"



RIGHT ELEVATION
SCALE: 3/8" = 1'-0"



THE SHOPPES AT
UNIVERSITY HIGHLANDS
BUILDING 5

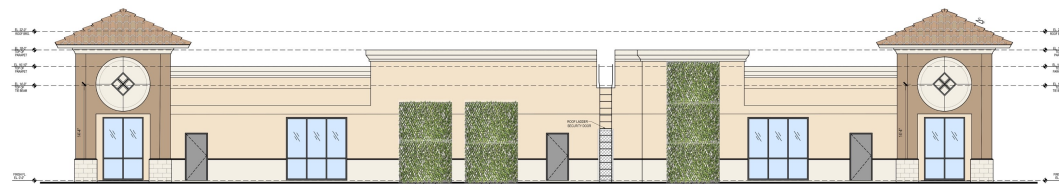
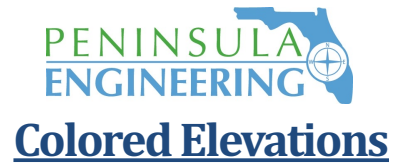
UNIVERSITY HEIGHTS
ESTERO, FLORIDA
PRELIMINARY SET

Revisions	
No.	Date
1	
2	
3	
4	

Drawn By: B.A.
Job No: A13421
Date: 8-2-21

SHEET

A-4.3



REAR ELEVATION

SCALE: 3/8" = 1'-0"



LEFT ELEVATION

SCALE: 3/8" = 1'-0"



THE SHOPPES AT
UNIVERSITY HIGHLANDS
BUILDING 5

UNIVERSITY HEIGHTS
ESTERO, FLORIDA
PRELIMINARY SET

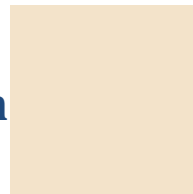
Revisions	
No.	Date
1	
2	
3	
4	
Drawn By: B.A.	
Job No: A13421	
Date: 8-2-21	
I, the undersigned, being a duly licensed Professional Engineer in the State of Florida, do hereby certify that I am the author of the design and/or drawings herein, and that I am a duly licensed Professional Engineer in the State of Florida, and that I am not providing engineering services to the client under the name of the State of Florida, and that I am not providing engineering services to the client under the name of the State of Florida, and that I am not providing engineering services to the client under the name of the State of Florida.	

SHEET
A-4



Color Palette:

➤ **SW 6371 Vanillin**



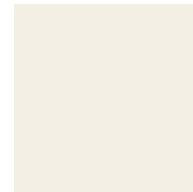
➤ **SW 6108 Latte**



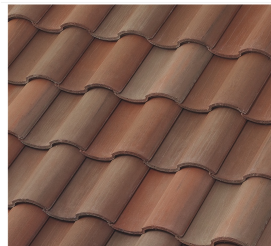
➤ **SW 7720 Deer Valley**



➤ **SW 7102 White Flour**



➤ **Naples Blend**



*same colors as other buildings





Questions / Comments





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Re-Painted Building



SHERWIN-WILLIAMS.
PHOTO IMAGING

The Tides At Pelican Landing

Scheme 1



SW 6189
Opaline
Main Body

SW 7658
Gray Clouds
Secondary Body

SW 9128
Green Onyx
Accent Body

SW 7006
Extra White
Accent Bands & Trim

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SHERWIN-WILLIAMS.
PHOTO IMAGING

The Tides At Pelican Landing

Scheme 2



SW 9085
Touch of Sand
Main Body

SW 7658
Gray Clouds
Secondary Body

SW 7068
Grizzle Gray
Accent Body

SW 7006
Extra White
Accent Bands & Trim

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SHERWIN-WILLIAMS.
PHOTO IMAGING

The Tides At Pelican Landing

Scheme 3



SW 7012
Creamy
Main Body

SW 7065
Argos
Secondary Body

SW 7068
Grizzle Gray
Accent Body

SW 7006
Extra White
Accent Bands & Trim

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SHERWIN-WILLIAMS.
PHOTO IMAGING

The Tides At Pelican Landing

Scheme 3



SW 7012
Creamy
Main Body

SW 7065
Argos
Secondary Body

SW 7068
Grizzle Gray
Accent Body

SW 7006
Extra White
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