VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
JULY 9, 2024, 04:30 PM

www.Estero-fl.gov

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

AGENDA

PLANNING ZONING AND DESIGN BOARD MEETING

9401 Corkscrew Palms Circle, Estero, Florida

July 9, 2024, 04:30 pm

SCHEDULED MEETING CONVENES 4:30 P.M.

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

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

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

a. Consent Agenda

i. Approval of June 11, 2024 meeting minutes.

Attachment: 06112024 PZDB Minutes.pdf

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

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

a. Via Coconut -- Zoning Amendment (DCI2024-E004) (District 4) 8990 Corkscrew Road, 21650 & 21750 Via Coconut Point, 21331, 21350 & 21351 Happy Hollow Lane. Properties are located on 20-acres, south of Corkscrew Road and west of Via Coconut Point Road.

Via Coconut Estero Planned Development (EPD) was approved October 2021 by Ordinance 2021-10, and Development Order DOS2022-E007 was approved by Planning Zoning and Design Board July 11, 2023. The applicant is now requesting some revisions to the project site plan and "Pattern Book", and

modifications to the deviations.

Public Information Meeting was held February 13, 2024.

See Staff Report

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

Attachment: 1. Via Coconut Zoning Amendment -Staff Report.pdf
Attachment: 2. Staff Report Attachment A - Future Land Use Map.pdf
Attachment: 3. Staff Report Attachment B - Zoning Map.pdf
Attachment: 4. Staff Report Attachment C - Master Concept Plan.pdf
Attachment: 5. Staff Report Attachment D - Pattern Book.pdf
Attachment: 6. Staff Report Attachment E - Applicant Information.pdf
Attachment: 7. Staff Report Attachment F - Summary of Public Information Meeting.pdf
Attachment: 8. Staff Report Attachment G - Zoning Conditions.pdf
Attachment: 8-Day Letter DCI2024-E04 6.28.24 VIA COCO.pdf
Attachment: 9. Via Coconut - Presentation.pdf

b. Estero Townhomes EPD -- Rezoning (DCI2024-E003) (District 4) 21.4 acres located on the northeast corner of Corkscrew Road and Sandy Lane formerly known as The Colonnade.

Applicant requests a rezoning for a 2-story townhome development with 171 townhome units and amenities. The property is currently zoned for a Continuing Care Facility.

The Public Information Meeting was held December 12, 2023.

See Staff Report

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

Attachment: 1. Estero Townhomes EPD - Staff Report.pdf
Attachment: 2. Staff Report Attachment A - Future Land Use Map.pdf
Attachment: 3. Staff Report Attachment B - Zoning Map.pdf
Attachment: 4. Staff Report Attachment C - Zoning Conditions.pdf
Attachment: 5. Staff Report Attachment D - Master Concept Plan.pdf
Attachment: 6. Staff Report Attachment E - Pattern Book.pdf
Attachment: 7. Staff Report Attachment F -Applicant Information.pdf
Attachment: 7.a. 8-Day Letter DCI2024-E03 6.28.24 TOLL.pdf
Attachment: 8. Estero Townhomes - Presentation.pdf

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

8. BOARD COMMUNICATIONS

a. Next meeting - August 13, 2024

9. ADJOURN

General Attachments

- Transcript.pdf

PLANNING ZONING AND DESIGN BOARD MEETING
TUESDAY, JULY 9, 2024, 4:30 P.M.

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

04:32:58 >>Anthony Gargano: I WOULD LIKE TO CALL TO ORDER THE MONTHLY
04:33:00 MEETING OF THE VILLAGE OF ESTERO PLANNING ZONING DESIGN
04:33:03 BOARD.
04:33:03 PLEASE RISE FOR THE PLEDGE OF ALLEGIANCE.
04:33:08 [PLEDGE OF ALLEGIANCE]
04:33:26 >>Anthony Gargano: TAMMY, DO YOU WANT TO CALL THE ROLL,
04:33:28 PLEASE?
04:33:29 >>Kristin Jeannin: HERE.
04:33:31 >>Barry Jones: HERE.
04:33:33 >>Tammy Duran: BOARD MEMBER PAIVANDY IS ABSENT TODAY.
04:33:36 >>Michael Sheeley: HERE.
04:33:37 >>James Tatooles: HERE.
04:33:38 >>Jim Wallace: HERE.
04:33:41 >>Dan Williams: HERE.
04:33:44 >>Tammy Duran: VICE-CHAIRMAN WOOD IS ABSENT.
04:33:46 >>Anthony Gargano: HERE.
04:33:47 >>Tammy Duran: OUR ATTORNEY NANCY STROUD IS HERE TODAY.

04:33:51 >>Anthony Gargano: I'LL ENTERTAIN A MOTION FOR APPROVAL OF
04:33:53 THE AGENDA.
04:33:55 >>Michael Sheeley: SO MOVED.
04:33:56 >> SECOND.
04:33:57 >>Anthony Gargano: MOVED AND SECONDED.
04:33:59 QUESTIONS ON THE MOTION?
04:34:00 ALL IN FAVOR?
04:34:02 >> AYE.
04:34:02 >>Anthony Gargano: OPPOSED?
04:34:02 THE MOTION PASSES.
04:34:06 A MOTION FOR THE APPROVAL OF THE CONSENT AGENDA.
04:34:10 >>Michael Sheeley: SO MOVED.
04:34:13 >> SECOND.
04:34:15 >>Anthony Gargano: OKAY.
04:34:16 WE HAVE A MOTION WITH A SECOND.
04:34:18 ANY QUESTIONS?
04:34:19 ALL IN FAVOR?
04:34:23 >> AYE.

04:34:23 >>Anthony Gargano: ANY OPPOSED?
04:34:24 THE MOTION PASSES.
04:34:29 TONIGHT'S AGENDA, LADIES AND GENTLEMEN, INCLUDES MATTERS
04:34:36 WHERE THE BOARD SITS IN A QUASI-JUDICIAL SETTING.
04:34:43 IF YOU INTEND TO PROVIDE TESTIMONY ON ANY OF THE
04:34:48 APPLICATIONS, YOU MUST BE SWORN IN BY THE BOARD ATTORNEY IN
04:34:52 A MOMENT.

04:34:53 YOU SHOULD ALSO FILL OUT A PUBLIC SPEAKER'S CARD AND GIVE IT
04:34:57 TO THE DEPUTY VILLAGE CLERK BEFORE THE ITEM IS CALLED.
04:35:00 IN GENERAL ON EACH APPLICATION, WE WILL FIRST HEAR AN
04:35:05 INTRODUCTION FROM THE VILLAGE COMMUNITY DEVELOPMENT
04:35:08 DIRECTOR, AND THEN A PRESENTATION FROM THE APPLICANT.
04:35:10 THE DIRECTOR MAY THEN MAKE A PRESENTATION.
04:35:14 AFTER THIS I ALLOW ANYONE FROM THE AUDIENCE WHO HAS BEEN
04:35:18 SWORN IN TO PROVIDE TESTIMONY.
04:35:20 PLEASE BE PRECISE IN YOUR COMMENTS, NOT TO EXCEED FIVE
04:35:25 MINUTES.
04:35:26 THE APPLICANT HAS THE RIGHT TO CROSS-EXAMINE ANY WITNESS AND
04:35:29 PROVIDE REBUTTAL.
04:35:31 ABOUT CROSS-EXAMINATION, WITNESSES, INCLUDING THE PUBLIC,
04:35:34 MAY BE SUBJECT TO CROSS-EXAMINATION.
04:35:37 THE PUBLIC WILL NOT BE PERMITTED TO CROSS-EXAMINE WITNESSES,
04:35:41 BUT THE PUBLIC MAY REQUEST THE BOARD TO DIRECT QUESTIONS ON
04:35:44 THEIR BEHALF TO EITHER THE STAFF OR THE APPLICANT.
04:35:48 PERSONS WHO HAVE BEEN DETERMINED BY THE BOARD TO BE
04:35:50 INTERESTED PARTIES MAY CROSS-EXAMINE WITNESSES.
04:35:53 IF A PERSON REPRESENTS AN ORGANIZATION, EVIDENCE OF THEIR
04:35:57 AUTHORITY TO SPEAK FOR THAT ORGANIZATION MUST BE PROVIDED.
04:36:01 IN ADDITION, BEFORE THE PRESENTATION ON THE APPLICATION
04:36:04 BEGINS, ANY WRITTEN COMMUNICATIONS THAT HAVE BEEN RECEIVED
04:36:06 ON THE QUASI-JUDICIAL MATTER WILL BE PLACED INTO THE PUBLIC
04:36:09 RECORD.

04:36:11 I WILL ALSO ASK EACH BOARD MEMBER TO DISCLOSE ANY EX PARTE
04:36:15 COMMUNICATIONS REGARDING THE PARTICULAR APPLICATION BEFORE
04:36:17 IT IS HEARD.
04:36:18 ANY BOARD MEMBER THAT HAS A CONFLICT REGARDING THE
04:36:22 APPLICATION MUST DECLARE THAT CONFLICT AND WILL NOT BE
04:36:25 ALLOWED TO PARTICIPATE IN THE DISCUSSION OR VOTE ON THE
04:36:29 APPLICATION.
04:36:30 WILL ALL THOSE WHO WILL BE TESTIFYING THIS EVENING PLEASE
04:36:33 STAND TO BE SWORN BY OUR BOARD ATTORNEY?
04:36:35 NANCY?
04:36:39 >>Nancy Stroud: THANK YOU.
04:36:40 DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY YOU GIVE TONIGHT
04:36:43 WILL BE THE TRUTH, THE WHOLE TRUTH, AND NOTHING BUT THE
04:36:46 TRUTH.

04:36:46 THANK YOU.
04:36:51 >>Anthony Gargano: BEFORE WE BEGIN, ON THE FIRST MATTER, DO
04:36:56 ANY BOARD MEMBERS HAVE EX PARTE COMMUNICATIONS?
04:36:58 >> NO.
04:36:59 >> NO.
04:37:00 >>Anthony Gargano: ANY CONFLICTS OF INTEREST?
04:37:02 >> NO.
04:37:04 >>Anthony Gargano: MARY, CAN YOU, AS SCOTTY USED TO SAY, TEE
04:37:09 IT UP?
04:37:13 >>Mary Gibbs: GOOD AFTERNOON, EVERYBODY.
04:37:15 THIS PROJECT IS THE VIA COCONUT PROJECT.

04:37:17 IT'S 20 ACRES AND IT WAS FORMERLY KNOWN AS THE BANJO
04:37:22 PROPERTY BECAUSE IT'S GOT THAT KIND OF INTERESTING SHAPE.
04:37:25 IT'S LOCATED ON THE WEST SIDE OF VIA COCONUT AND CORKSCREW
04:37:29 ROAD.
04:37:30 IT IS ACROSS THE STREET FROM GENOVA.
04:37:32 IT'S JUST OVER THAT WAY.
04:37:34 MOST OF YOU HAVE SEEN THIS PROJECT BEFORE.
04:37:38 SOME OF YOU HAVE SEEN IT NUMEROUS TIMES BEFORE.
04:37:41 SOME OF YOU HAVE SEEN IT WHEN THE PROPERTY WAS REZONED BACK
04:37:44 IN 2021, AND THEN I THINK MANY OF YOU SAW IT WHEN IT CAME IN
04:37:48 FOR THE DEVELOPMENT ORDER THAT WAS APPROVED LAST JULY.
04:37:52 SO IT'S FAIR TO SAY THIS HAS BEEN REVIEWED FAIRLY
04:37:56 EXTENSIVELY BY PLANNING ZONING AND DESIGN BOARD AND ALSO BY
04:37:59 VILLAGE COUNCIL.
04:37:59 SINCE THE DEVELOPMENT ORDER WAS APPROVED, THE APPLICANT HAS
04:38:03 COME IN AND WANTS TO MAKE SOME REVISIONS TO THE PROJECT.
04:38:06 THEY ARE GOING TO EXPLAIN IT IN DETAIL.
04:38:10 I THINK THE BIGGEST CHANGES, IN THE STAFF'S OPINION, IS THEY
04:38:13 ARE REMOVING THE UNDERBUILDING PARKING THAT THEY HAD
04:38:16 PROPOSED, REPLACING THAT WITH A KIND OF COURTYARD AREA AND
04:38:21 THEN DO SOME GARAGE PARKING AND CARPORT PARKING AND SURFACE
04:38:25 PARKING IN THE BACK OF THE PROJECT.
04:38:27 AND THEN THE SECOND WHAT I WOULD CALL MORE SUBSTANTIAL
04:38:31 CHANGE WAS IN THE MIXED USE KIND OF LITTLE MAIN STREET AREA
04:38:35 THEY HAD THREE-STORY BUILDINGS THAT WERE GOING TO BE

04:38:37 VERTICAL MIXED USE AND THEY ARE PROPOSING TO LOWER THEM TO
04:38:40 TWO STORIES.
04:38:41 THEN THEY'VE GOT SEVERAL LITTLE CHANGES TO FOOTPRINTS AND
04:38:44 SWITCHING SOME THINGS AROUND THAT ARE KIND OF MORE MINOR.
04:38:49 APPLICANT EXPLAINED THIS.
04:38:51 THEY HAD A PUBLIC INFORMATION MEETING BACK IN FEBRUARY, BUT
04:38:53 I THINK WE ALSO HAVE THE NEW MEMBER OR TWO SINCE THEN.
04:38:56 I'M GOING TO TURN IT OVER TO THE APPLICANT TO KIND OF RUN
04:39:00 THROUGH THEIR PowerPoint AND EXPLAIN ALL THE CHANGES TO
04:39:03 YOU.

04:39:05 I DO ALSO WANT TO MENTION WE DID NOT RECEIVE ANY E-COMMENTS
04:39:08 ON THIS PROJECT.
04:39:09 IF YOU DON'T HAVE ANY QUESTIONS FOR ME, I'M GOING TO TURN IT
04:39:12 OVER TO THE APPLICANT, WHICH WILL BE MR. YOVANOVICH WILL BE
04:39:17 KICKING IT OFF.
04:39:18 >>Anthony Gargano: THANK YOU.
04:39:41 >> GOOD AFTERNOON.
04:39:42 FOR THE RECORD, RICH YOVANOVICH ON BEHALF OF THE APPLICANT.
04:39:47 MARY PROMISED ME SHE WOULD DO A SHORT, BRIEF INTRODUCTION SO
04:39:52 I WOULD HAVE SOMETHING TO SAY AS PART OF MY SHORT, BRIEF
04:39:55 INTRODUCTION BEFORE INTRODUCING THE TEAM.
04:39:57 SHE PRETTY MUCH SAID EVERYTHING I WAS GOING TO SAY.
04:39:59 YOU HAVE ALL SEEN THIS PROJECT MULTIPLE TIMES.
04:40:03 AT THE PUBLIC INFORMATION MEETING, WE BRIEFED YOU ON WHAT
04:40:06 OUR PROPOSED CHANGES TO THE PROJECT ARE, WHICH ARE PRIMARILY

04:40:09 TO THE ARCHITECTURE.
04:40:11 YOU HAD FAVORABLE COMMENTS TO WHAT THE CHANGES WERE.
04:40:14 NOW WE'RE BACK TO SHOW YOU THE FORMAL PRESENTATION.
04:40:16 THE TEAM IS HERE TO ADDRESS ANY COMMENTS OR QUESTIONS.
04:40:22 NOT EVERYBODY ON THE TEAM WILL SPEAK.
04:40:24 THE PRIMARY SPEAKERS WILL BE TYLER LAMKEY, WHO IS THE
04:40:30 DEVELOPER REPRESENTATIVE, FOLLOWED BY MARK MCLEAN, WHO IS
04:40:33 THE ARCHITECT.
04:40:35 CHARLIE KREBS WILL PRESENT SOME OF THE CIVIL DETAILS
04:40:40 REGARDING THE PROJECT.
04:40:41 CHRISTIAN ANDREA WILL TALK ABOUT THE LANDSCAPE ARCHITECTURE
04:40:44 RELATED TO THE PROJECT.
04:40:46 FINALLY, ALEXIS WILL PROVIDE A CONCLUSION.
04:40:49 THEN THE TEAM WILL BE AVAILABLE TO ANSWER ANY QUESTIONS.
04:40:51 OBVIOUSLY, YOU CAN ASK QUESTIONS WHENEVER YOU WANT TO, BUT
04:40:54 IF YOU COULD WAIT UNTIL WE FINISH OUR PRESENTATION,
04:40:58 HOPEFULLY WE'LL MINIMIZE THE NUMBER OF QUESTIONS YOU HAVE.
04:41:01 BUT AS MARY SAID, WHAT WE'RE HERE TO DO IS CHANGE SOME OF
04:41:04 THE ARCHITECTURE.
04:41:04 WE'RE NOT CHANGING ANY OF THE DENSITY ALREADY APPROVED, ANY
04:41:09 OF THE COMMERCIAL SQUARE FOOTAGE ALREADY APPROVED.
04:41:11 WE ARE MAKING SOME RELATIVELY MINOR CHANGES TO THE
04:41:15 ARCHITECTURE RELATED TO THE BUILDINGS.
04:41:17 WITH THAT, I'M GOING TO TURN IT OVER TO TYLER TO TAKE YOU
04:41:22 THROUGH THE UPDATED PLANS FOR THE INDIVIDUAL BUILDINGS.

04:41:25 THEN HE'LL TURN IT OVER TO MARK.
04:41:29 >> THANK YOU.
04:41:31 MY NAME IS TYLER LAMKEY.
04:41:33 I WORK WITH RIVERSIDE INVESTMENT AND DEVELOPMENT COMPANY.
04:41:36 WE ARE PARTNERS WITH ATLANTIC RESIDENTIAL, AND THEN YOU ALSO
04:41:41 PROBABLY KNOW ROYAL PROPERTIES, MIKE HENNEMAN AND RICK

04:41:45 SCHMIDT WHO HAVE BEEN WORKING ON THIS PROJECT FOR SEVERAL,
04:41:47 SEVERAL YEARS.
04:41:48 WE HAVE JOINED THEM IN A PARTNERSHIP AS OF LAST YEAR TO
04:41:53 DEVELOP THE PROPERTY.
04:41:55 IN DOING SO, WE CAME IN WITH OUR PARTNER, ATLANTIC
04:41:59 RESIDENTIAL, WHO IS A LARGE MULTIFAMILY DEVELOPER AND
04:42:03 OPERATOR TO REVIEW THE PROPERTY AND GO THROUGH SOME OF THE
04:42:08 CURRENT CONDITIONS OF WHAT HAS HAPPENED TO MULTIFAMILY
04:42:11 REALLY OVER THE PAST THREE YEARS SINCE COVID AND UPDATE THE
04:42:16 PROJECT AS SUCH.
04:42:17 THE PROJECT ITSELF, AS MANY KNOW, IS LOCATED IN THE VILLAGE
04:42:21 CENTER.
04:42:22 IT'S JUST SOUTH OF CORKSCREW ROAD, NORTH OF WILLIAM, EAST
04:42:27 SIDE OF THE TRACKS, WEST SIDE OF VIA COCONUT.
04:42:32 AS RICH MENTIONED, THE PROJECT ITSELF WAS APPROVED.
04:42:39 IT'S 20 ACRES.
04:42:40 THE SIZE OF THE PROJECT WAS APPROVED AT 330 UNITS.
04:42:45 829 REQUIRED PARKING STALLS, 307,000 SQUARE FEET OF OPEN
04:42:51 SPACE WHICH IS 35% OF THAT 20 ACRES.

04:42:55 AND AROUND APPROXIMATELY 38,000 SQUARE FEET OF COMMERCIAL,
04:43:01 INCLUDING THE CHURCH SITE.
04:43:02 KIND OF OUR REVIEW OF THE PROJECT AS WE WENT THROUGH IT,
04:43:10 REALLY, WHAT WE'RE DOING IS DECREASING THE FOOTPRINT SIZES
04:43:13 OF THE MAIN BUILDINGS.
04:43:14 SO THE MAIN U-SHAPED BUILDINGS ARE DECREASING, AND THAT'S
04:43:18 OPENING UP ABOUT 33,000 SQUARE FEET OF OPEN SPACE ON THE
04:43:21 SITE ITSELF.
04:43:22 YOU'LL SEE A LOT OF THAT HERE.
04:43:24 AS MARY MENTIONED, REALLY, THAT FIRST FLOOR WAS PRIMARILY
04:43:28 INDOOR PARKING GARAGE.
04:43:29 WE STILL HAVE INDOOR PARKING ON THE GROUND FLOOR, BUT WHAT
04:43:32 WE HAVE DONE IS REMOVED IT OUT OF THE CENTER OF THAT SPACE.
04:43:35 SO WE HAVE NOW BROUGHT THAT COURTYARD DOWN TO GRADE, WHICH
04:43:38 ALLOWS US TO BE MUCH MORE FLEXIBLE IN TERMS OF THE AMENITIES
04:43:42 WE'RE PROVIDING OUT THERE.
04:43:43 LARGER POOL SETUPS, MORE LANDSCAPING.
04:43:45 WHAT YOU'LL SEE FROM CHRISTIAN'S PRESENTATION HERE IS A MUCH
04:43:50 MORE LUSH LANDSCAPED AREA THAT WE'RE PLANNING TO PROVIDE FOR
04:43:54 THESE BUILDINGS.
04:43:55 AND THEN WE'RE ALSO DOING SOME REVISIONS TO THE PARKING
04:44:00 LAYOUT.
04:44:00 SO THE PARKING, ALMOST ALL RESIDES ON THE WESTERN HALF OF
04:44:03 THE SITE.
04:44:04 SO AGAINST THE TRAIN TRACKS, BEHIND ALL THE BUILDINGS

04:44:08 SHIELDED FROM VIA COCONUT.
04:44:12 AND THAT HAS SOME SMALL CARPORTS THAT ARE GOING TO BE ADDED

04:44:18 BEHIND THERE.
04:44:19 SO WE'LL HAVE SOME COVERED PARKING, ABOUT 200 STALLS
04:44:21 APPROXIMATELY.
04:44:22 WE HAVE ABOUT 80 STALLS INTERIOR TO THE SITE -- SORRY, TO
04:44:26 THE INTERIOR GARAGES WHICH ARE WITHIN THE BUILDINGS, AND
04:44:28 THEN ABOUT 500 STALLS APPROXIMATELY.
04:44:32 IT GETS BACK TO THAT SAME 829 STALLS TOTAL FOR THE SITE.
04:44:36 SO NO REDUCTION OR CHANGE TO THE ACTUAL PARKING COUNT, AND
04:44:41 THEN ONE OTHER THING THAT WE ARE CHANGING AS WELL IS WE ARE
04:44:44 REDUCING THE HEIGHT OF THE TWO BUILDINGS ON THAT MAIN
04:44:48 STREET, THE MIXED USE BUILDINGS.
04:44:50 BUILDINGS ARE STILL MIXED USE.
04:44:51 STILL COMMERCIAL ON THE GROUND FLOOR WITH RESIDENTIAL ABOVE.
04:44:54 THEY ARE JUST GOING TO BE TWO STORIES INSTEAD OF THREE.
04:44:56 WHAT THAT ALLOWS US TO DO IS MOVE MORE OF THE UNITS INTO THE
04:44:59 LARGER RESIDENTIAL BUILDINGS.
04:45:02 THEY HAVE BETTER ACCESS TO THE AMENITIES, AS YOU CAN IMAGINE
04:45:04 THAT IS A MORE NICE WAY THAT WE HAVE SET UP THAT SPACE.
04:45:09 THINGS THAT WE AREN'T CHANGING, SO THE BUILDING SETBACKS,
04:45:12 MAXIMUM BUILDING HEIGHTS, PUBLICLY DONATED LAND AREA, UNIT
04:45:16 COUNTS, REQUIRED PARKING COUNTS, COMMERCIAL SQUARE FOOT, ALL
04:45:21 THAT REMAINS THE SAME.
04:45:23 REALLY, AS MARK AND CHARLIE AND CHRISTIAN WILL GET INTO, WE

04:45:28 THINK THESE ARE ACTUALLY IMPROVEMENTS TO THE OVERALL DESIGN,
04:45:30 PARTICULARLY FROM THE LOOK AND FEEL FROM THE STREET JUST
04:45:35 BECAUSE THE BUILDINGS WILL COME DOWN IN MASS AND THERE WILL
04:45:40 ACTUALLY BE MORE GREEN -- YOU KNOW, LANDSCAPING VIEW FROM
04:45:42 THE STREET AND FROM THE SIDEWALKS TO THE PUBLIC.
04:45:48 SO WITH THAT, I'M GOING TO PASS THIS OVER TO CHARLIE KREBS
04:45:53 FROM BOWMAN.
04:45:55 HE WILL TALK ABOUT THE UPDATED SITE PLAN AND THE DIFFERENCES
04:45:57 FROM THE PREVIOUSLY APPROVED PLAN.
04:46:01 >> GOOD AFTERNOON.
04:46:03 CHARLIE KREBS WITH BOWMAN.
04:46:05 I JUST WANT TO BRIEFLY TOUCH ON THE CIVIL SIDE OF THIS.
04:46:10 AS TYLER WAS SAYING, FROM THE PERIMETER POINT OF VIEW, WE
04:46:13 AREN'T CHANGING ANYTHING WITH THE PROJECT.
04:46:15 THE ACCESS POINTS HAVE ALL REMAINED THE SAME.
04:46:18 WE HAVEN'T CHANGED HOW THE OFFICE AND CHURCH AREA REMAIN THE
04:46:25 SAME, PARK, DRY DETENTION.
04:46:27 WHAT WE'VE DONE IN RELATIONSHIP TO THE CHANGE OF THE SIZE OF
04:46:30 THE BUILDINGS IS LOOK AT MAKING THE PARKING AREA A LITTLE
04:46:34 MORE EFFICIENT.
04:46:35 WE REVISED THE PARKING AREA OVER IN THIS LOCATION, AGAIN,
04:46:38 MAKING IT A LITTLE MORE EFFICIENT THAN WHAT WE HAD ON THE
04:46:41 ORIGINAL PLAN.
04:46:41 YOU CAN SEE THAT THE GARAGES THAT TYLER MENTIONED ARE ALONG

04:46:44 THE PERIMETER OF THE WEST SIDE AND ON ONE SIDE OF THE

04:46:49 BUILDING.
04:46:50 AGAIN, WHEN WE'RE TRYING TO LOOK AT THIS, WE TRIED TO
04:46:52 OPTIMIZE THE PARKING AROUND THOSE AND CREATE AN AREA THAT
04:46:56 WAS MORE VEHICLE FRIENDLY AS FAR AS TRAFFIC CIRCULATION.
04:47:00 SO THESE AREAS HERE IN ADDITION TO JUST BEING SURFACE
04:47:06 PARKING, YOU HAVE TWO BAYS OF WHAT ARE CARPORTS IN FRONT OF
04:47:10 EACH OF THE RESIDENTIAL BUILDINGS.
04:47:12 IN ADDITION TO THAT, WE'VE TRIED TO PROVIDE MORE PEDESTRIAN
04:47:16 ACTIVITY WITH THE SIDEWALK CONNECTIONS AROUND EACH OF THE
04:47:19 BUILDINGS AND OVER TO VIA COCONUT.
04:47:22 IN ADDITION TO WE'RE PLANNING HAVING SIDEWALK CONNECTIONS TO
04:47:25 THE RAILROAD IN CASE THE LINEAR PARK WERE EVER TO HAPPEN,
04:47:30 WE'LL HAVE ACCESS FOR THE RESIDENTS TO HAVE AVAILABLE ACCESS
04:47:34 TO THAT PARK.
04:47:35 ONE OF THE OTHER ITEMS THAT WE LOOKED AT WHEN WE WERE DOING
04:47:38 THE REVAMPING OF THE PARKING ON THE MAIN STREET WAS
04:47:42 ORIGINALLY APPROVED WERE PARALLEL SPACES.
04:47:46 NOT SURE HOW MANY OF YOU IN DOWNTOWN FORT MYERS DURING RUSH
04:47:50 HOUR TO SEE PEOPLE MOVING IN AND OUT OF PARALLEL PARKING
04:47:53 SPACES.
04:47:53 IT'S NOT DONE EFFICIENTLY OR QUICKLY.
04:47:55 WHAT WE DID IS REVISED THOSE TO ANGLED PARKING.
04:47:58 I THINK IT IS MUCH EASIER TO GET IN AND OUT OF ANGLED
04:48:02 PARKING, AND WE WERE ABLE TO INCREASE THE NUMBER OF SPACES
04:48:04 IN FRONT OF THOSE BUILDINGS, SO MAKING IT MORE OF A REAL

04:48:07 DOWNTOWN FEEL WITH THE PARKING RIGHT IN FRONT OF THE UNITS
04:48:10 THAT WILL BE THE COFFEE SHOP OR OPEN TO THE RESIDENTS AND
04:48:13 GUESTS FOR USAGE.
04:48:17 THE OVERALL SITE AS FAR AS THE STORMWATER HAS ALL STAYED THE
04:48:21 SAME.
04:48:22 WE STILL HAVE THE LAKE THAT'S UP FRONT.
04:48:24 WE HAVE KIND OF WETLAND PRESERVE AREA OVER HERE THAT WE
04:48:27 MAINTAIN, AND THEN WE HAVE THE DRY DETENTION AREA, THAT'S
04:48:30 ALL THE SURFACE IN ADDITION TO, WHICH I KNOW IT DOESN'T SHOW
04:48:34 UP ON THIS PLAN, BUT WILL HAVE THE UNDERGROUND CELLS THAT
04:48:36 WERE ORIGINALLY APPROVED IN THE ZONING RESOLUTION TO PROVIDE
04:48:40 ADDITIONAL WATER QUALITY STORAGE.
04:48:42 WITH THAT, I WILL TURN IT OVER TO --
04:48:51 >> GOOD AFTERNOON, EVERYONE.
04:48:53 MARK MCLEAN, MHK ARCHITECTURE.
04:48:56 THE TEAM HAS BASICALLY COVERED EVERYTHING.
04:48:59 I'LL GIVE YOU GRAPHIC UPDATES ON HOW WE'LL DO THIS FROM THE
04:49:02 330 UNITS IS COMPLETELY UNCHANGED.
04:49:07 WE PULLED THE REAR BUILDING IN TO CREATE THE ADDITIONAL
04:49:10 PARKING, WE REDISTRIBUTED THE SPACES TAKEN OFF OF THE TWO

04:49:14 INNER BUILDINGS INTO THESE OUTER BUILDINGS.
04:49:17 LIKE TYLER SAID, TO GET THE PEOPLE IN THE BUILDING CLOSER TO
04:49:21 THE AMENITIES.
04:49:21 WHAT WE WERE FINDING OUT THROUGH OUR RESEARCH, NOT ONLY WAS
04:49:25 THE CORRIDOR IN THE MAIN STREET AREA GOING TO FEEL TALL FOR

04:49:29 HOW SMALL IT WAS, BUT IT HAD A LOT OF UNITS IN IT THAT
04:49:34 DIDN'T HAVE ACCESS TO AMENITIES THAT WOULD HAVE TO HIKE TO
04:49:37 ANOTHER BUILDING.
04:49:37 WE FELT THIS WAS A GREAT OPTION.
04:49:39 ALONG WITH THAT AS WE MOVE INTO THE SECOND IMAGE HERE, THIS
04:49:43 IS KIND OF THE BIGGEST CHANGE.
04:49:45 BEFORE, THIS WAS A PARKING STRUCTURE THAT WE PARKED
04:49:47 UNDERNEATH.
04:49:48 WE TOOK THIS, THE SECOND FLOOR POOL AND WE DROPPED IT DOWN
04:49:52 TO GRADE.
04:49:53 NOW, INSTEAD OF THIS BEING 12 OR 14-FOOT TALL THAT WE WERE
04:49:57 TRYING TO LANDSCAPE OUT AS A PARKING STRUCTURE, NOW IT WILL
04:50:00 BECOME THIS LUSH LANDSCAPE TO AN OPEN AMENITY.
04:50:03 IT WILL BE SCREENED.
04:50:04 YOU WON'T SEE PEOPLE IN THERE.
04:50:06 PEOPLE WON'T SEE OUT BUT YOU'LL BE ABLE TO FEEL THE ACTIVITY
04:50:10 AND SENSE THE ACTIVITY.
04:50:11 WE THINK IT WILL PRESENT ITSELF MUCH NICER TO THE STREET.
04:50:14 AS WE PROGRESS, THIS IS AN AERIAL VIEW OF BUILDING E --
04:50:18 SORRY, BUILDING B THAT KIND OF SHOWS HOW THE POOL AMENITY
04:50:21 WILL BE NESTLED INTO THAT LANDSCAPING ALONG THE LAKE.
04:50:24 IT JUST MAKES A MUCH MORE USER FRIENDLY SPACE, AND WE ALSO
04:50:28 FEEL IT'S GOING TO PRESENT ITSELF BECAUSE INSTEAD OF THESE
04:50:31 BUILDINGS, WHEN WE SET UP THE U SHAPES OF THE BUILDINGS, THE
04:50:34 IDEA WAS AS YOU'RE TRAVELING DOWN VIA COCONUT TO SEE THESE U

04:50:37 SHAPES COME OUT AND REALLY PRESENT THEMSELVES AS SEPARATE
04:50:40 BUILDINGS BUT THAT PARKING STRUCTURE WAS STILL ALWAYS TYING
04:50:43 IT TOGETHER.
04:50:44 NOW WE REALLY FEEL YOU'LL GET THE SENSE THAT THESE ARE
04:50:47 SEPARATE BUILDINGS IN THERE, EVEN THOUGH THEY ARE STILL VERY
04:50:50 SIMILAR TO THE DESIGN WE PRESENTED PREVIOUSLY.
04:50:52 AGAIN, THESE ARE JUST IMAGES OF THE BUILDINGS FOR BUILDING A
04:50:56 AND E.
04:50:57 AGAIN, ON THE BUILDING A, THAT WILL BE A WATER FEATURE.
04:51:00 SO WHEN WE'RE LEASING THESE SPACES, BUILDING A WON'T HAVE A
04:51:05 BIG POOL FEATURE.
04:51:06 IF WE HAVE OLDER PEOPLE THAT WANT A NICE QUIET, LEASABLE
04:51:09 SPACE, IF THEY WANT TO BE IN BUILDING B OR BUILDING E WITH A
04:51:12 POOL SPACE, IT GIVES US MORE LEASABLE OPTIONS AS WE BRING
04:51:17 THIS PROGRAM TO MARKET.
04:51:19 LASTLY, AS WE MOVE INTO THE DOWNTOWN AREA, THIS IS BUILDING

04:51:23 A -- SORRY, C AND D.
04:51:25 THESE WERE THREE-STORY BUILDINGS.
04:51:26 LIKE I EXPLAINED, WE WANTED TO GET THE PEOPLE CLOSER TO THE
04:51:30 AMENITIES.
04:51:30 YOU CAN SEE WITH THE ANGLED PARKING, AS CHARLIE WAS
04:51:33 DESCRIBED, IT'S GOING TO GIVE YOU MORE PARKING IN THE
04:51:36 DOWNTOWN AREA FOR THE PEOPLE WHO COME IN FOR THE SERVICES
04:51:38 THAT ULTIMATELY END UP IN THESE BUILDINGS.
04:51:40 TWO BUILDINGS THAT DON'T SHOW UP IN THIS AT ALL ARE DIRECTLY

04:51:45 BEHIND THE FIVE UNIT RETAIL BUILDING THAT WE MADE NO CHANGES
04:51:48 TO THE RESTAURANT BUILDING.
04:51:50 THESE ARE THE BUILDINGS RIGHT ON VIA COCONUT THAT WE MADE NO
04:51:52 CHANGES TO, BUT IT PUTS THIS PARKING RIGHT ON MAIN STREET
04:51:55 FOR THE ADDITIONAL RETAIL BUILDINGS.
04:51:57 SO WE REALLY THINK THIS IS GOING TO ENHANCE THE MAIN STREET
04:52:00 ACTIVITY FOR EVERYBODY.
04:52:01 SO AS WE MOVE THROUGH, YOU CAN SEE NOW THAT THESE BUILDINGS
04:52:04 DO PRESENT THEMSELVES AS MULTIPLE STRUCTURES INSTEAD OF ONE
04:52:08 LARGE STRUCTURE.
04:52:08 THIS IS A VIEW FROM VIA COCONUT ROAD OR VIA COCONUT POINT.
04:52:11 JUST ANOTHER VIEW AS WE MOVE DOWN.
04:52:14 THIS IS DOWN ALONG WHERE THERE WILL BE A PARK IN THIS AREA.
04:52:18 WE'RE STILL KEEPING THE FISHING PIER.
04:52:20 WE STILL HAVE THE DOG PARK IN THERE.
04:52:22 SO ALL THOSE ITEMS REMAIN.
04:52:25 THIS IS UP ON THE NORTH END AS WE'RE COMING DOWN, TRAVELING
04:52:30 SOUTH, LOOKING TO THE RIGHT.
04:52:31 THE BUILDING PRESENTS ITSELF ALMOST IDENTICALLY AS IT DID
04:52:36 BEFORE.
04:52:36 WE REDISTRIBUTED THE UNITS IN THE BUILDING, SO IT IS
04:52:39 SLIGHTLY DIFFERENT.
04:52:40 THE LAST TIME I THINK WE CAME THROUGH THREE DIFFERENT TIMES
04:52:42 WITH COLOR MATRIX AND WE SETTLED ON DO DEPENDENT COLOR
04:52:47 MATRIX -- WE HAVE CHANGED NO COLORS FROM THE WAY IT WAS

04:52:50 APPROVED ON THAT COLOR MATRIX, WE'RE GOING TO KEEP IT
04:52:53 EXACTLY THE SAME WAY IT WAS PREVIOUSLY APPROVED.
04:52:56 WE HAVE NOTHING IN THE COLOR MATRIX.
04:52:58 WITH THAT, I TURN THIS OVER TO CHRISTIAN ANDREA FOR THE
04:53:01 LANDSCAPE PRESENTATION.
04:53:04 >> GOOD AFTERNOON.
04:53:04 CHRISTIAN ANDREA, LANDSCAPE ARCHITECT WITH ARCHITECTURAL
04:53:07 LAND DESIGN.
04:53:08 WE HAVE, I THINK, THREE OR FOUR SLIDES RUNNING FROM THE
04:53:12 SOUTH TO THE NORTH HERE.
04:53:13 STARTING IN THE SOUTH CORNER, THIS IS CONSISTENT WITH THE
04:53:17 PREVIOUS PLAN.

04:53:17 THE BUFFERS HAVE REMAINED THE SAME.
04:53:20 THIS IS THE DOG PARK THAT MARK JUST REFERENCED.
04:53:22 WE HAVE A SMALL LITTLE POCKET PARK HERE.
04:53:25 A SMALL PAVILION STRUCTURE.
04:53:27 SAME LANDSCAPE THAT WE HAD PREVIOUSLY SHOWN.
04:53:30 WE HAVE THREE DIFFERENT VERSIONS OF THESE COURTYARD SPACES.
04:53:35 THE FIRST SPACE IS MORE OF AN ARCHITECTURAL PASSIVE PARK, SO
04:53:42 THERE IS NO POOL IN THE FIRST COURTYARD AREA.
04:53:44 WE HAVE SEATING AREAS, FIRE PITS, AND COMFORTABLE SPACES AND
04:53:49 NICE LAWN AREAS.
04:53:50 WE HAVE THE LAKE FEATURE HERE THAT MARK REFERENCED AS WELL.
04:53:52 THERE IS THE FISHING PIER STRUCTURE, AS WAS BEFORE OUR
04:53:55 MEANDERING PATHWAY ALONG THE ROADWAY.

04:53:58 OUR ENHANCED BUFFER THAT EXISTS ALONG THE WEST SIDE OF THE
04:54:03 PROPERTY LINE.
04:54:03 AS WE APPROACH THE MIDDLE SECTION, THIS IS WHERE CHARLIE
04:54:06 REFERENCED THE ANGULAR PARKING SPACES COMING THROUGH HERE.
04:54:10 ENTIRELY PAVED CENTRAL COURT HERE.
04:54:13 THIS POOL TO THE LEFT IS A LAGOON-STYLE POOL, MORE RESORT
04:54:17 STYLED.
04:54:18 LOTS OF TROPICAL PALMS AND WHATNOT THAT ACCOMPANY THAT.
04:54:22 AGAIN, ON BOTH ENDS OF THE LAKE WE HAVE A LITTORAL SHELVES
04:54:26 AND KIND OF A WETLAND ASPECT TO THAT FOR PRETREATMENT WATER.
04:54:31 PARKING LOT CONSISTENT WITH THE PREVIOUS PLANS.
04:54:33 ENTRY SIGNAGE IN THE CENTER SECTION HERE.
04:54:36 RETAIL BUILDINGS OFF TO EITHER SIDE OF THE MAIN ENTRANCE
04:54:38 WAY.
04:54:39 THEN AS YOU MOVE TO THE NORTH HERE, THIS IS MORE OF AN
04:54:43 ARCHITECTURAL-STYLE POOL.
04:54:44 THIS IS PROBABLY A BETTER VIEW.
04:54:46 THIS IS A RECTILINEAR STYLE.
04:54:52 COMFORTABLE PLAZA.
04:54:52 ARCHITECTURAL STYLE DECKING AND WHATNOT.
04:54:53 FIRE PITS AS WELL.
04:54:54 SEATING AREAS, A REMOTE SPA.
04:54:56 I BELIEVE THIS ONE IS REMOTE SPA.
04:54:58 I CAN'T SEE THAT FAR.
04:54:59 CONTINUATION OF THE SAME BUFFER THAT WE PREVIOUSLY HAD SHOWN

04:55:03 AROUND THE PERIMETER.
04:55:04 THERE IS A WALL FEATURE HERE AGAIN CONSISTENT WITH THE
04:55:06 PREVIOUS PLAN.
04:55:07 NO CHANGES.
04:55:08 THE BUFFER SYSTEM HERE HAS REMAINED THE SAME.
04:55:11 AS WE HEAD TO THE NORTH, THIS IS A LARGE PARK WITH
04:55:14 MEANDERING PATHWAYS, TRELLISES THAT COME IN, EXTENSIVE
04:55:20 LANDSCAPE.

04:55:21 DETENTION BASIN LANDSCAPED WITH GRASSES AND APPROPRIATE
04:55:24 PLANT SPECIES.
04:55:25 I DID FORGET TO MENTION -- GO BACK A SHEET OR TWO -- THE
04:55:29 MEDIANS ARE ALSO BEING LANDSCAPED AS WAS PREVIOUSLY
04:55:32 COMMITTED TO.
04:55:32 ALL THESE MEDIANS THAT RUN ACROSS THE CORRIDOR HERE, AS WAS
04:55:38 PREVIOUSLY DONE, SO NO CHANGES THERE.
04:55:39 TO THE NORTH, AND THIS IS A SAMPLE OF THE PLANT PALETTE.
04:55:46 THAT CONCLUDES MY PRESENTATION.
04:55:47 I'LL HAVE ALEXIS COME UP.
04:55:54 >> THANK YOU.
04:55:55 GOOD EVENING.
04:55:55 ALEXIS CRESPO WITH RVi PLANNING + LANDSCAPE ARCHITECTURE.
04:55:58 I HAVE THE LAST SLIDE.
04:56:01 THIS WAS A LIGHT LIFT FROM THE POLICY PLANNING PERSPECTIVE.
04:56:05 THIS IS REALLY DESIGN-BASED CHANGES TO AN APPROVED MASTER
04:56:08 CONCEPT PLAN.

04:56:09 THE REQUEST IS ENTIRELY CONSISTENT WITH THE VILLAGE'S LAND
04:56:14 DEVELOPMENT CODE, THE COMPREHENSIVE PLAN, MEETING THE INTENT
04:56:17 OF THIS VILLAGE CENTER FUTURE LAND USE AREA.
04:56:19 THE CHANGES ALLOW US TO INCREASE OUR OPEN SPACE BY ALMOST AN
04:56:23 ACRE.
04:56:23 YOU HEARD ABOUT THE ENHANCED LANDSCAPING OPPORTUNITIES THAT
04:56:27 CAME OUT OF THIS REVISION AS WELL.
04:56:29 WE THINK OPENING UP THAT PARKING AREA TO HAVE THE POOL MORE
04:56:34 INTERFACING WITH THE STREET AND MORE PEDESTRIAN SCALE WILL
04:56:38 ALSO MEET THE INTENT OF YOUR CODE AND COMPREHENSIVE PLAN.
04:56:42 AS WAS NOTED, WE'RE NOT CHANGING OUR UNIT COUNT OR
04:56:45 INCREASING BUILDING HEIGHT OR ANY OF THE KEY TRIGGERS THAT
04:56:48 WOULD RESULT IN INCREASED INTENSITY OF THE PROJECT.
04:56:51 WE DO HAVE YOUR STAFF'S RECOMMENDATION OF APPROVAL.
04:56:55 WE HAD NO CHANGES TO THEIR REVISED CONDITIONS THAT WERE
04:57:00 OUTLINED IN OUR EIGHT-HOUR LETTER AS WELL AS YOUR STAFF
04:57:06 REPORT, AND WE ARE HERE TO ANSWER ANY QUESTIONS YOU MAY HAVE
04:57:06 AND WOULD APPRECIATE YOUR RECOMMENDATION OF APPROVAL.
04:57:11 THANK YOU.
04:57:12 >>Anthony Gargano: THANK YOU.
04:57:13 ANY QUESTIONS FROM THE BOARD?
04:57:20 >>Jim Wallace: I THINK IT'S OUTSTANDING.
04:57:23 >>Michael Sheeley: I HAVE A COUPLE OF COMMENTS AND
04:57:25 QUESTIONS.
04:57:25 MARK, HOW ARE THE -- WHO IS SERVED BY THE GARAGES THAT ARE

04:57:31 IN THE BUILDING?
04:57:33 >> THOSE CAN BE LEASED SEPARATELY BY ANY UNIT WITHIN THE
04:57:37 BUILDING.
04:57:38 JUST WHOEVER WANTS TO LEASE.

04:57:40 >>Michael Sheeley: EXTERNAL ACCESS FROM THE GARAGES TO
04:57:42 SOME --
04:57:43 >> YOU WOULD COME INTO THE COURTYARD, BUT THEY ARE NOT LIKE
04:57:46 INTERNAL STRAIGHT INTO A SPECIFIC UNIT.
04:57:48 NO, SIR.
04:57:50 >>Michael Sheeley: OVERALL, I THINK YOU'VE DONE A FINE JOB.
04:57:53 WE'VE COMPLIMENTED THIS PROJECT BEFORE AS A FIRST-CLASS
04:57:57 PROJECT.
04:57:57 GREAT DESIGN.
04:57:58 I LIKE THE IDEA OF REMOVING THE PODIUMS -- COMPLIMENTS ON AN
04:58:05 EXCELLENT VE JOB.
04:58:09 I WOULD MENTION ALSO IN THE PRESENTATION, MY OPINION, YOUR
04:58:12 RENDERINGS KIND OF DO A DISSERVICE BECAUSE THEY DON'T SHOW
04:58:15 THE COLORATION EVIDENT IN THE ELEVATIONS.
04:58:19 THEY LOOK WASHED OUT AND PLAIN.
04:58:22 >> I WOULD AGREE.
04:58:24 THAT'S WHY I MENTIONED WE'RE 100% COMPLIANT.
04:58:27 I THINK THE THIRD TIME WE CAME THROUGH IT WAS A COLOR
04:58:31 REVISION.
04:58:32 EVERY ELEVATION WITH THE PERCENTAGES SPELLED OUT ON IT.
04:58:35 WE'LL COMPLY WITH THAT.

04:58:36 >>Michael Sheeley: MY COMPLIMENTS AGAIN ON A GREAT PROJECT.
04:58:39 >> THANK YOU, SIR.
04:58:41 >>Barry Jones: FOLLOW UP ON THE COLORS COMMENTS.
04:58:44 WAS IT THE INTENT THAT ALL OF YOUR CANOPIES, ALL OF THE
04:58:48 AWNINGS WILL BE THE SAME COLOR?
04:58:50 >> YES, SIR.
04:58:52 >>Barry Jones: [INAUDIBLE] THAT'S THE ONLY ONE I HAD ON
04:58:56 ARCHITECTURAL.
04:58:57 I DID HAVE A QUESTION FOR CIVIL.
04:58:59 THE OUTFALL, CAN YOU GIVE US AN UPDATE ON THE OUTFALL
04:59:05 STATUS?
04:59:05 GOING THROUGH THE RIGHT-OF-WAY?
04:59:11 >> WHAT HAPPENED WITH LEE COUNTY, THEY HAVE SOME CONCERNS
04:59:14 ABOUT TRYING TO DO LIKE A REGIONAL CHANGE WHERE WE TAKE
04:59:18 EVERYTHING UP THROUGH THE PARK AND TRY TO IMPROVE THE
04:59:20 OUTFALL AT CORKSCREW ROAD, TRYING TO MAKE EVERYBODY'S LIFE
04:59:23 WORK A LITTLE BETTER.
04:59:24 THEY HAD SOME CONCERNS THAT IF THERE WAS A PROBLEM WITH
04:59:26 THEIR MAINTENANCE, THAT THAT COULD SOMEHOW COME BACK AND
04:59:31 CAUSE ISSUES FOR THE RESIDENTIAL DEVELOPMENTS THAT WERE
04:59:34 GOING TO USE IT.
04:59:35 BASICALLY WHAT WE'RE DOING IS WE'RE MAINTAINING THE EXISTING
04:59:39 OUTFALL, SO YOU CAN SEE I THINK RIGHT HERE IS WHERE THE PIPE
04:59:44 CROSSES. THIS PIPE IS NOW GOING TO BE DIVERTED AROUND THE
04:59:47 BUILDING AND STILL MAINTAIN THE OUTFALL.

04:59:50 THEN WHAT WE'RE DOING INTERNALLY IS WE'RE GOING TO HAVE OUR
04:59:52 OUTFALL IN THE LAKE AND THEN HAVE A SEPARATE DRAIN THAT RUNS
04:59:56 ALONG THE ROADWAY, STILL ON THE PROPERTY.
04:59:59 IT'S GOING TO PARALLEL THE ROAD THAT'S GOING TO TIE IN IN
05:00:03 THIS LOCATION.
05:00:04 BY THE EXISTING DRAINAGE EASEMENT AGREEMENT, THERE IS A
05:00:08 MAXIMUM CFS ALLOWED.
05:00:10 5 CFS THROUGH A 36-INCH DIAMETER PIPE.
05:00:13 IT SPELLED OUT THAT IT'S BASED ON THE APPROVED SOUTH FLORIDA
05:00:17 PERMITS.
05:00:18 RIGHT NOW, OUR APPROVED PERMIT AND THE OTHER ONES THAT ARE
05:00:21 USING THAT PIPE FALL BELOW THAT FIVE CFS.
05:00:24 REROUTING THAT IS NOT GOING TO CREATE ANY ADDITIONAL IMPACTS
05:00:29 OR ANY HEADACHES WITH ANY OF THE EXISTING PERMITS.
05:00:31 SO WE'LL GO IN AS PART OF THE D.O. AMENDMENT, AMEND THE
05:00:36 EXISTING SOUTH FLORIDA APPROVAL WHICH DID HAVE IT GOING
05:00:39 THROUGH THE PARK AND HAVE IT ALL GO TOWARDS THE RAILROAD
05:00:45 RIGHT-OF-WAY.
05:00:46 >>Barry Jones: GOING TO THE RAILROAD RIGHT-OF-WAY AND
05:00:48 CONFIRMED THE OUTFALL PATH HAS SUFFICIENT CAPACITY.
05:00:52 DO ANY SURVEY DOWN THAT CORRIDOR?
05:00:54 >> NO, WE HAVE TOPO FOR THE STRETCH THAT PARALLELS THE
05:00:58 DEVELOPMENT, BUT WE DON'T HAVE IT GOING ALL THE WAY DOWN
05:01:01 TOWARDS CORKSCREW AND ACROSS THE RAILROAD DOWN TOWARDS THE
05:01:05 RIVER.

05:01:06 YOU'RE TALKING ABOUT 5 CFS IN THE SWALES THAT WE'VE LOOKED
05:01:10 AT OR MORE -- ARE MORE THAN LARGE ENOUGH TO HANDLE THE 5
05:01:15 CFS.
05:01:16 >>Barry Jones: AS LONG AS YOU AND THE DISTRICT ARE LOOKING
05:01:18 AT IT, THAT IS THE PRIMARY CONCERN WAS THE OUTFALL.
05:01:20 THERE ARE QUESTIONS ABOUT LIGHTING.
05:01:24 IS THAT YOU?
05:01:25 LIKE LIGHTING IN THE PUBLIC USE PARK AREAS AND JUST HAVING
05:01:30 JUST WRITTEN ONE OF THOSE CRIME PREVENTION THROUGH
05:01:33 ENVIRONMENTAL DESIGN REPORTS, I STARTED LOOKING AT STUFF.
05:01:35 YOU HAVE A RAILROAD TRACK ON ONE SIDE, A MAJOR CORRIDOR ON
05:01:39 THE OTHER.
05:01:39 GOT PEDESTRIAN MOVEMENT BETWEEN THERE.
05:01:43 ARE YOU DOING ANYTHING WITH LIGHTING IN THE PUBLIC USE AREAS
05:01:45 OR ANY SORT OF CAMERA SURVEILLANCE?
05:01:48 >> IN THE ORIGINAL DO APPROVAL, ALL OF THE LIGHT POLES WERE
05:01:51 LOCATED ALONG THE RAILROAD RIGHT-OF-WAY.
05:01:54 I'M EXPECTING LOCATIONS TO BE IN THE SAME.
05:01:57 WE'RE NOT REALLY CHANGING THE PARKING ALIGNMENT THAT MUCH.
05:01:59 IF WE HAVE TO MOVE THEM, WE'LL MOVE A FEW FEET LEFT OR RIGHT
05:02:03 ACCORDING TO WHATEVER ISLANDS HAVE BEEN REVISED.
05:02:05 AGAIN, WE HAVE THE LIGHTING INSIDE FOR OUR INTERNAL PARKING

05:02:08 AREA.
05:02:08 I DON'T REMEMBER -- CHRISTIAN, I DON'T KNOW IF YOU REMEMBER.
05:02:12 DID WE HAVE LIGHTING IN THE PARKS?

05:02:13 THE PARK IS THE ONLY AREA I DON'T REMEMBER IF WE HAD
05:02:18 LIGHTING IN.
05:02:19 >>Barry Jones: THE PUBLIC PARKS THAT MAY GET AFTER DARK USE
05:02:22 IS THE PRIMARY CONCERN WHEN YOU'VE GOT THAT EXPOSURE.
05:02:27 I DON'T HAVE A PLAN EITHER.
05:02:29 HAS ANYBODY THOUGHT IT THROUGH?
05:02:31 >> AGAIN, OFF THE TOP OF MY HEAD, I DON'T REMEMBER ANY LIGHT
05:02:33 POLES IN THAT LOCATION.
05:02:34 BUT I KNOW FROM THE PERIMETER WE'RE LIGHTING THAT FROM THE
05:02:39 PERIMETER IN AND STILL MEETING THE ZERO AT THE PROPERTY
05:02:41 LINE.
05:02:41 >>Barry Jones: UNDERSTOOD.
05:02:44 OKAY.
05:02:44 THAT WAS ALL MY QUESTIONS.
05:02:45 THANK YOU.
05:02:47 >>Jim Wallace: I DIDN'T QUITE HEAR THIS.
05:02:48 SORRY, MY HEARING IS A LITTLE OFF TONIGHT.
05:02:50 DID YOU SAY THAT YOU ARE ASSUMING THE MAINTENANCE OF THE
05:02:55 RAILWAY EASEMENT DOWN --
05:02:56 >> NOT THE RAILWAY EASEMENT.
05:02:58 >>Jim Wallace: AS YOU KNOW, THAT CAN GET OVERGROWN AND IS
05:03:00 OVERGROWN.
05:03:01 >> THE RAILWAY EASEMENT WE ARE NOT MAINTAINING.
05:03:03 WE WILL MAINTAIN AS PART OF THE DRAINAGE AGREEMENT THE PIPE
05:03:07 THAT CROSSES THE PROPERTY TO GET TO THE RAILROAD EASEMENT.

05:03:09 >>Jim Wallace: NOT THE EASEMENT ITSELF.
05:03:11 >> NOT THE EASEMENT ITSELF.
05:03:12 >>Jim Wallace: SO WHAT GUARANTEES DO THE RESIDENTS OR ESTERO
05:03:17 HAVE, PARTICULARLY THE RESIDENTS LIVING HERE THAT WATER WILL
05:03:19 REALLY FLOW NORTH AS YOU HOPE IT IS?
05:03:22 >> IT'S BEING MAINTAINED RIGHT NOW BY THE RAILROAD.
05:03:25 I THINK THE VILLAGE IS IN NEGOTIATIONS.
05:03:26 BUT I DON'T THINK THAT'S GONE THROUGH.
05:03:30 >>Jim Wallace: SEEING IT OVERGROWN, IT IS SUBSTANTIALLY
05:03:31 OVERGROWN.
05:03:33 >> I UNDERSTAND.
05:03:34 >>Jim Wallace: WHAT ACCOMMODATIONS ARE BEING MADE FOR THAT?
05:03:38 >>Mary Gibbs: MAY I SAY SOMETHING?
05:03:39 I THINK THE VILLAGE OR PUBLIC WORKS DIRECTOR, DAVID WILLEMS,
05:03:42 HAS BEEN WORKING WITH THE RAILROAD SINCE THE HURRICANES.
05:03:46 WE'VE BEEN WORKING I THINK NORTH OF BROADWAY.
05:03:48 HE STARTED TO SEE IF WE CAN GET SOME AGREEMENTS WITH THEM.
05:03:53 AND WE HAVE TAKEN OVER SOME MAINTENANCE AND ARE PAYING SOME

05:03:56 MONEY, BECAUSE WE THOUGHT IT WAS IMPORTANT BECAUSE THEY
05:03:59 DON'T MAINTAIN THEM WELL AND THEY NEED TO BE MAINTAINED
05:04:02 BECAUSE IT ENDED UP CREATING FLOODING.
05:04:04 SO I KNOW THAT PUBLIC WORKS IS WORKING WITH THE RAILROADS.
05:04:07 I'M NOT SURE EXACTLY WHERE THE LOCATION ENDS.
05:04:11 >>Jim Wallace: I BRING IT UP BECAUSE WE ALL KNOW WHAT HAS
05:04:14 HAPPENED IN FOUNTAIN LAKES AND IN PARTS OF RAPALLO WITH

05:04:18 HALFWAY CREEK NOT BEING PROPERLY MAINTAINED BY THE STATE OR
05:04:23 BY COUNTY.
05:04:25 WE DON'T WANT THAT TO REOCCUR.
05:04:27 SO THERE'S SOMETHING IN THE WORKS, IS THAT WHAT YOU'RE
05:04:31 SAYING?
05:04:32 >>Mary Gibbs: I DON'T REMEMBER THE EXACT LOCATION, SO I
05:04:33 DON'T REMEMBER IF IT'S RIGHT HERE.
05:04:35 I KNOW IT'S FURTHER NORTH.
05:04:37 WE ACQUIRED A COUPLE OF EASEMENTS AND WE'RE WORKING ON
05:04:39 ANOTHER EASEMENT WITH THE RAILROAD.
05:04:43 >>Jim Wallace: SURE NICE IF ESTERO TOOK OVER THAT
05:04:45 RESPONSIBILITY.
05:04:46 >> IT WOULD BE NICE.
05:04:48 >>Jim Wallace: OKAY.
05:04:48 THANK YOU.
05:04:49 >> ANY OTHER QUESTIONS?
05:04:50 >>Anthony Gargano: ANY OTHER BOARD QUESTIONS?
05:04:53 >>Dan Williams: I FIRST WANT TO SAY I'M NEW TO THE BOARD SO
05:04:56 I'M TRYING TO PLAY CATCH-UP ON SOME OF THE PROJECTS.
05:04:59 I APOLOGIZE IF IT'S BEEN ANSWERED BEFORE.
05:05:02 ON PAGE 4 OF THE PATTERN BOOK, THERE IS A DOTTED LINE THAT
05:05:06 TALKS ABOUT PREFERRED FLOW OF TRAFFIC, IF IT CAN GO IN
05:05:13 THERE.
05:05:14 ONE OF THE LINES GOES RIGHT THROUGH THE MIDDLE OF THE
05:05:16 PROJECT.

05:05:17 SO I DIDN'T KNOW IF WHAT HAS BEEN ADDRESSED HERE
05:05:21 INCORPORATES THAT CUT-THRU, IF THAT IS THE MAIN STREET THAT
05:05:24 YOU'VE BEEN -- THE OTHER GENTLEMAN HAS BEEN ADDRESSING.
05:05:32 >>Barry Jones: IF YOU GO BACK TO THE SITE PLAN, HE'S
05:05:34 REFERRING TO THE PEDESTRIAN CONNECTION THAT'S SHOWN IN THE
05:05:37 MASTER CONCEPT PLAN.
05:05:38 YES, IT IS ADDRESSED WITH A MAIN STREET THAT RUNS RIGHT
05:05:41 THROUGH THE PROPERTY AND STUBS UP TO THE RAILROAD WHERE THEY
05:05:44 GOT THE ANGLED PARKING AND THE COMMERCIAL BUILDINGS.
05:05:47 SO IT IS SET UP TO ACCEPT THAT FLOW FROM THE EAST -- OR THE
05:05:51 WEST IN THE EVENT THAT THEY CONNECT AND WERE ABLE TO GET
05:05:56 PERMISSION TO CROSS THE RAILROAD.
05:05:58 >> YOU'RE LOOKING AT THIS LOCATION, WHERE THE DRIVEWAY COMES
05:06:00 UP WITH THE MAIN ENTRANCE.

05:06:01 >>Barry Jones: THAT ROADWAY RIGHT THROUGH THERE.
05:06:04 THAT IS YOUR MAIN STREET.
05:06:06 >> RIGHT.
05:06:07 IT'S SET UP TO ACCEPT IT, WHETHER DEVELOPMENT HAPPENS IN THE
05:06:10 FUTURE, WE DON'T KNOW.
05:06:13 >>Barry Jones: THE PLANNING WAS STRUCTURED AS SUCH THAT THAT
05:06:15 WAS GOING TO BE A COMMERCIAL CORRIDOR.
05:06:18 NOT ONLY IS THE ROADWAY ACCOUNTED FOR, BUT THE STRUCTURES
05:06:21 AROUND IT ARE DESIGNED AND PLANNED TO ACCOUNT FOR IT BEING A
05:06:26 CONNECTION.
05:06:27 SORRY, JUST TRYING TO BRING HIM UP TO SPEED IN WHAT

05:06:32 HAPPENED.
05:06:33 >> I DIDN'T HAVE THE BOOK IN FRONT OF ME.
05:06:35 SO I WAS LIKE, WHAT IS PAGE 4?
05:06:40 >> THANKS, BARRY.
05:06:41 I HAVE A QUESTION.
05:06:42 SINCE THE FOOTPRINTS -- THE BUILDING FOOTPRINTS HAVE SHRUNK
05:06:46 BY 10%, WHAT HAPPENS -- AND THE NUMBER OF UNITS IS
05:06:51 UNCHANGED, WHAT HAPPENS TO THE SIZE OF THE UNITS AND THE MIX
05:06:54 OF UNITS COMPARED TO PREVIOUS?
05:07:01 >> THE ACTUAL SIZE OF THE UNITS, THE AVERAGE SIZE IS ABOUT
05:07:06 THE SAME.
05:07:07 WHAT WE HAVE ACTUALLY DONE IS WE PUT UNITS BACK INTO THE
05:07:11 HORSESHOE ON THE FIRST FLOOR, OBVIOUSLY, WHICH BECAUSE THE
05:07:15 PARKING HAS BEEN REMOVED, WE ACTUALLY HAVE MORE UNITS THAT
05:07:19 RESIDE INSIDE THESE BUILDINGS.
05:07:21 AND THEN WHAT WE'VE DONE REALLY ON THE MIX, IT'S VERY
05:07:25 SIMILAR.
05:07:26 THE ONLY CHANGE WE'VE REALLY MADE IS THAT WE'VE ACTUALLY
05:07:30 INCREASED THE AMOUNT OF THREE BEDROOMS SLIGHTLY BY ABOUT
05:07:33 10%.
05:07:34 WE ADDED A HANDFUL OF STUDIOS, LESS THAN TEN CURRENTLY, JUST
05:07:40 TO PROVIDE SOME KIND OF DIVERSIFICATION OF UNIT TYPES.
05:07:44 AND THEN WE ALSO HAD A LOT OF SIMILAR TWO BEDROOMS, WHAT
05:07:47 WE'VE DONE NOW IS KIND OF MADE IT SO THAT THERE ARE LARGER
05:07:51 TWO BEDROOMS.

05:07:52 SOME SMALLER TWO BEDROOMS AND ALSO ONE BEDROOM PLUS DENS IS
05:07:56 A POPULAR TREND NOW THAT'S POST KIND OF COVID, SOMETHING
05:08:01 THAT A HUSBAND AND WIFE MIGHT LIVE IN, BUT THEN PROVIDES
05:08:04 THEM A WORK SPACE THAT'S OUTSIDE OF THEIR BEDROOM AND NOT
05:08:07 THEIR KITCHEN.
05:08:08 SO THAT'S A LARGER ONE BEDROOM.
05:08:10 SO WE JUST HAVE MORE KIND OF UNIT TYPES RATHER THAN CHANGING
05:08:15 ANYTHING.
05:08:15 SO THE ACTUAL UNIT AVERAGE IS STILL AROUND 1,060 SQUARE FEET
05:08:21 PER UNIT OVER THE 330 UNITS.

05:08:25 THAT'S ESSENTIALLY UNCHANGED FROM PREVIOUSLY.
05:08:29 >>Anthony Gargano: OKAY.
05:08:29 THANK YOU.
05:08:30 ANY OTHER BOARD QUESTIONS?
05:08:34 >>Kristin Jeannin: ANYBODY GET AN ANSWER ON THE LIGHTING IN
05:08:36 THE PUBLIC SPACES, PARK?
05:08:46 >> OUR PLANS HAD NOT INTENDED ON LIGHTING THE PARKS THINKING
05:08:49 THAT THEY WERE CLOSED AT DUSK.
05:08:50 SO WE HAD THEM TURNED OFF.
05:08:52 THAT WAS OUR INTENTION.
05:08:56 >>Barry Jones: UNDERSTOOD.
05:08:58 EVERYBODY BE CLEAR WHAT WE'RE GETTING AND WHAT THE INTENT
05:09:01 WAS.
05:09:01 ANY HARD SCAPE IMPROVEMENTS WITHIN THE PARK?
05:09:06 >> AS FAR AS CHANGES FROM THE PREVIOUS PLAN, I'D SAY NO.

05:09:09 MEANDERING PATHWAY, BENCHES, BIKE RACKS, THINGS LIKE THAT.
05:09:13 TRELLISES AS YOU ENTER, ALL CONSISTENT WITH THE PREVIOUS
05:09:16 PLANS.
05:09:18 >>Barry Jones: THANK YOU.
05:09:19 I'M SORRY I DIDN'T SEE THE BENCHES AND BIKE RACKS AND STUFF.
05:09:22 I IMAGINE THEY ARE --
05:09:24 >> BIKE RACKS CORNER INTERSECTION CLOSEST TO THE
05:09:27 INTERSECTION.
05:09:27 >>Barry Jones: I MEANT AS FAR AS THE DETAILS, THE HARD SCAPE
05:09:31 DETAILS FOR THOSE ELEMENTS.
05:09:33 >> WE DON'T HAVE DETAILS, PER SE, IN OUR PLANS.
05:09:36 WE JUST HAVE THEM CALLED OUT IN THAT LOCATION.
05:09:40 >>Barry Jones: I'M GOOD.
05:09:42 THANK YOU.
05:09:44 >>Jim Wallace: YOU SAID NO LIGHTING IN THE PARK AT NIGHT.
05:09:47 >> CORRECT.
05:09:47 >>Jim Wallace: NONE, ZERO.
05:09:49 >> CORRECT, WITH THE UNDERSTANDING THE PARKS ARE CLOSED AT
05:09:51 NIGHT.
05:09:51 >>Jim Wallace: THE VILLAGE IS OKAY WITH THAT?
05:09:53 >> THAT'S BEEN OUR UNDERSTANDING.
05:09:54 >>Mary Gibbs: I THINK WHEN WE WERE ENVISIONING THIS, IT'S
05:09:58 ONE ACRE.
05:09:58 IT'S NOT GOING TO BE LIKE AN ACTIVE PARK.
05:10:01 IT'S KIND OF A PASSIVE PARK, MAYBE BUTTERFLY GARDEN TYPE

05:10:04 THING WITH SOME BENCHES, PERGOLA.
05:10:08 JUST A CORNER STATEMENT.
05:10:12 >>Kristin Jeannin: SAFETY, YEAH.
05:10:14 >>Barry Jones: JUST TO BE CLEAR, THE CORRIDORS THAT RUN
05:10:16 THROUGH THE PARK ARE THE SIDEWALKS REROUTED, THAT WILL
05:10:20 REMAIN OPEN 24/7.

05:10:23 >> PERIMETER SIDEWALKS AND WHATNOT.
05:10:25 >>Barry Jones: LIKE THE SOUTHERN PARK, WHERE THE PARK
05:10:27 WIGGLES, THE SIDEWALK WIGGLES THROUGH.
05:10:30 AND THEN YOU'LL HAVE SIGNAGE OR SOMETHING THAT SAYS PARK
05:10:33 CLOSES AT DUSK, SOMETHING ALONG THOSE LINES.
05:10:35 >> WE HAVE NOT GONE THAT FAR BUT, YES, THAT MAKES SENSE.
05:10:38 >>Barry Jones: THANK YOU.
05:10:39 MIXING THAT PUBLIC/PRIVATE INTERFACE LIKE THAT, DEFINE IT.
05:10:48 >>Anthony Gargano: MARY ANY QUESTIONS OR COMMENTS?
05:10:52 >>Mary Gibbs: I HAD A COUPLE.
05:10:54 I THINK MY FOOT FELL ASLEEP.
05:11:00 I WANT TO JUST MAKE A COUPLE OF COMMENTS AND TALK ABOUT THE
05:11:07 STAFF RECOMMENDATION.
05:11:08 SO WHEN THIS FIRST CAME IN, WE'VE HAD QUITE A FEW MEETINGS
05:11:12 WITH PROBABLY THE LARGEST GROUP OF CONSULTANTS THAT WE'VE
05:11:15 HAD HERE FOR SOME TIME.
05:11:16 WE TOLD THEM THAT WE WANTED TO MAKE SURE WHATEVER CHANGES
05:11:21 THEY MADE DID NOT DIMINISH THE QUALITY OF THE PROJECT.
05:11:25 WHEN THEY CAME IN, I THINK SOME OF YOU REMEMBER WHEN THEY

05:11:29 CAME IN AND EXPLAINED THE FIRST TIME, THEY SAID IT WOULD BE
05:11:31 SUPER LUXURY, NOT JUST LUXURY, BUT SUPER LUXURY.
05:11:34 WE SAID MAKE SURE YOU MAINTAIN THAT QUALITY.
05:11:36 I THINK THEY HAVE DONE THAT THROUGH THE PROCESS.
05:11:40 THAT'S WHY STAFF IS RECOMMENDING APPROVAL WITH CONDITIONS.
05:11:45 THE CONDITIONS REALLY DON'T CHANGE MUCH.
05:11:47 WHEN IT WAS INITIALLY APPROVED, YOU MIGHT REMEMBER WE WENT
05:11:51 INTO GREAT DETAIL TO SCOPE OUT THE EXACT COLORS AND THE
05:11:54 PERCENTAGES AND THERE WERE ACTUALLY 26 CONDITIONS OF
05:11:57 APPROVAL AND THE COUNCIL APPROVED IT.
05:11:59 ALL WE'RE REALLY CHANGING, IF YOU AGREE, AND YOU WISH TO
05:12:03 RECOMMEND APPROVAL TO THE COUNCIL, ALL WE'RE DOING IS
05:12:06 SUBSTITUTING THE NEW MASTER CONCEPT PLAN, SO THAT CONDITION
05:12:09 CHANGES TO JUST HAVE THE NEW DATE OF THE PLAN, SUBSTITUTING
05:12:12 THE NEW PATTERN BOOK BECAUSE THAT HAS QUITE A FEW CHANGES IN
05:12:15 IT.
05:12:15 WE'RE REDUCING THE HEIGHT OF THOSE TWO MAIN STREET BUILDINGS
05:12:22 FROM THREE STORY TO TWO STORY.
05:12:24 AND THEN THE DEVIATION FOR THE ANGLED PARKING IN LIEU OF THE
05:12:29 PARALLEL PARKING.
05:12:29 EVEN THOUGH THERE ARE LOTS OF LITTLE CHANGES, THAT'S REALLY
05:12:33 THE ONLY THING THAT AFFECTS THE 26 CONDITIONS THAT THE
05:12:37 COUNCIL HAD APPROVED THIS WITH.
05:12:39 >>Jim Wallace: CHANGES, MARY, HAVE IMPROVED IT.
05:12:41 THE CHANGES THEY HAVE MADE I THINK IMPROVE IT OVER THE LAST

05:12:44 TIME WHICH WAS ALREADY APPROVED.
05:12:46 >>Mary Gibbs: I THINK YOU ALL MENTIONED THAT AT THE

05:12:48 INFORMATION MEETING.
05:12:49 SO, YEAH.
05:12:51 >>Barry Jones: MARY, CAN I ASK ONE MORE QUESTION?
05:12:54 HOW IS THE LANDSCAPE MEDIAN MAINTENANCE PLAY OUT?
05:12:57 DO WE HAVE A DEAL WITH LEE COUNTY TO MAINTAIN THAT ROAD OR
05:13:01 DO THEY HAVE A SEPARATE AGREEMENT?
05:13:05 >>Mary Gibbs: VIA COCONUT IS OUR ROAD.
05:13:07 THEY WILL INSTALL THE MEDIAN LANDSCAPING AND THERE IS A
05:13:12 CONDITION IN THE ORIGINAL APPROVAL ABOUT THE MEDIAN
05:13:15 LANDSCAPING.
05:13:15 I BELIEVE THEY MAINTAIN IT, SIMILAR TO WHAT WE DID WITH
05:13:19 GENOVA.
05:13:20 WHEN THEY INSTALLED THE MEDIAN LANDSCAPING ON THEIR PORTION.
05:13:24 SO THIS WOULD CONTINUE THE MEDIAN LANDSCAPING DOWN TO THE
05:13:26 SOUTHERN EXTENT OF THIS PROPERTY.
05:13:30 >>Barry Jones: THANK YOU.
05:13:31 I'M SURE IT'S BEEN COVERED BEFORE BUT I COULDN'T RECALL HOW
05:13:34 IT WAS SPELLED OUT.
05:13:35 >>Mary Gibbs: INITIALLY WHEN GENOVA WAS APPROVED, WE DIDN'T
05:13:39 HAVE A PALETTE FOR THE LANDSCAPING SO WE IMPROVISED AND CAME
05:13:43 UP WITH THE DESIGN.
05:13:46 >>Anthony Gargano: THANK YOU, MARY.
05:13:48 I'M GOING TO OPEN THE PUBLIC PORTION.

05:13:50 TAMMY, DO WE HAVE ANY CARDS?
05:13:51 >>Tammy Duran: WE DO NOT.
05:13:53 >>Anthony Gargano: IS THERE ANYBODY IN THE PUBLIC THAT
05:13:55 WISHES TO SPEAK ON THIS MATTER?
05:13:56 I'LL CLOSE THE PUBLIC PORTION.
05:14:00 ANY FINAL COMMENTS FROM BOARD MEMBERS?
05:14:05 >>James Tatooles: I'D LIKE TO HAVE A LITTLE MORE INFORMATION
05:14:06 ABOUT THE CHURCH STRUCTURE.
05:14:10 HAS THERE EVER BEEN ANY CONVERSATION WITH ANY DENOMINATION
05:14:14 YET OR ANY CHURCH THAT MIGHT GO THERE?
05:14:17 AND THE OTHER QUESTION IS, WHAT WOULD BE THE CAPACITY OF THE
05:14:22 CHURCH BUILDING?
05:14:27 >> MARK MCLEAN, MHK ARCHITECTURE.
05:14:30 THE CHURCH STRUCTURE IS 10,000-SQUARE-FOOT STRUCTURE.
05:14:33 IN THE D.O. APPROVAL, THERE'S ALSO APPROVAL FOR THAT TO
05:14:36 POTENTIALLY BE AN OFFICE BUILDING.
05:14:38 AT THE TIME OF THE ORIGINAL DESIGN, WE HAD A CHURCH ENGAGED,
05:14:42 BUT THEY HAVE GONE AWAY JUST BECAUSE OF THE LENGTH OF THE
05:14:45 PROCESS.
05:14:45 I THINK THE D.O. -- AND, MARY, YOU CAN CORRECT ME IF I'M
05:14:48 WRONG -- IT HAS AN APPROVAL THAT THAT CAN BE CONVERTED INTO
05:14:52 A 10,000 SQUARE FOOT OFFICE BUILDING, A TWO-STORY OFFICE
05:14:54 BUILDING.
05:14:57 >>James Tatooles: YOUR PARKING AS AN OFFICE BUILDING --

05:14:58 >> THE PARKING ACCOMMODATES THE OFFICE BUILDING, AND THE

05:15:01 CHURCH WOULD OBVIOUSLY BE A LOT LESS IMPACTFUL JUST ON
05:15:04 CERTAIN TIMES.
05:15:04 BUT, YES, IT IS PARKED FOR AN OFFICE BUILDING.
05:15:10 >>Anthony Gargano: OKAY.
05:15:10 THANK YOU.
05:15:11 I'LL ENTERTAIN A MOTION.
05:15:16 >>Barry Jones: I MAKE A MOTION TO APPROVE WITH THE
05:15:18 CONDITIONS REQUESTED BY STAFF.
05:15:23 >>Anthony Gargano: MOTION ON THE FLOOR TO APPROVE.
05:15:25 >>Michael Sheeley: SECOND.
05:15:26 >>Anthony Gargano: WITH THE CONDITIONS.
05:15:28 >>Nancy Stroud: BEFORE YOU VOTE, IT'S TECHNICALLY A MOTION
05:15:32 TO RECOMMEND APPROVAL BY THE VILLAGE COUNCIL WITH
05:15:36 CONDITIONS.
05:15:38 >>Barry Jones: CORRECT.
05:15:39 THANK YOU FOR THAT CLARIFICATION.
05:15:40 >>Anthony Gargano: THANK YOU, NANCY.
05:15:41 MR. SHEELEY SECONDED.
05:15:45 DO WE HAVE ANY DISCUSSION ON THE MOTION?
05:15:48 CAN WE HAVE A ROLL CALL VOTE PLEASE?
05:15:54 >>Kristin Jeannin: YES.
05:15:55 >>Barry Jones: YES.
05:15:58 >>Michael Sheeley: YES.
05:15:59 >>James Tatooles: YES.
05:16:01 >>Jim Wallace: YES.

05:16:03 >>Dan Williams: YES.
05:16:06 >>Anthony Gargano: YES.
05:16:06 THANK YOU.
05:16:09 CAN WE HAVE A LITTLE QUIET, PLEASE, WHILE WE BEGIN THE NEXT
05:16:48 MATTER?
05:16:48 OKAY.
05:17:03 BEFORE WE BEGIN, SAME QUESTIONS TO THE BOARD.
05:17:07 ANYBODY HAVE ANY EX PARTE COMMUNICATIONS IN THIS MATTER?
05:17:11 >> NO.
05:17:11 >> NO.
05:17:12 >> NO.
05:17:12 >>Anthony Gargano: ANY CONFLICTS?
05:17:15 >> NO.
05:17:15 >> NO.
05:17:16 >> NO.
05:17:16 >>Anthony Gargano: THANK YOU.
05:17:17 MARY?
05:17:21 >>Mary Gibbs: AMY CHAVEZ WILL INTRODUCE THIS FOR THE STAFF.
05:17:26 THEN I'LL MAKE AN ADDITIONAL COMMENT.
05:17:39 >> GOOD EVENING, CHAIRMAN GARGANO AND BOARD MEMBERS.

05:17:43 THE NEXT TOPIC ON THE AGENDA IS ESTERO TOWNHOMES EPD.
05:17:48 THE APPLICANT IS REQUESTING A REZONING FROM RESIDENTIAL
05:17:51 PLANNED DEVELOPMENT, RPD TO ESTERO PLANNED DEVELOPMENT, EPD,
05:17:56 FOR A 21.4-ACRE SITE AT THE NORTHEAST CORNER OF CORKSCREW
05:18:00 ROAD AND SANDY LANE.

05:18:02 THE SITE IS CURRENTLY VACANT AND IS THE FORMER VOLUNTEERS OF
05:18:06 AMERICA SITE THAT WAS APPROVED FOR A CONTINUING CARE
05:18:10 FACILITY KNOWN AS THE COLONNADE THAT WAS NEVER BUILT.
05:18:13 WE RECEIVED ONE E-COMMENT REGARDING THIS PROJECT FROM A
05:18:18 RESIDENT CONCERNED ABOUT THE TRAFFIC IMPLICATIONS AND ADDED
05:18:21 CONGESTION ON CORKSCREW ROAD AND SANDY LANE.
05:18:24 A PUBLIC INFORMATION MEETING WAS HELD BACK IN DECEMBER WHERE
05:18:28 THE BOARD HAD SOME CONCERNS REGARDING THE PROJECT DENSITY
05:18:32 AND THE VIEW FROM CORKSCREW ROAD.
05:18:34 THE BOARD ALSO QUESTIONED THE PUBLIC BENEFIT THAT THE
05:18:37 PROPOSED DEVELOPMENT WOULD PROVIDE GIVEN THAT ESTERO
05:18:40 COMMUNITY PARK IS LOCATED ACROSS CORKSCREW ROAD TO THE
05:18:43 SOUTH.
05:18:44 THE APPLICANT STATED THAT THE DEVELOPMENT WOULD FEATURE TWO
05:18:47 PUBLIC USE AREAS, INCLUDING A STATEMENT CORNER AT THE CORNER
05:18:51 OF CORKSCREW ROAD AND SANDY LANE THAT WOULD CONTAIN A
05:18:55 SEATING AREA AND A VARIETY OF NATIVE LANDSCAPING.
05:18:58 STAFF IS RECOMMENDING APPROVAL WITH SEVERAL CONDITIONS.
05:19:03 AND THE APPLICANT TOLL BROTHERS IS BACK WITH US TODAY AND
05:19:07 WILL EXPLAIN THE CHANGES MADE SINCE THE LAST MEETING.
05:19:10 I THINK MARY WILL SAY A COUPLE OF THINGS.
05:19:12 >>Mary Gibbs: I JUST WANTED TO ADD THAT WHEN WE DID OUR
05:19:16 STAFF REPORT, WE SENT IT TO THE APPLICANT FOR REVIEW.
05:19:19 WE HAD A FEW RECOMMENDED CONDITIONS ABOUT TIDYING UP SOME
05:19:24 THINGS IN THE PATTERN BOOK, BUT THE APPLICANT WAS VERY

05:19:27 PROACTIVE AND MADE A LOT OF CHANGES ALREADY.
05:19:30 SO YOU'VE GOT THE NEW UPDATED PATTERN BOOK.
05:19:33 WE MAY HAVE TO MODIFY SOME OF THE CONDITIONS DEPENDING ON
05:19:36 WHAT YOU WANT TO DO BECAUSE THEY HAVE ALREADY ADDRESSED SOME
05:19:39 OF THE STAFF OR MOST OF THE STAFF'S CONCERNS.
05:19:41 A COUPLE OF THE CONCERNS THAT WE BROUGHT UP WERE THE VIEW OF
05:19:45 THE BUILDINGS FROM CORKSCREW ROAD BECAUSE THE BUILDINGS, THE
05:19:50 REAR OF THE BUILDINGS FACE CORKSCREW ROAD SO WE WERE
05:19:52 CONCERNED ABOUT THE ROOF ELEVATION AND THE KIND OF LOOKING
05:19:56 PLAIN AND HOW THAT WOULD WORK WITH THE LANDSCAPING.
05:19:57 SO WE ASKED THEM TO PROVIDE MORE DETAIL ON HOW THAT WAS
05:20:01 GOING TO LOOK.
05:20:02 THEY DID PROVIDE MORE DETAIL IN THIS PATTERN BOOK.
05:20:05 SO THEY ARE GOING TO EXPLAIN THAT.
05:20:07 I THINK AT THE PUBLIC INFORMATION MEETING, SOMEBODY
05:20:10 MENTIONED THAT THEY THOUGHT THE COLORS WERE VERY WHITE.

05:20:13 SO THEY WANTED MORE DETAIL ON THE COLORS.
05:20:16 SO THE APPLICANT HAS PROVIDED SEVERAL COLOR OPTIONS FOR YOUR
05:20:20 REVIEW.
05:20:21 I THINK FOR THREE OR FOUR, SIX DIFFERENT OPTIONS. SO
05:20:25 THEY'LL BE EXPLAINING THAT.
05:20:27 SADLY, I THINK THEY LEFT THE COLOR SWATCHES AT HOME, SO THEY
05:20:31 ARE GOING TO EXPLAIN A LITTLE BIT MORE ABOUT THE COLORS WHEN
05:20:35 THEY GET UP AND TALK.
05:20:36 I THINK, AGAIN, MR. YOVANOVICH WILL BE KICKING IT OFF FOR

05:20:42 THE APPLICANT.
05:20:46 >>Rich Yovanovich: OKAY.
05:20:47 I GUESS IT'S GOOD EVENING NOW.
05:20:49 FOR THE RECORD, RICH YOVANOVICH ON BEHALF OF THE APPLICANT.
05:20:52 WITH ME TODAY ARE BOTH DUSTIN BOWERSETT AND JIM HEPLER FROM
05:21:01 TOLL BROTHERS.
05:21:02 MY NOW PARTNER, FRANCESCA PASSIDOMO, IS WITH ME AS WELL.
05:21:07 ALEXIS CRESPO.
05:21:10 AND WILL LOU IS HERE ON BEHALF OF RV PLANNING AND LANDSCAPE
05:21:18 ARCHITECTURE.
05:21:18 NOELLE VILIM IS HERE FROM ATWELL, OUR CIVIL ENGINEER.
05:21:21 NORM TREBILCOCK, OUR TRANSPORTATION CONSULTANT IS HERE.
05:21:24 AND ANDREW McAULEY FROM EARTH TECH IS HERE IF THERE ARE
05:21:28 ENVIRONMENTAL RELATED QUESTIONS.
05:21:30 THE PROPERTY IS AT THE NORTHEAST CORNER OF SANDY LANE AND
05:21:37 CORKSCREW ROAD, NOT TOO FAR FROM THE PROPERTY YOU JUST HEARD
05:21:43 ABOUT.
05:21:43 IT IS A CHANGE TO AN EXISTING PD.
05:21:49 IT'S IN THE VILLAGE CENTER JUST LIKE THE PRIOR PROJECT WAS
05:21:53 IN THE VILLAGE CENTER.
05:21:54 AND WE'RE CHANGING THE EXISTING ZONING IS A RESIDENTIAL
05:22:00 PLANNED DEVELOPMENT FOR A CONTINUING CARE FACILITY.
05:22:06 IT'S 21.4 ACRES AND OUR DESIRE IS TO REZONE IT TO THE ESTERO
05:22:12 PLANNED DEVELOPMENT WHICH IS A REQUIREMENT UNDER YOUR CODE
05:22:15 FOR PROPERTIES THAT ARE IN THE VILLAGE TO ALLOW FOR 171

05:22:19 TOWNHOMES, PRIVATE ON-SITE RECREATIONAL AMENITIES AND PUBLIC
05:22:26 AMENITIES THAT ANCHOR BOTH THE NORTHWEST QUADRANT AND THE --
05:22:34 ACTUALLY, IT WOULD BE THE SOUTHWEST QUADRANT OF THE PROJECT
05:22:36 AND THE SOUTHEAST QUADRANT OF THE PROJECT.
05:22:38 WE ARE A TIER ONE REQUEST, WHICH WOULD ALLOW US TO ASK FOR
05:22:45 UP TO NINE UNITS PER ACRE, AND WE'RE ASKING FOR EIGHT
05:22:48 DWELLING UNITS PER ACRE.
05:22:49 THE DEVELOPER IS TOLL BROTHERS.
05:22:53 I'M SURE MANY OF YOU ARE AWARE OF TOLL BROTHERS.
05:22:56 TOLL BROTHERS IS A LARGE NUMBER ONE HOME BUILDER IN THE
05:23:00 COUNTRY.
05:23:02 I HAD THE PLEASURE OF REPRESENTING THEM PROBABLY FOR 20 PLUS

05:23:05 YEARS NOW.
05:23:06 THEY ARE DEVELOPERS IN COLLIER COUNTY.
05:23:10 THEY ARE DEVELOPERS IN BABCOCK RANCH.
05:23:13 DEVELOPERS IN JACKSONVILLE AND OTHER AREAS THROUGHOUT
05:23:17 COLLIER COUNTY AND THROUGHOUT FLORIDA.
05:23:18 THIS IS REPRESENTATIVE OF ONE OF THE PROJECTS I BELIEVE AT
05:23:24 THE PUBLIC INFORMATION MEETING THEY MENTIONED THEY ARE DOING
05:23:27 TOWNHOME PROJECT, CALLED JUNIPER AND ANOTHER HAMILTON PLACE
05:23:33 WITHIN COLLIER COUNTY.
05:23:34 THIS IS FROM HAMILTON PLACE TO SHOW YOU A SAMPLE OF THEIR
05:23:38 TOWNHOME PROJECT THAT'S BEING DEVELOPED IN COLLIER COUNTY.
05:23:43 IT'S UP AND RUNNING.
05:23:44 IF YOU'VE HAD THE OPPORTUNITY TO DRIVE THROUGH THERE, YOU'LL

05:23:48 SEE IT'S QUITE NICE.
05:23:50 THESE ARE SAMPLES OF THE INTERIORS OF PROJECTS THROUGHOUT
05:23:54 FLORIDA TO SHOW YOU THE LEVEL OF THE FINISHES THAT WILL BE
05:23:58 IN THESE UNITS.
05:23:59 SO THESE WILL BE NICE TOWNHOME UNITS TO COME TO ESTERO,
05:24:07 WHICH I THINK IS A PRODUCT TYPE THAT WILL AUGMENT AND
05:24:12 SUPPLEMENT THE DIFFERENT RESIDENTIAL OPTIONS THROUGHOUT THE
05:24:16 VILLAGE OF ESTERO.
05:24:18 TOLL BROTHERS IS LOOKING FORWARD TO COMING TO ESTERO WITH
05:24:21 THIS PROJECT.
05:24:23 ALEXIS WILL TAKE YOU THROUGH IN GREATER DETAIL CONSISTENCY
05:24:26 WITH THE COMPREHENSIVE PLAN AND THE LAND DEVELOPMENT CODE
05:24:31 AND THE PUBLIC OUTREACH THAT WE'VE HAD THROUGHOUT THIS
05:24:34 PROCESS.
05:24:36 AGAIN, IF YOU'LL ALLOW US TO COMPLETE OUR PRESENTATION THAT
05:24:40 WOULD BE GREAT.
05:24:40 WE'LL BE AVAILABLE TO ANSWER ANY QUESTIONS YOU MAY HAVE WITH
05:24:44 REGARD TO THE PROJECT.
05:24:46 WITH THAT, I WILL TURN IT OVER TO ALEXIS.
05:24:54 >> THANK YOU.
05:24:55 ALEXIS CRESPO WITH RVi PLANNING + LANDSCAPE ARCHITECTURE.
05:25:01 PLEASURE TO BE BACK BEFORE YOU TONIGHT.
05:25:03 THE SITE HERE IS LOCATED ON YOUR FUTURE LAND USE MAP, JUST
05:25:08 TO ACCLIMATE YOU WITH THE POLICY SURROUNDING THE PROPERTY.
05:25:12 AS YOU CAN SEE, WE'RE IN THE PURPLE OR THE VILLAGE CENTER.

05:25:15 AND THIS REALLY HAS BEEN THE TOPIC OF OUR ZONING PROPOSAL
05:25:21 REALLY SINCE WE STARTED IT.
05:25:22 WE'RE IN THIS INTENSIVE MIXED USE VILLAGE CENTER, BUT WE ARE
05:25:26 AT THAT CORNER OF SANDY LANE THAT BLENDS INTO LOWER DENSITY
05:25:30 COMMUNITIES.
05:25:30 SO WE'VE MET WITH THE NEIGHBORS MANY TIMES, AS YOU'LL HEAR
05:25:35 THROUGH OUR PRESENTATION.
05:25:36 SO WE NEEDED TO BRING FORTH A PROPOSAL THAT MEETS THE INTENT

05:25:40 OF YOUR VILLAGE CENTER FUTURE LAND USE CATEGORY, OF COURSE,
05:25:43 BUT ALSO BALANCES COMPATIBILITY WITH OUR SINGLE-FAMILY
05:25:47 NEIGHBORS TO THE NORTH THAT WERE CONCERNED ABOUT THE
05:25:50 PROPERTY.
05:25:50 IN ADDITION TO THAT, THIS IS YOUR ZONING MAP.
05:25:54 WE'RE IN THE LIGHT YELLOW, WHICH IS RESIDENTIAL PLAN
05:25:56 DEVELOPMENT.
05:25:57 THIS SITE HAS BEEN ENTITLED FOR A NUMBER OF YEARS FOR MUCH
05:26:01 MORE INTENSE ASSISTED LIVING FACILITY USES KNOWN AS
05:26:05 VOLUNTEERS OF AMERICA RPD, FOR THOSE WHO HAVE BEEN ON THE
05:26:08 BOARD FOR A WHILE.
05:26:09 THIS WAS ONE OF THE EARLIER ZONING APPROVALS FOLLOWING
05:26:13 INCORPORATION, ALLOWING FOR 340 ALF BEDS AS WELL AS A
05:26:18 REQUIREMENT FOR ON-SITE COMMERCIAL USES, AND THE APPROVAL
05:26:22 ALSO ALLOWED FOR UP TO THREE STORIES OF BUILDING HEIGHT OF
05:26:28 45 FEET, THAT BEING ACCEPTABLE WITH THE INTENT OF YOUR
05:26:29 VILLAGE CENTER FOR MORE DENSE, INTENSE TYPE DEVELOPMENT.

05:26:34 THE BETTER VIEW OF THE MASTER CONCEPT PLAN IS ON THIS SLIDE.
05:26:37 YOU CAN SEE THE BUILDINGS ARE LARGER IN NATURE.
05:26:42 THE GREENSPACES AND COURTYARDS INTERNAL TO THOSE BUILDINGS,
05:26:45 AND WE THINK ONE OF THE THINGS THAT POPS OUT FOR US IS THOSE
05:26:49 BUILDINGS ARE VERY CLOSE TO THE ESTATES AT ESTERO RIVER TO
05:26:52 OUR NORTH WHERE THEY ARE HAVING PARKING INNER FACING, THEY
05:26:57 ARE HAVING THEIR CARPORTS INNER FACING DIRECTLY WITH THAT
05:26:59 COMMUNITY AND AGAIN LARGER THREE-STORY BUILDINGS FAIRLY
05:27:02 CLOSE TO THAT COMMUNITY WITH THEIR GREENSPACE ORIENTED ALONG
05:27:05 CORKSCREW.
05:27:06 SO WE WOULD SUBMIT WHAT WE'RE BRINGING FORTH THIS EVENING IS
05:27:10 A MUCH MORE COMPATIBLE USE OF THE PROPERTY CONSIDERING OUR
05:27:14 SURROUNDING NEIGHBORS AND ALSO MUCH MORE VISUALLY APPEALING
05:27:20 AND MORE PUBLIC BENEFIT FOR THE COMMUNITY.
05:27:22 WE ARE UNDERGOING THE ESTERO PLANNED DEVELOPMENT REQUIRING
05:27:26 US TO HAVE A PATTERN BOOK.
05:27:27 THAT IS THE REQUIRED ZONING DISTRICT WITHIN YOUR VILLAGE
05:27:29 CENTER.
05:27:29 WE ARE ASKING FOR 171 FEE SIMPLE TOWNHOME UNITS.
05:27:35 THESE WOULD BE FOR SALE TOWNHOMES, TWO-STORY IN HEIGHT BUILT
05:27:40 BY TOLL BROTHERS.
05:27:41 EIGHT UNITS PER ACRE AND BELOW THE MAXIMUM UNDER YOUR TIER
05:27:45 ONE BONUS DENSITY IN VILLAGE CENTER.
05:27:47 WE'LL WALK YOU THROUGH OUR BUFFERING, BUT WE HAVE DONE
05:27:51 BUFFERING ENHANCEMENTS SURROUNDING THE PROPERTY.

05:27:53 WE DID LEARN A LOT FROM OUR DECEMBER PUBLIC INFORMATION
05:27:56 MEETING FOR THIS BOARD IN TERMS OF HOW IT NEEDS TO LOOK FROM
05:28:01 THE EXTERIOR VIEWS ALONG THE MAJOR ROAD CORRIDORS, AS WELL
05:28:05 AS FROM THE NEIGHBORHOOD TO THE NORTH.

05:28:07 SO WE FOCUSED ON THAT AND BROUGHT FORTH ENHANCED PLANTINGS
05:28:12 IN THOSE AREAS.
05:28:13 A KEY POINT TO NOTE, BECAUSE TRAFFIC REALLY IS THE TOPIC OF
05:28:16 THE DAY DUE TO THE GROWTH WE'VE SEEN IN SOUTHWEST FLORIDA.
05:28:21 BUT THIS EPD REZONING WILL REDUCE TRIPS BY ABOUT 30% FROM
05:28:26 WHAT IS CURRENTLY APPROVED THROUGH THE RPD, THROUGH
05:28:29 ELIMINATION OF THE 30 -- OF THE REQUIRED COMMERCIAL SQUARE
05:28:32 FOOTAGE AS WELL AS REDUCTION FROM 340 ALF BEDS DOWN TO 171
05:28:37 TOWNHOMES.
05:28:38 WE HAVE SHIFTED ACCESS OFF OF CORKSCREW.
05:28:42 THAT WAS CONCEPTUALLY SHOWN ON THAT ORIGINAL ZONING APPROVAL
05:28:45 IN 2015.
05:28:47 IT TURNS OUT THAT LEE COUNTY D.O.T. THAT MAINTAINS CORKSCREW
05:28:50 ROAD WOULD NOT PERMIT AN ACCESS POINT IN THAT LOCATION JUST
05:28:54 TO KEEP FLOW ON THAT ARTERIAL ROADWAY MOVING.
05:28:58 THEY DON'T WANT ADDITIONAL DRIVEWAYS AND ARTERIALS
05:29:00 TYPICALLY, CERTAINLY NOT CLOSE TO OTHER INTERSECTIONS.
05:29:03 SO THAT'S REQUIRED US TO RETHINK THE ACCESS, AND WE DO HAVE
05:29:07 ACCESS BOTH FROM DESIGN PARC LANE TO OUR EAST AS WELL AS
05:29:10 SANDY LANE TO OUR WEST.
05:29:12 WE ALSO HAVE WORKED ON THE PUBLIC SPACE COMPONENT.

05:29:18 WE SPENT A PRETTY GOOD AMOUNT OF TIME ON THAT IN DECEMBER.
05:29:20 WE HAD IDEAS OF MORE KIND OF ACTIVE REC FACILITIES AND THE
05:29:24 MESSAGE WE GOT FROM YOU ALL WAS MAKE IT BEAUTIFUL.
05:29:27 MAKE IT PRETTY, MAKE IT A PLACEMAKING FEATURE FOR THE
05:29:30 COMMUNITY.
05:29:31 PUT LESS EMPHASIS ON ACTIVE RECREATION TYPE USES IN THAT
05:29:34 SPACE.
05:29:35 SO THAT'S WHAT WE ARE BRINGING BACK TO YOU TONIGHT.
05:29:37 THIS SLIDE IS OUR ILLUSTRATIVE MASTER CONCEPT PLAN THAT'S IN
05:29:44 YOUR PACKAGE.
05:29:46 ALONG CORKSCREW ROAD, WE DO HAVE AN ENHANCED TYPE D BUFFER.
05:29:50 IT WILL HAVE A SIX-FOOT TALL WALL AS WELL AS ENHANCED
05:29:55 PLANTINGS.
05:29:55 WE'RE DOING UPWARDS OF 17 TREES PER HUNDRED LINEAR FEET,
05:29:59 WHICH IS A SUBSTANTIAL INCREASE OVER THE CODE REQUIREMENTS.
05:30:03 THOSE WOULD ALSO BE PLANTED AT A HIGHER HEIGHT AND INCLUDE A
05:30:07 MIX OF ENHANCED CANOPY TREES AS WELL AS PALM TREES AND
05:30:11 FLOWERING ACCESS TREES FOR VISUAL INTEREST.
05:30:14 WE HAVE WORKED WITH YOUR PLANNING STAFF AS WELL AS PUBLIC
05:30:17 WORKS STAFF TO MAKE SURE THERE IS GOOD SIDEWALK CONNECTIVITY
05:30:21 ALONG THE FRONTAGE.
05:30:23 BECAUSE OF DRAINAGE AND DIFFERENT COMPETING FEATURES HERE,
05:30:27 WE ARE GOING TO HAVE A SIDEWALK ANYWHERE FROM SIX TO EIGHT
05:30:29 FEET IN WIDTH.
05:30:30 ONCE WE HAVE MORE SPACE AWAY FROM THAT INFRASTRUCTURE, WE

05:30:34 WILL GO UP TO A TEN FOOT WIDE PATHWAY AS WE MOVE TOWARDS THE
05:30:39 INTERSECTION OF SANDY LANE.
05:30:40 ALONG DESIGN PARC, WE WILL HAVE ANOTHER GATED ENTRY.
05:30:46 THIS WILL BE PROBABLY POPULAR FOR RESIDENTS THAT WILL BE
05:30:49 HEADING EASTBOUND IN THE MORNING TOWARD THE INTERSTATE.
05:30:51 THIS WILL BE GATED AND WE DO HAVE AN ENHANCED TYPE D BUFFER
05:30:55 IN THIS LOCATION.
05:30:56 ALONG OUR NORTHERN PROPERTY LINE WITH THE ESTATES AT ESTERO
05:31:00 RIVER, WHICH WE'VE MET WITH TWICE OUTSIDE OF OUR PUBLIC
05:31:03 INFORMATION MEETING, AS RECENTLY AS A FEW WEEKS AGO, WE WILL
05:31:08 BE INSTALLING A SIX FOOT TALL WALL AS WELL AS ENHANCED TYPE
05:31:13 B PLANTINGS.
05:31:14 AGAIN, ADDITIONAL TREES, PALM TREES, ACCENT TREES TO ENHANCE
05:31:18 THEIR VIEWS INTO THE PROJECT.
05:31:20 THE YELLOW DEPICTS THE TOWNHOME UNITS.
05:31:25 SO, AGAIN, THESE WOULD BE PLATTED FEE SIMPLE TOWNHOMES.
05:31:29 DUE TO THE DESIGN OF THE PROPERTY AND JUST REALLY THE SHAPE
05:31:33 AND CONFIGURATION, IT IS FAIRLY NARROW.
05:31:35 SO WE DID LOOK AT MEANDERING THE STREETS PER YOUR COMMENTS
05:31:40 DUE TO THE WIDTH CONSTRAINTS.
05:31:43 THIS IS THE LAYOUT THAT'S POSSIBLE FOR THE SITE, BUT WE HAVE
05:31:46 WORKED ON INTERNAL STREETSCAPE PLANTINGS TO TRY TO CREATE
05:31:50 MORE VISUAL INTEREST WITHIN THE PROJECT.
05:31:53 SO WE'LL SHOW YOU SOME OF THOSE RENDERINGS.
05:31:57 WE'VE RELOCATED OUR AMENITY FACILITY FROM WHERE IT WAS

05:31:59 ORIGINALLY LOCATED.
05:32:00 WE'VE NOW MOVED IT OVER TO THE WESTERN SIDE OF THE PROJECT.
05:32:04 THAT WILL BE A SMALL POOL CABANA TYPE FEATURE.
05:32:08 THEN WE'LL HAVE ANOTHER GATED ENTRY POINT FROM SANDY LANE.
05:32:12 THE SOUTHWEST CORNER IS WHERE OUR PUBLIC AMENITY WILL BE.
05:32:17 THAT'S A LITTLE UNDER A HALF AN ACRE IN SIZE.
05:32:20 WE'VE GOT SOME VISUALS.
05:32:22 WE KIND OF BACKED OFF THE ACTIVE RECREATIONAL COMPONENTS AND
05:32:25 TRIED TO MAKE IT A REALLY WELL LANDSCAPED, WELL DESIGNED
05:32:29 AREA THAT CAN BE FOR PASSIVE USE WITH SEATING, HARD SCAPE
05:32:33 WORKED INTO IT IN ORDER TO CREATE A GOOD SENSE OF PLACE AT
05:32:38 THAT CORNER.
05:32:39 SO WHEN COMPARING IT TO THE EXISTING RPD APPROVED TODAY, WE
05:32:45 OBVIOUSLY HAVE A LOWER NUMBER OF UNITS COMPARED TO THE BED
05:32:48 COUNT, WHICH IS NOT APPLES FOR APPLES, BUT IT'S WORTH
05:32:51 NOTING.
05:32:51 WE HAVE NO COMMERCIAL INTENSITY, WHICH WE THINK WOULD NOT BE
05:32:55 COMPATIBLE WITH NEIGHBORHOOD OR AS COMPATIBLE AS OUR
05:32:58 PROPOSAL.
05:32:59 WE HAVE TAKEN IT DOWN TO A MAXIMUM OF TWO-STORY STRUCTURES
05:33:02 FROM THE THREE STORIES APPROVED.
05:33:07 THE CORKSCREW BUFFER WILL BE ENHANCED BUT OURS WILL INCLUDE

05:33:10 A WALL FEATURE AS WELL TO SCREEN VIEWS INTO OUR PROJECT AS
05:33:14 WELL AS HELP OUR RESIDENTS HAVE SOME NOISE MITIGATION FROM
05:33:17 THE ROAD.

05:33:18 OPEN SPACE IS ABOUT THE SAME SLIGHT INCREASE.
05:33:23 WE DO HAVE TWO PUBLIC USE AREAS.
05:33:26 I NEGLECTED TO MENTION THERE WILL BE A PUBLIC FOCAL POINT AS
05:33:30 WELL AT THE SOUTHEAST CORNER, SMALLER, BUT WITH THE SAME
05:33:33 KIND OF ENHANCED LANDSCAPING SEATING TYPE FEATURES.
05:33:36 IN TERMS OF OUR ACCESS, WE REMOVED THE ACCESS FROM CORKSCREW
05:33:41 ROAD SIMPLY DUE TO THE PERMITTING HURDLES WITH THAT, BUT
05:33:44 WE'LL HAVE TWO POINTS OF INGRESS/EGRESS TO DISTRIBUTE THE
05:33:47 TRIPS OFF THE SITE.
05:33:48 AS NOTED, WHEN YOU LOOK AT EITHER THE MORNING OR THE P.M.
05:33:53 PEAK HOUR TRIPS FROM THE PROJECT, IT IS ROUGHLY 30% DECREASE
05:33:57 IN TRIPS.
05:33:58 SO THE KEY CHANGE -- ALREADY KIND OF TOUCHED ON THESE, BUT
05:34:05 THE KEY CHANGES FOLLOWING OUR PUBLIC INFORMATION MEETING WAS
05:34:07 WE RELOCATED AND RE-ENVISIONED THAT PUBLIC AMENITY AT THE
05:34:10 SOUTHEAST CORNER.
05:34:12 WE ADDED AND RELOCATED THE -- OR RELOCATED THE PRIVATE
05:34:15 AMENITY TO THE SOUTHWEST CORNER OF THE SITE AS WELL.
05:34:18 WE ADDED ADDITIONAL PUBLIC USE SPACE.
05:34:22 WE FOCUSED ON INTERNAL STREETSCAPE ENHANCEMENTS AS WELL AS
05:34:26 TOOK OUR ENHANCEMENTS TO THE PERIMETER BUFFERS FURTHER TO
05:34:29 ENSURE COMPATIBILITY WITH OUR NEIGHBORS.
05:34:31 WE WORKED WITH YOUR STAFF ON FIRMING UP THE WIDTHS AND
05:34:36 LOCATIONS OF SIDEWALKS AND PATHWAYS ALONG OUR PUBLIC
05:34:39 FRONTAGES, AND WE CONDUCTED APPROXIMATELY FOUR MEETINGS

05:34:44 BETWEEN THE GALLERIA PROPERTY OWNERS ASSOCIATION, ESTATES OF
05:34:47 ESTERO RIVER, AND THE GROVES.
05:34:50 THESE ARE REVISED TOWNHOME ELEVATIONS.
05:34:55 THESE ARE THE FRONT AND SIDE VIEW OF THOSE ELEVATIONS THAT
05:35:00 WE DRESSED UP QUITE A BIT.
05:35:01 WE HOPE YOU CAN SEE THE CHANGE FROM OUR PUBLIC INFORMATION
05:35:06 MEETING WHERE WE'VE ADDED ADDITIONAL BANDING TRIM AS WELL AS
05:35:11 SHUTTER DETAILS AND GARAGE DETAILS TO DRESS THE HOMES UP AND
05:35:16 REALLY ELEVATE THE APPEARANCE FROM THE STREET.
05:35:19 YOU'LL ALSO NOTICE THE ROW OF PALMS ALONG THE ROADWAY TO
05:35:24 ALSO ENHANCE THE STREETSCAPE AS WELL AS FLOWERING TREES AND
05:35:29 SHRUBS DISTRIBUTED THROUGHOUT.
05:35:32 IN TERMS OF OUR INTERCONNECTIVITY PLAN, WE WILL HAVE
05:35:36 SIDEWALKS, AGAIN, SIX TO EIGHT FEET ALONG CORKSCREW,
05:35:39 WIDENING UP TO TEN FEET AS WE MOVE NORTH ON SANDY LANE,
05:35:43 WE'LL HAVE SIDEWALK ON ONE SIDE OF ALL INTERNAL STREETS PER
05:35:48 YOUR LAND DEVELOPMENT CODE, AND THEN THERE IS THE POTENTIAL
05:35:51 INTERCONNECTIVITY TO ESTATES AT ESTERO RIVER SHOULD THEY

05:35:55 DESIRE CONNECTION AT SOME POINT INTO OUR PROJECT, WHICH WILL
05:36:00 INCLUDE A SIDEWALK ALONG DESIGN PARC LANE.
05:36:03 THIS IS THE PUBLIC AMENITY FEATURE IN THE SOUTHWEST CORNER
05:36:08 APPROXIMATELY WILL LOU IS THE LANDSCAPE ARCHITECT WHO HAS
05:36:10 WORKED ON THIS.
05:36:11 HE'S HERE TO ANSWER ANY QUESTIONS OR DIVE INTO FURTHER
05:36:13 DETAILS.

05:36:14 THE INTENT HERE IS TO CONNECT THIS AREA TO THE SIDEWALK
05:36:18 SYSTEM, HAVE A NICE HARD-SCAPED SEATING AREA, AND WHAT WE'RE
05:36:23 CALLING A SPECIMEN TREE OR A UNIQUELY SELECTED TREE, NOT
05:36:29 JUST YOUR STANDARD NURSERY STOCK, BUT SOMETHING THAT WE PICK
05:36:33 DUE TO ITS CHARACTER, SIZE TO INSTALL IN THAT LOCATION TO,
05:36:37 AGAIN, CREATE THAT SENSE OF PLACE.
05:36:38 THERE WOULD BE SEATING AS WELL AND THEN LUSH LANDSCAPING TO
05:36:43 THE REAR OF THAT FEATURE AS WELL.
05:36:45 SO WE HAVE SOME OTHER VIEWS OF THAT AREA AND THE LOOK AND
05:36:52 FEEL WE'RE TRYING TO CREATE.
05:36:55 THIS NEXT SLIDE IS THE VIEW OF THE REAR OF THE TOWNHOMES
05:37:02 FROM THE ESTATES AT ESTERO RIVER.
05:37:06 THAT WAS A COMMENT THAT MARY NOTED.
05:37:10 WE WORKED QUICKLY AFTER RECEIVING AN INITIAL STAFF REPORT TO
05:37:14 DRESS UP THE REAR OF THE UNITS.
05:37:17 YOU'LL NOTICE THE PEAKED ROOF LINE INSTEAD OF THE FLAT ROOF
05:37:20 LINE WHICH CAN DO QUITE A BIT IN TERMS OF ENHANCING.
05:37:24 THEN WE ALSO INSERTED INTO THIS VISUAL THE ENHANCED
05:37:28 LANDSCAPING THAT WE ARE PROPOSING IN TERMS OF THE WALL, THE
05:37:33 SHRUBS, AND THOSE ADDITIONAL 12 TREES PER HUNDRED LINEAR
05:37:37 FEET THAT WILL BE INSTALLED IN THAT LOCATION.
05:37:39 THIS IS THE VIEW FROM CORKSCREW, WHICH THIS IS THE BUFFER
05:37:46 WHERE WE'RE GOING UP TO 17 TREES PER HUNDRED LINEAR FEET.
05:37:50 WE DID MODIFY THE VISUAL TO SHOW THE PEAKED ROOF WE'RE
05:37:57 COMMITTING TO AND SHOWING THE LANDSCAPE ENHANCEMENTS WHICH

05:38:02 ARE REALLY GOING TO SCREEN VIEWS NICELY FROM CORKSCREW ROAD.
05:38:04 OF COURSE, THESE BUILDINGS ARE SET BACK APPROXIMATELY A
05:38:08 HUNDRED FEET FROM THE ROADWAY.
05:38:09 SO THIS IS YOU LOOKING RIGHT AT IT.
05:38:13 BUT YOU CAN SEE THAT THE TREES NOT ONLY AT THE TIME OF
05:38:17 PLANTING BUT AS THEY GROW AND MATURE WILL DO A VERY GOOD JOB
05:38:21 OF SCREENING THOSE BUILDINGS WHICH AGAIN ARE ONLY TWO
05:38:23 STORIES IN HEIGHT.
05:38:24 SO THE TREES WILL CATCH UP QUICKLY TO THAT.
05:38:27 THIS IS ALSO ANOTHER DEPICTION, WHICH IS A LINE OF SIGHT.
05:38:32 AGAIN, THE HOMES ARE SET BACK PRETTY FAR FROM THE ACTUAL
05:38:36 ROADWAY OF CORKSCREW JUST BECAUSE OF DRAINAGE INFRASTRUCTURE
05:38:40 AND THINGS THAT I NOTED.
05:38:41 FROM WHERE THE SIDEWALK WOULD BE, IF YOU ARE THE TRAVELING

05:38:45 PUBLIC WALKING ALONG CORKSCREW, NUMBER ONE, WHERE WE LOCATED
05:38:48 IT, YOU'LL HAVE REALLY NICE SPACE AND SEPARATION FROM THE
05:38:51 TRAVEL LANES WHICH ALWAYS IS GOING TO MAKE THE PEDESTRIAN
05:38:53 MUCH MORE COMFORTABLE.
05:38:54 SO WE SEE THAT AS A PLUS.
05:38:57 IN ADDITION TO THAT, THIS IS TO SCALE DEPICTION OF THE
05:39:01 LANDSCAPING IN RELATION TO THE ROOFLINE AND THEN A STANDARD
05:39:05 HEIGHT PERSON AND THAT THEY WILL BE LOOKING INTO DENSE
05:39:08 VEGETATION FROM THAT ROADWAY.
05:39:10 SO WE THINK THIS HAS COME A LONG WAY IN ENSURING POSITIVE
05:39:16 PUBLIC VIEW SHEDS.

05:39:17 WE ARE SEEKING A NUMBER OF DEVIATIONS DUE TO AGAIN THE WIDTH
05:39:23 OF THE SITE.
05:39:24 CREATED A LOT OF CONSTRAINTS.
05:39:26 WE ARE SEEKING 45 FEET WIDE RIGHTS-OF-WAY INTERNAL TO THE
05:39:30 SITE.
05:39:30 WE WILL HAVE THE SIDEWALKS ON ONE SIDE OF THE STREET MEETING
05:39:34 CODE.
05:39:34 GENERALLY, A PROJECT WITH THIS FEW UNITS, THE SMALLER TRAVEL
05:39:38 LANES ENCOURAGES DRIVERS TO SLOW DOWN, SO THIS ISN'T A
05:39:43 TYPICAL DEVIATION THAT YOU SEE IN SOME OF THESE INFILL
05:39:46 PDs.
05:39:47 WE DO HAVE TWO DEAD END STREETS THAT ARE PROPOSED THAT
05:39:52 PROVIDE JUST DRIVEWAY ACCESS TO A FEW UNITS THAT DON'T HAVE
05:39:56 A FULL CUL-DE-SAC DUE TO THE CONSTRAINTS OF THE SITE.
05:39:59 WE HAVE WORKED WITH ESTERO FIRE AND GOTTEN SIGN-OFF AND NO
05:40:02 OBJECTION ON THAT DESIGN.
05:40:04 WE NEEDED A DEVIATION TO DO A 15-FOOT WIDE TYPE D CORKSCREW
05:40:11 ROAD BUFFER, AGAIN DUE TO THE INFRASTRUCTURE CONSTRAINTS IN
05:40:16 THAT AREA SO WE JUST HAD LESS ROOM TO WORK WITH.
05:40:18 BUT WE DID AGAIN BEEF UP THE PLANTING SIGNIFICANTLY TO
05:40:22 OFFSET THE REDUCTION IN WIDTH AND ALSO ADDING IN A WALL.
05:40:26 THE NORTHERN BUFFER IS TEN FEET IN LIEU OF 15 FEET WITH
05:40:33 ENHANCED LANDSCAPING AS WELL AS A WALL.
05:40:34 WE RECEIVED POSITIVE FEEDBACK FROM THE FOLKS ESTATES OF
05:40:40 ESTERO RIVER WHEN WE MET WITH THEM.

05:40:42 DEVIATIONS FIVE AND SIX ARE REALLY REDUNDANT BUT TWO PLACES
05:40:45 IN YOUR CODE THAT REQUIRE PLANTINGS TO BE ON THE OUTSIDE OF
05:40:48 THE WALL AND THIS DEVIATION ALLOWS FOR US TO SPLIT THE
05:40:51 PLANTINGS ON THE INSIDE AND THE OUTSIDE OF THE WALL ADJACENT
05:40:54 TO OUR NORTHERN PROPERTY LINE.
05:40:58 DEVIATION 7 IS FOR REDUCED DRIVEWAY LENGTH.
05:41:03 WE WILL STILL MAINTAIN 18 FEET MINIMUM WITHIN THE DRIVEWAY
05:41:07 TO ENSURE PARKING OF VEHICLES DON'T OVERHANG INTERNAL
05:41:11 SIDEWALKS.
05:41:11 IN TERMS OF TRANSPORTATION, I'VE NOTED SEVERAL TIMES WE ARE

05:41:17 REDUCING BOTH A.M. AND PEAK HOUR TRIPS THROUGH THE PROPOSED
05:41:23 AMENDMENT.
05:41:23 WE WILL HAVE ACCESS ON TO DESIGN PARC WHICH IS CLOSE TO 50%
05:41:29 OF THE TRIPS WILL GO OFF OF THAT ACCESS POINT TO OUR EAST.
05:41:35 AND THEN ROUGHLY 50 TO 55% WILL COME OUT ON TO SANDY LANE
05:41:41 WITH A MINIMAL NUMBER REALLY, RELATIVELY SPEAKING, HEADING
05:41:45 NORTHBOUND.
05:41:45 THE MAJORITY WILL HEAD TOWARDS THE SIGNAL ON CORKSCREW.
05:41:50 AGAIN, THIS WAS DUE TO D.O.T. NOT ALLOWING FOR THAT ACCESS
05:41:57 POINT ONTO CORKSCREW ROAD.
05:41:59 BASED ON THE TRAFFIC STUDY, NORM TREBILCOCK IS HERE TO
05:42:05 ANSWER ANY QUESTIONS.
05:42:06 THERE IS SUFFICIENT CAPACITY ON THE ROADWAYS.
05:42:08 WE'RE NOT RESULTING IN ANY FAILURE OR LEVEL OF SERVICE
05:42:12 ISSUES.

05:42:12 WE ARE IN AGREEMENT WITH YOUR STAFF THAT THE PROPOSED EPD IS
05:42:18 CONSISTENT WITH THE VILLAGE CENTER FUTURE LAND USE CATEGORY.
05:42:22 YOU JUST SAW THE PREVIOUS PROJECT, IT'S VERY DENSE AND
05:42:26 INTENSE.
05:42:27 THIS IS KIND OF WHAT'S INTENDED IN THE VILLAGE CENTERS.
05:42:30 THIS SITE WOULD NOT WORK FOR THESE FOUR AND FIVE STORY
05:42:33 BUILDINGS JUST SIMPLY BECAUSE OF THE NEIGHBORS, THE SIZE OF
05:42:36 IT.
05:42:36 SO WE FEEL LIKE WE'VE REACHED THAT BALANCE OF PUBLIC
05:42:40 AMENITIES, PUBLIC SPACE, PUBLIC ENHANCEMENTS FROM THE VIEW
05:42:44 STANDPOINT ALONG THE ROADWAY, BUT ALSO BALANCING THAT WITH
05:42:49 AN APPROPRIATE DWELLING TYPE AND DENSITY THAT FITS WITH THE
05:42:52 SANDY LANE NEIGHBORHOOD CHARACTER.
05:42:58 THAT'S ALSO CONSISTENT WITH YOUR POLICIES RELATED TO
05:43:00 RESIDENTIAL DEVELOPMENT FORM AND STANDARDS AND COMPATIBILITY
05:43:02 AS WE'VE DISCUSSED THROUGH OUR ENHANCED LANDSCAPING.
05:43:05 WE DO PROVIDE FOR TWO AREAS OF PUBLIC PARK SPACE AND HAVE
05:43:09 DEMONSTRATED CONSISTENCY WITH YOUR TIER ONE DENSITY
05:43:13 CRITERIA.
05:43:13 TO CONCLUDE OUR PRESENTATION, WE DO HAVE STAFF'S
05:43:18 RECOMMENDATION OF APPROVAL.
05:43:19 WE BELIEVE THIS IS A MORE COMPATIBLE PROPOSAL THAN THE
05:43:24 EXISTING RPD.
05:43:26 IT WILL ALLOW FOR QUALITY INFILL, UPSCALE, FOR SALE TOWNHOME
05:43:30 PRODUCT BY TOLL BROTHERS, WHICH IS A HIGH-END NATIONAL HOME

05:43:34 BUILDER.
05:43:34 WE'VE WORKED WITH STAFF ON THE PUBLIC AMENITIES, INCLUDING
05:43:39 SIDEWALKS, SEATING AREAS, ET CETERA, TO PROVIDE THAT
05:43:43 ENHANCEMENT TO THE VILLAGE.
05:43:45 AND THE PROPOSAL IS CONSISTENT WITH YOUR LAND DEVELOPMENT
05:43:48 CODE AND COMPREHENSIVE PLAN.

05:43:49 WITH THAT, WE ARE HERE TO ANSWER ALL OF YOUR QUESTIONS.
05:43:54 THANK YOU.
05:43:56 >>Anthony Gargano: THANK YOU.
05:44:00 >>Jim Wallace: I HAVE QUITE A FEW COMMENTS.
05:44:02 >>Anthony Gargano: GO AHEAD.
05:44:03 >>Jim Wallace: IF YOU DON'T MIND.
05:44:04 THE PRESENTATION WAS OPENED UP WITH THE TOLL BROTHERS STORY
05:44:12 ABOUT NATION'S NUMBER ONE LUXURY HOME BUILDER.
05:44:16 BUT YOUR PRESENTATION EXCEEDS THE TYPE ONE SIX UNITS PER
05:44:23 ACRE.
05:44:24 THAT'S EIGHT.
05:44:24 THAT'S 34% INCREASE OR REQUEST IN ADDITIONAL DENSITY, A
05:44:29 THIRD.
05:44:30 BUT IT DOESN'T REALLY OFFER ANY SIGNIFICANT INCENTIVES OTHER
05:44:33 THAN A THIRD OF AN ACRE ON A CORNER OF A STREET WHICH WOULD
05:44:37 HAVE BEEN LANDSCAPING ANYWAYS.
05:44:40 THE LOT COVERAGE IS TOO HIGH.
05:44:42 IT'S NOT SPACIOUS.
05:44:44 MY OPINION, I DON'T THINK -- I HAVEN'T MEASURED IT ALL, BUT

05:44:49 I DON'T THINK THERE'S ENOUGH GREENSPACE.
05:44:52 AS I SAID, THE ONE-THIRD PUBLIC AREA IS NOT MUCH OF A PUBLIC
05:44:57 USE INCENTIVE.
05:45:00 ADDING ONLY TWO ADDITIONAL 14-FOOT TREES PER LINEAR FEET ON
05:45:05 THE SOUTHERN SIDE OF THE PROPERTY IS ALMOST SILLY.
05:45:11 THE MAJORITY OF DEVIATIONS REQUESTED ARE REDUCTION IN BUFFER
05:45:15 SO YOU CAN PUMP UP YOUR DENSITY AND SIMPLY I THINK THERE'S
05:45:21 JUST TOO MANY UNITS SQUEEZED ONTO THE SITE.
05:45:25 I HAVE NO IDEA WHAT THE APPLICANT PAID FOR THE LAND.
05:45:31 171 UNITS ON 21 ACRES.
05:45:34 CAN'T BE, I DON'T THINK IT'S DOLLARS AND CENTS.
05:45:37 I DON'T REALLY UNDERSTAND WHY DENSITY IS SO HIGH.
05:45:40 THERE ISN'T A SENSE OF BREATHING ROOM ON THIS SITE PLAN.
05:45:46 I'LL DEFER TO MY COLLEAGUES, BUT THE ARCHITECTURE STILL
05:45:51 LOOKS AND I KNOW THIS SOUNDS OFFENSIVE, BUT MAYBE IT'S
05:45:56 BECAUSE THE PREFACE WAS IT'S TOLL BROTHERS, THE NUMBER ONE
05:46:00 LUXURY HOME BUILDER IN AMERICA.
05:46:03 RELATIVE TO THAT STATEMENT, THE ARCHITECTURE STILL LOOKS
05:46:06 LIKE SUBSIDIZED HOUSING.
05:46:08 THERE'S NO RANDOM ROOF LINES.
05:46:11 THERE'S NO VARIATION OF GABLES AND HIP ROOFS.
05:46:14 THERE'S NO ARCHITECTURAL DETAIL IN THE REAR OF THE BUILDING.
05:46:17 AND WE ALL KNOW THAT ARCHITECTURAL DETAIL IS NOT WHERE THE
05:46:20 MONEY IS IN BUILDING A RESIDENTIAL HOME.
05:46:24 IT'S PERHAPS THE LEAST EXPENSIVE PARK.

05:46:26 I DON'T UNDERSTAND WHY IT'S NOT THERE.
05:46:28 IN MY OPINION, I DON'T SPEAK FOR THE REST OF THE COUNCIL --

05:46:35 THE REST OF THE BOARD, BUT THE ARCHITECTURE DOES NOT SATISFY
05:46:40 THE GOALS OF THE ESTERO LDC SECTION 5-7.
05:46:44 IT SIMPLY DOES NOT.
05:46:45 IN SUMMARY, ALTHOUGH THE STAFF FEELS THAT THE LAND USE MAY
05:46:51 BE COMPARABLE WITH VIA COCONUT DEVELOPMENT AND THE GENOVA
05:46:55 COMMUNITIES, THE DENSITY IS TOO HIGH FOR THIS SITE FOR THAT
05:47:00 PRODUCT.
05:47:00 THE INCENTIVES ARE EXTREMELY LIMITED.
05:47:03 THE CONNECTIVITY IS LACKING.
05:47:06 THE DEVIATIONS ARE EXCESSIVE, AND THE ARCHITECTURE IS NOT
05:47:10 WHAT ESTERO REQUIRES AND NOT WHAT I WOULD EXPECT OR WHAT I
05:47:14 DID EXPECT FROM THE NATION'S NUMBER ONE LUXURY BUILDER.
05:47:19 AND SO FOR THOSE REASONS, I CANNOT SUPPORT APPROVAL OF THIS
05:47:25 PROJECT AS REQUESTED.
05:47:28 >> IF I MAY RESPOND TO A FEW OF THE POINTS.
05:47:31 I MAY ASK OTHER TEAM MEMBERS TO ADDRESS THE ARCHITECTURAL
05:47:35 COMMENTS BECAUSE IT WAS CLEAR --
05:47:36 >>Jim Wallace: I'M REFERRING TO WHOEVER ELSE ON
05:47:38 ARCHITECTURE.
05:47:38 I DIDN'T REALLY GET INTO A LOT OF DETAIL ON IT, OTHER THAN
05:47:43 THE LACK OF RANDOM ROOF LINES.
05:47:45 THE LACK OF ARCHITECTURAL DETAIL.
05:47:48 THERE'S A WHOLE LOT OF THINGS THAT WE SPOKE ABOUT AT THE

05:47:51 INFORMATION MEETING THAT DIDN'T SEEM TO HAPPEN FROM THEN TO
05:47:54 NOW.
05:47:55 I THINK THE EXPECTATIONS WERE -- MY EXPECTATIONS CERTAINLY
05:48:00 WERE HIGHER BASED ON THE INFORMATION MEETING THAT WE HAD
05:48:03 THAT WE WOULD SEE SOMETHING SPECIAL THIS TIME AROUND.
05:48:08 AND THIS, IN MY OPINION, IS NOT SPECIAL, BUT THAT'S JUST MY
05:48:11 OPINION.
05:48:12 BUT THE REALITY IS, IT DOESN'T MEET THE SECTION 5-7 OF THE
05:48:16 ESTERO LDC CODE ON ARCHITECTURE.
05:48:19 >>Alexis Crespo: I JUST WANT TO CLARIFY FOR THE RECORD, WE
05:48:22 DO MEET THE REQUIREMENTS FOR OPEN SPACE SO WE DO HAVE 40%
05:48:28 OPEN SPACE SHOWN ON THE PLAN.
05:48:30 OUR ENHANCEMENT ALONG CORKSCREW ROAD IS ACTUALLY A TOTAL OF
05:48:35 17 TREES PER HUNDRED LINEAR FEET.
05:48:39 YOU MENTIONED --
05:48:41 >>Jim Wallace: PERHAPS THE OPEN SPACE IS CONCENTRATED ALONG
05:48:43 THE SETBACK ON CORKSCREW ROAD AND THE LAKE AND THE REST
05:48:47 SEEMS TO BE VERY, VERY PACKED IN.
05:48:50 THAT'S JUST -- MAYBE THAT'S IMPRESSION.
05:48:52 I'M LOOKING AT THE SITE PLAN AND I DON'T SEE -- I MEAN, THE
05:48:58 NUMBERS MAY BE THERE, BUT PERCEPTION IS VERY IMPORTANT WHEN
05:49:04 YOU'RE TALKING ABOUT THE QUALITY OF THE PROJECT.
05:49:06 AND YOU'RE A QUALITY BUILDER.
05:49:10 I JUST DON'T SENSE THAT QUALITY IN THIS SITE PLAN.

05:49:13 THIS SITE PLAN IS OVERLOADED.

05:49:15 TOO MANY UNITS.
05:49:17 NOT ENOUGH BREATHING ROOM.
05:49:21 I DON'T THINK THERE'S ENOUGH INCENTIVE HERE, TAKING A THIRD
05:49:25 OF AN ACRE ON A CORNER THAT WOULD HAVE BEEN LANDSCAPING
05:49:27 ANYWAYS AND SAYING, HEY, THAT'S A GOOD REASON TO GIVE US
05:49:30 ANOTHER 43 UNITS, WHICH IS WHAT YOU'RE REQUESTING.
05:49:35 BONUS 43 UNITS, AND I DON'T SEE IT THERE.
05:49:38 I JUST DON'T.
05:49:39 JUST MY OPINION.
05:49:41 I DON'T KNOW ABOUT MY COLLEAGUES.
05:49:45 >>Anthony Gargano: YOU CAN ADDRESS SOME OF JIM'S POINTS OR
05:49:48 WAIT AND HEAR FROM OTHER BOARD MEMBERS AND THEIR COMMENTS
05:49:52 BECAUSE THERE MAY BE SOME OVERLAP.
05:49:53 >>Alexis Crespo: YEAH, RICH HAS SAID LET'S HEAR FROM
05:49:56 EVERYONE.
05:50:00 >>Kristin Jeannin: I FEEL THAT THE PATTERN BOOK DOES NOT
05:50:06 GIVE ME A CLEAR RESIDENTIAL ON WHAT IS PLANNED FOR THE
05:50:09 LANDSCAPING.
05:50:10 I SEE THAT THERE'S LISTS OF THE PALETTE AND RENDERINGS, BUT
05:50:17 NO PLAN THAT I CAN SEE THAT REALLY CALLS OUT WHAT'S GOING
05:50:20 WHERE, WHICH GIVES ME A LACK OF COMFORT WITH GRANTING AN
05:50:26 APPROVAL FOR IT AS WELL BECAUSE I JUST DON'T -- I MEAN, IN
05:50:31 SOME OF THE RENDERINGS ARE ALSO JUST NOT WHAT I WOULD SEE AS
05:50:37 FIT FOR ESTERO AND IN KEEPING WITH SOME OF THE OTHER
05:50:42 WONDERFUL PROJECTS THAT WE HAVE APPROVED.

05:50:44 THE REAR ELEVATIONS IN PARTICULAR ARE CONCERNING OF THE
05:50:48 UNITS.
05:50:49 AND I KNOW YOU'VE GOT BUFFERING BLOCKING THOSE WITH THE REAR
05:50:53 OF THE UNITS, WE ALL KNOW THAT'S WHAT IS FACING EVERYWHERE
05:50:57 THAT YOU WOULD SEE PUBLICLY IS THE REAR UNITS.
05:51:03 THE ARCHITECTURE ITSELF IS NOT ATTRACTIVE, BUT THE
05:51:05 LANDSCAPING SHOWN IN THE RENDERINGS ALSO LOOKS PRETTY
05:51:08 HODGEPODGE, NO CONSISTENCY, NO RELATIONSHIP TO THE
05:51:13 ARCHITECTURE REALLY.
05:51:13 I WOULD LIKE TO SEE -- I FEEL LIKE THAT'S LACKING.
05:51:17 SIMILARLY, THE TWO PUBLIC AMENITIES, THEY LOOK VERY
05:51:26 CONCEPTUAL IN NATURE STILL.
05:51:28 SO KIND OF DIVING INTO WHAT -- IS THAT A BUTTERFLY GARDEN
05:51:35 THAT WE'RE SEEING ON THE CORNER?
05:51:37 THERE'S NO CALL-OUT OF WHAT SPECIFICALLY THOSE PLANTS ARE.
05:51:43 I'D LIKE TO BE ABLE TO COMMENT ON THAT MORE INTENSELY TO
05:51:48 MAKE SURE THAT IT'S GOING TO BE QUALITY AT A PUBLIC
05:51:51 INTERFACE LIKE THAT.
05:51:52 BUTTERFLY GARDENS ARE HARD TO MAINTAIN.
05:51:55 SO I WOULD BE CAUTIOUS ABOUT THAT.

05:52:00 THERE'S NO -- IT LOOKS LIKE THE ONLY SIGNS ARE AT THE
05:52:06 ENTRANCES.
05:52:07 IS THAT CORRECT?
05:52:07 FOR THE DEVELOPMENT?
05:52:12 >>Alexis Crespo: WILL, CAN YOU ADDRESS THAT?

05:52:15 >>Kristin Jeannin: I JUST WANTED TO CONFIRM THAT THERE ARE
05:52:17 NO SIGNS, LIKE, FOR THE COMMUNITY IN THOSE PUBLIC PARKS.
05:52:22 >> WILL LOU FROM RVi LANDSCAPE ARCHITECTURE AND PLANNING.
05:52:25 I THINK WE HAVE SIGNAGE AT THE MAIN ENTRY.
05:52:30 I DON'T THINK WE HAVE SIGNAGE AT THE REAR ENTRY.
05:52:34 >>Kristin Jeannin: IT SAYS SECONDARY SIGN.
05:52:36 >>Mary Gibbs: THERE ARE TWO SIGNS.
05:52:37 ONE ON SANDY LANE AND ONE IN DESIGN PARC.
05:52:41 >> I WAS JUST TRYING TO SAY THERE WON'T BE ANY SIGNAGE AT
05:52:44 THE STATEMENT CORNER.
05:52:46 AND THERE WILL BE A SIGNAGE AT BOTH ENTRIES.
05:52:52 >>Kristin Jeannin: OKAY.
05:52:53 THAT'S ALL I HAD.
05:52:53 THANK YOU.
05:52:55 >> JUST FOR THE RECORD FOR THE LANDSCAPE, JUST WANT TO SAY,
05:53:02 ALL THE LANDSCAPE DESIGNS ARE CONCEPTUAL.
05:53:04 WE HAVE NOT GONE INTO THE DESIGN DEVELOPMENT STAGE OF THIS
05:53:10 PROJECT.
05:53:11 MOST OF THE SPECIES WILL BE ASSIGNED BY THAT TIME.
05:53:14 OF COURSE, WE'LL MAKE IT TROPICAL AND LUSH AT THE CORNER FOR
05:53:19 BOTH THE PUBLIC PARKS, IF YOU MAY.
05:53:30 >>Barry Jones: I'M JUST GOING TO GIVE SOME GENERAL COMMENTS.
05:53:34 TO ME, ESPECIALLY THE BUILDINGS THAT BACK UP TO CORKSCREW
05:53:37 AND BACK UP TO THE NEIGHBORHOOD TO THE NORTH, THEIR MASS
05:53:42 SEEMS TO BE TOO LARGE.

05:53:43 IT'S GOING TO COST YOU UNITS, BROKE THE BUILDINGS DOWN, ADD
05:53:46 MORE GAPS BETWEEN THEM AND SMALLER BUILDINGS, IT WOULD HELP
05:53:49 BUST UP THE LONGER ROOFLINES.
05:53:52 YOU DON'T WANT TO DO SOMETHING WITH THE ROOF LINES.
05:53:56 I DON'T KNOW ANY OTHER WAY TO HELP CREATE THAT -- MAYBE YOU
05:54:01 CAN DO SOMETHING WITH THE ROOFLINES OR SOMETHING AND ORNATE
05:54:07 THE BACK OF THE BUILDING SOMEHOW, OTHER THAN CREATING,
05:54:10 INSTEAD OF DOING TEN PLEX, TWO FIVE PLEXES OR SOMETHING WITH
05:54:13 MORE SPACE BETWEEN THEM WHICH INHERENTLY WOULD COST YOU SOME
05:54:17 UNITS.
05:54:17 I'LL LEAVE THAT UP TO YOUR CREATIVE JUICES AS TO HOW TO
05:54:21 SOLVE THAT MASSING PROBLEM THAT YOU'RE CREATING IN A LINEAR
05:54:24 WALL ALONG DOWN THROUGH THERE.
05:54:26 I KNOW YOU'RE GOING TO HAVE SOME LANDSCAPING, AS THICK AS
05:54:32 YOU CAN MAKE IT, YOU CAN STILL SEE THROUGH IT.
05:54:35 I DON'T KNOW IF THERE'S ROOM IN THE SITE PLAN IN THE FRONT

05:54:39 AND REAR SETBACKS TO BE ABLE TO MOVE THE BUILDING FORWARD
05:54:42 AND BACKWARDS A LITTLE BIT TO HELP BUST UP THAT CORRIDOR
05:54:46 FEEL THAT'S -- FROM THE STATE ROADS.
05:54:51 IF THERE IS A REQUEST THAT YOU NEED TO GET A REDUCED REAR
05:54:54 SETBACK OR SOMETHING TO BE ABLE TO SLIDE THOSE BUILDINGS AND
05:54:56 EVEN THOUGH THEY ARE ONLY OFFSET BY FIVE, EIGHT, TEN FEET,
05:55:00 FRONT AND REAR, IT WILL HELP BREAK UP THAT CORRIDOR AND EVEN
05:55:03 IF YOU DO HAVE TO KEEP A STRAIGHT ROAD, YOU DON'T END UP
05:55:07 WITH THAT BUILDING CORRIDOR EFFECT, PERHAPS.

05:55:10 I HAD QUESTIONS.
05:55:16 THE ARCHITECTURE TO ME, THEY DON'T HAVE ANY DEPTH ALONG THE
05:55:21 FRONT AND THE BACK.
05:55:22 THEY ARE JUST STRAIGHT BOXES.
05:55:23 EVERYTHING THAT YOU SHOWED FROM THE NAPLES PROJECTS HAD A
05:55:26 LOT OF INS AND OUTS AND DEPTH TO IT.
05:55:31 I DON'T KNOW HOW YOU MAKE THAT WORK HERE.
05:55:32 BUT THAT'S MORE REFLECTIVE OF WHAT WOULD PROBABLY BE
05:55:36 CONSIDERED ACCEPTABLE.
05:55:37 WHERE ARE THE MAILBOXES FOR THIS?
05:55:42 ALL GOING TO BE IN THE CLUBHOUSE AREA?
05:55:45 >>Alexis Crespo: YES.
05:55:46 WE HAVE CENTRALIZED MAIL LOCATION.
05:55:48 >>Barry Jones: YOU HAVE DENSITY THIS THICK WITH THE
05:55:51 TOWNHOMES RACKED IN THERE LIKE THAT, WHAT DO YOU DO FOR
05:55:54 GARBAGE COLLECTION?
05:55:55 EVERYBODY HAS SOMETHING IN THEIR GARAGE AND END UP WITH 80
05:55:58 GARBAGE CANS IN 200 FEET?
05:56:01 >>Alexis Crespo: IT IS STREET PICKUP.
05:56:04 >>Barry Jones: STREET PICKUP.
05:56:05 >>Alexis Crespo: YES, SIR.
05:56:07 >>Barry Jones: ANY OFF-SITE TRAFFIC IMPACTS FOR TURN LANES
05:56:10 OR ANYTHING TO CORKSCREW ROAD OR SANDY LANE THAT WERE
05:56:13 ANTICIPATED?
05:56:13 DO WE KNOW?

05:56:15 >>Alexis Crespo: I HAVE TO DEFER TO NORM ON THAT.
05:56:17 >>Barry Jones: HAVEN'T ASSESSED IT YET?
05:56:19 >> GOOD EVENING.
05:56:20 FOR THE RECORD, NORMAN TREBILCOCK.
05:56:22 YES, AT THIS POINT, WE WEREN'T MEETING ANY -- NEEDING
05:56:28 WARRANTS FOR SEPARATE RIGHT-TURN LANES OR --
05:56:31 >>Barry Jones: TURN LANES THERE NOW AND DIDN'T NEED TO DO
05:56:34 ANY IMPROVEMENTS TO THOSE.
05:56:37 >> WELL, THERE IS A TURN LANE, THERE IS EXISTING ACCESS OFF
05:56:40 OF CORKSCREW THAT ACTUALLY WOULD GO AWAY IS THE INTENTION.
05:56:43 >>Barry Jones: YOUR EAST ENTRY AND AT SANDY LANE, RIGHT-TURN
05:56:46 LANES THERE NOW.

05:56:48 THOSE AREN'T GOING TO BE --
05:56:49 >> THERE'S ADDITIONAL PAVEMENT.
05:56:51 WE WOULDN'T NEED TO PUT IN A TURN LANE.
05:56:54 >>Barry Jones: THANK YOU.
05:56:55 >> YES, SIR.
05:56:55 >>Barry Jones: YOU MENTIONED 18-FOOT DEPTH FOR THE PARKING
05:56:59 DRIVEWAYS BEHIND THE SIDEWALKS.
05:57:02 I DRIVE A FULL-SIZE TRUCK.
05:57:04 I CAN'T FIT IT IN AN 18-FOOT SPOT EVEN IF I BUMP IT UP
05:57:08 AGAINST THE GARAGE DOOR.
05:57:09 >> 15 FEET WITH THE SIDEWALKS.
05:57:11 >>Barry Jones: I THOUGHT I HEARD 18.
05:57:14 >>Jim Wallace: 18 --

05:57:19 >> [INAUDIBLE]
05:57:21 >> WE HAVE 18 CLEAR BETWEEN THE GARAGE FACE AND THE SIDEWALK
05:57:26 --
05:57:27 >>Barry Jones: FOOT SHORT OF THE GARAGE.
05:57:31 I DON'T KNOW HOW TO SOLVE THIS PROBLEM THAT YOU HAVE THIS
05:57:33 RESTRICTED PROPERTY.
05:57:34 BUT THAT'S A CHALLENGE TO BE CONSIDERED IN THE 18-FOOT
05:57:41 BEHIND THE SIDEWALK MAY NOT BE SUFFICIENT TO STOP BLOCKAGE
05:57:45 OF THE SIDEWALK.
05:57:46 SIX-FOOT SIDEWALK SO TWO-FOOT OVERHANG INTO IT, STILL HAVE
05:57:49 FOUR FEET TO PASS.
05:57:52 I DON'T RECALL WAS THAT A SIX FOOT SIDEWALK MEANDERING DOWN
05:57:56 THROUGH THERE?
05:57:56 >>Alexis Crespo: FIVE FOOT SIDEWALK.
05:58:02 >>Barry Jones: THOSE WERE MY COMMENTS, CONCERNS, QUESTIONS,
05:58:07 THOUGHTS, JUST TO SHARE.
05:58:09 >>Anthony Gargano: THANKS, BARRY.
05:58:10 MIKE.
05:58:11 >>Michael Sheeley: THANK YOU, MR. CHAIRMAN.
05:58:12 I WOULD ECHO MOST OF THE COMMENTS WE'VE HEARD BEFORE AND
05:58:17 GOING BACK TO JIM'S COMMENT, REALLY IT'S JUST VERY DENSE.
05:58:24 IN A FORMER LIFE, I WAS A U.S. ARMY OFFICER, AND THIS SEEMED
05:58:28 FAMILIAR TO ME.
05:58:30 ANOTHER WAY TO PUT IT, WE HAVE AN EXCELLENT ENGINEERED SITE
05:58:36 PLAN THAT MAXIMIZES THE DENSITY ON THE SITE.

05:58:42 BUT THESE STRAIGHT-RUN ROADS, I GET CONCERNED ABOUT THE
05:58:47 SPEED OF VEHICLES ON THOSE ROADS, ASSUMING YOU HAVE FAMILIES
05:58:51 IN HERE.
05:58:51 AS BARRY POINTED OUT, THERE'S REALLY NOT ENOUGH DEPTH IN THE
05:58:56 DRIVEWAYS TO MAKE IT WORK.
05:58:57 IT SEEMS TO ME THAT A HARD LOOK OUGHT TO BE TAKEN TOWARDS
05:59:02 REDUCING THE DENSITY, TRYING TO GET A LITTLE BIT OF CURVE TO
05:59:05 SOME OF THE ROADS AND MOVE YOUR BUILDINGS AROUND, KIND OF

05:59:07 LIKE BARRY TALKED ABOUT.
05:59:09 IF YOU NEED SOME OTHER FLEXIBILITY IN OUR REGULATIONS TO BE
05:59:13 ABLE TO DO THAT, I THINK THAT WOULD BE REASONABLE.
05:59:16 BUT IT'S JUST A WHOLE LOT OF STUFF PACKED INTO THIS SITE.
05:59:22 I AGREE WITH EVERYBODY THAT IT'S JUST KIND OF TOO DENSE AND
05:59:26 RIGID AND DOESN'T REALLY REPRESENT ESTERO VERY WELL.
05:59:31 AS FAR AS THE ARCHITECTURE IS CONCERNED, I THINK THE FRONT
05:59:38 OF THE BUILDINGS LOOK PRETTY GOOD AND HAVE COME A LONG WAY
05:59:41 FROM THE ORIGINAL THAT WAS PRESENTED.
05:59:43 AND I DON'T HAVE A PROBLEM WITH THE FRONT FACADE DESIGNS.
05:59:47 I THINK WE HAVE SOME INS AND OUTS.
05:59:49 WE HAVE SHADOW.
05:59:50 WE CAN HAVE SOME COLOR VARIATIONS, MATERIAL VARIATIONS.
05:59:54 BUT ESSENTIALLY WHEN YOU HAVE A STRAIGHT ROAD WITH ALL OF
05:59:57 THESE UNITS LINED UP, YOU'RE REALLY CREATING A STREET WALL
06:00:01 OF GARAGE DOORS.
06:00:02 THAT'S WHAT REALLY PEOPLE ARE GOING TO SEE.

06:00:03 SO THAT'S WHERE MAYBE SOME FLEXIBILITY IN THE DEPTH OF THE
06:00:07 BUILDINGS OR DEPTH OF UNITS OR MOVING ONE BUILDING BACK
06:00:11 VERSUS THE OTHER, MAYBE LETTING THE ROAD MOVE A LITTLE BIT
06:00:14 WOULD REALLY HELP THAT RIGID LOOK TO IT.
06:00:18 I'LL AGREE WITH THE REST OF THE BOARD THAT THE REAR
06:00:21 ELEVATIONS JUST AREN'T THERE.
06:00:23 THEY ARE JUST NOT ACCEPTABLE.
06:00:25 WE'RE GOING TO HAVE ALL OF THESE BUILDINGS, FOUR BUILDINGS
06:00:27 FACING, THE REAR FACING CORKSCREW ROAD.
06:00:31 YOUR EXHIBIT THAT YOU SHOWED FOR THE SIGHT LINES DID NOT
06:00:35 REFLECT THE GABLE ENDS ADDED ON THE REAR OF THE BUILDINGS.
06:00:39 THEY NEED SOME VARIATION.
06:00:42 THEY NEED SOME COLOR VARIATION.
06:00:44 THEY NEED SOME SHADOW LINES.
06:00:46 THEY NEED SOME INS AND OUTS.
06:00:49 BECAUSE WE'RE TALKING ABOUT MAJOR THOROUGHFARE IN ESTERO.
06:00:54 I JUST DON'T THINK THAT REPRESENTS VERY WELL AND I FRANKLY
06:00:59 WOULDN'T WANT TO DRIVE TO THIS MEETING ONCE A MONTH AND LOOK
06:01:03 AT THE BACK OF THE BUILDINGS THE WAY THEY ARE NOW.
06:01:05 >>Jim Wallace: THE FUNDAMENTAL PROBLEM, I'M EMPATHETIC WITH
06:01:10 THE LAND PLANNER BECAUSE INCHES COUNT SOMETIMES.
06:01:15 AND CERTAINLY FEET COUNT.
06:01:17 BUT YOU'VE GOT FOUR ROWS OF BUILDINGS.
06:01:22 IF THERE WERE THREE ROWS OF BUILDINGS, IF THE 27 UNITS IN
06:01:26 THE ROW FROM SECOND FROM THE TOP WENT AWAY, THEN YOU COULD

06:01:31 HAVE RHYTHMIC ROADS.
06:01:32 YOU COULD HAVE MORE GREENSPACE.
06:01:34 YOU COULD HAVE MORE SEPARATION.
06:01:36 INSTEAD OF HAVING TEN UNIT BUILDINGS -- OR EIGHT UNIT

06:01:40 BUILDINGS, COULD HAVE FOUR UNIT BUILDINGS.
06:01:42 ALL THE PROBLEMS WOULD BE SOLVED IF 27 UNITS WENT AWAY AND
06:01:46 YOU DID SOMETHING WITH THE REAR ARCHITECTURE AND DID MORE
06:01:49 UNDULATION.
06:01:50 IT'S EASY SOLUTION.
06:01:52 I'M EMPATHETIC WITH THE PLANNER WHO IS TRYING TO MAXIMIZE
06:01:56 WHAT YOU CAN GET ON THE SITE, BUT IT JUST ISN'T WORKING.
06:01:59 UNLESS YOU TAKE OUT THOSE 27 UNITS, I JUST DON'T KNOW HOW
06:02:03 YOU'RE GOING TO GET THIS TO WORK.
06:02:04 IT'S GOING TO BE STRAIGHT ROADS, AND ALL YOUR DEVIATIONS ARE
06:02:09 ABOUT REDUCING BUFFERS, REDUCING DRIVEWAY DEPTH.
06:02:15 EVERYTHING IS TO SQUEEZE 171 UNITS ON THE SITE.
06:02:18 IT JUST DOESN'T WORK.
06:02:20 >>Anthony Gargano: I THINK WE'VE HAMMERED THAT --
06:02:23 >>Michael Sheeley: LAST POINT, ON THE BUILDING COLORS AS
06:02:26 PRESENTED, THEY ARE QUITE MONOCHROMATIC.
06:02:28 I SEE THAT YOU ADDED SOME COLORS IN HERE, SOME OPTIONS.
06:02:32 BUT IT'S NOT UP TO US TO PICK YOUR COLORS FOR YOUR
06:02:35 BUILDINGS.
06:02:35 WE NEED YOU TO PRESENT WHAT YOU THINK YOU WANT TO DO THAT
06:02:38 FITS WITHIN OUR CODE.

06:02:39 YOU'VE HEARD ENOUGH OF OUR MEETINGS IN THE PAST WHERE WE
06:02:42 WANT TO SEE SOME DIFFERENT COLOR AND SOME COLOR VARIATIONS,
06:02:46 AND THAT SHOULD BE PART OF YOUR PRESENTATION, I THINK.
06:02:49 IT'S NOT REFLECTED NOW.
06:02:51 THE BUILDINGS SIMPLY CAN'T ALL BE THE SAME COLOR WITH SOME
06:02:56 TRIM.
06:02:56 WE REALLY NEED TO BREAK IT UP.
06:02:59 THAT WAS MY LAST COMMENT.
06:03:00 >>Anthony Gargano: THANK YOU.
06:03:01 ANY OTHER COMMENTS?
06:03:03 JIM?
06:03:04 >>James Tatooles: YEAH, JUST REFLECTING WITHOUT TRYING TO
06:03:08 REPEAT TOO MUCH WHAT EVERYBODY SAYS, BUT IT'S AN INDICATION
06:03:11 OF WHAT THE FEELING IS.
06:03:13 I THINK THAT THIS IS THE MOST UNIMAGINATIVE SITE PLAN I'VE
06:03:18 SEEN PRESENTED TO US.
06:03:19 THAT'S PRETTY STARK TO SAY THAT.
06:03:21 BUT I DON'T THINK YOU CAN DO ANYTHING WHEN YOU TRY TO CRAM
06:03:26 ALL THOSE UNITS.
06:03:29 THE SITE JUST DOESN'T ALLOW SOME KIND OF BEAUTIFUL KIND OF
06:03:33 LAYOUT AND CRAMMING IN THAT MANY UNITS.
06:03:36 SO I THINK THE DENSITY IS ONE OF YOUR BIGGEST PROBLEMS, TO
06:03:40 BE ABLE TO DO SOMETHING.
06:03:41 SECOND OF ALL, WHEN YOU'RE DRIVING THROUGH ESTERO, WE TRY TO
06:03:45 BE PROUD OF THE CITY OF ESTERO.

06:03:47 AND WHEN YOU GO DOWN THE CROSS STREET ACROSS FROM GENOVA,
06:03:52 YOU HAVE A BEAUTIFUL VARYING SITE GOING DOWN THE STREET.
06:03:56 WE JUST HAD A PRESENTATION BEFORE YOURS WALKING DOWN ACROSS
06:04:00 THE STREET FROM GENOVA, AND IT'S A BEAUTIFUL STREET TO BE
06:04:04 ABLE TO WALK DOWN TO WITH IMAGINATION.
06:04:06 THIS IS ONE STRAIGHT LINE.
06:04:08 THERE'S NO LITTLE PARKS IN THERE.
06:04:10 THERE ARE NO PLACES TO REST.
06:04:12 JUST IMAGINE WALKING WITH A DOG DOWN THERE, WHAT ARE YOU
06:04:15 GOING TO DO AND WHAT'S IT GOING TO LOOK LIKE?
06:04:19 PEOPLE GOING IN THERE.
06:04:21 ONCE YOU START ON THAT PATH, YOU'RE STUCK.
06:04:25 YOU'RE JUST STUCK ON THAT PATH.
06:04:27 YOU'RE EITHER GOING TO RETREAT GOING BACK TO WHERE YOU CAME
06:04:29 FROM OR TIRE OUT GOING ALL THE WAY TO TRY AND GET TO THE
06:04:33 CORNER PART.
06:04:34 I DON'T WANT TO HARANGUE HERE TOO MUCH, BUT WITH TOLL
06:04:38 BROTHERS, I WAS EXPECTING SOMETHING SO IMAGINATIVE AND SO
06:04:42 MUCH INTERESTING HOW YOU WOULD TAKE A TOWN HOUSE PROJECT AND
06:04:47 PRESENT IT INTO ESTERO.
06:04:50 AND I DON'T THINK THIS IS A PROJECT THAT IS WORTHY OF TOLL
06:04:53 BROTHERS COMING INTO ESTERO WITH.
06:04:57 >>Jim Wallace: CORKSCREW ROAD IS A MAIN ARTERY FOR ESTERO.
06:04:59 IT NEEDS TO BE A SHOWCASE.
06:05:01 AND THAT IS NOT A SHOWCASE ALONG CORKSCREW ROAD.

06:05:05 IT DOESN'T LIVE UP TO THE STANDARDS.
06:05:15 >>Dan Williams: THANK YOU, MR. CHAIRMAN.
06:05:16 I THINK MOST OF MY ITEMS ARE CLARIFICATIONS TO WHAT'S BEEN
06:05:19 PRESENTED.
06:05:19 I DROVE OUT THERE THIS MORNING SO I COULD VISUALIZE WHAT WAS
06:05:23 GOING ON.
06:05:23 PART OF THIS IS PROPOSING A WALL ON THE NORTH SIDE OF THE
06:05:30 PROPERTY, IS THAT CORRECT, OR INCORRECT?
06:05:31 >>Alexis Crespo: CORRECT.
06:05:32 THERE IS A FENCE, AN EXISTING KIND OF DILAPIDATED FENCE THAT
06:05:36 WE WOULD REPLACE WITH A WALL.
06:05:38 >>Dan Williams: IT WILL GO ABOUT THE SAME PLACE.
06:05:40 WHAT WILL THE WALL BE CONSTRUCTED OF?
06:05:44 >>Alexis Crespo: IT WOULD BE MASONRY.
06:05:46 >>Dan Williams: IN ONE OF THE DOCUMENTS YOU PROVIDED ESTERO
06:05:52 TOWNHOMES EPD, IT TALKED ABOUT A WALL OR A FENCE, BUT YOU
06:05:58 SAID A WALL.
06:05:59 >>Alexis Crespo: I BELIEVE MARY'S CONDITIONS ALSO CALL IT
06:06:02 JUST A WALL.
06:06:03 YES, SIR.
06:06:05 >>Dan Williams: ANOTHER DOCUMENT THAT WAS PROVIDED SAYS
06:06:07 APPLICANT'S INFORMATION, AND IT TALKS ABOUT PUBLIC USE AREA

06:06:14 WILL CONNECT TO THE PLANNED SIDEWALK NETWORK COMPOSED OF,
06:06:18 ALONG CORKSCREW ROAD AND SANDY LANE.
06:06:20 WE PROPOSE THAT THESE PUBLIC AREAS ONCE CONSTRUCTED BE OWNED

06:06:24 AND OPERATED FOR THE BENEFIT OF THE PUBLIC BY THE VILLAGE OF
06:06:29 ESTERO.
06:06:30 HAS IT BEEN RESOLVED WHETHER THE VILLAGE WOULD EVEN WANT TO
06:06:34 OWN AND OPERATE THAT OR MAINTAIN IT?
06:06:37 >>Alexis Crespo: YES.
06:06:38 STAFF'S CONDITION INDICATES THAT TOLL BROTHERS WOULD RETAIN
06:06:42 OWNERSHIP OR FUTURE HOA AND EASEMENT CONVEYED.
06:06:46 >>Dan Williams: THANK YOU.
06:06:47 I THOUGHT I READ THAT WHERE RIGHT NOW IT'S LOOKING FOR THE
06:06:50 VILLAGE TO TAKE CARE OF THAT.
06:06:52 THAT'S ALL I HAD.
06:07:04 THANK YOU.
06:07:07 >>Anthony Gargano: MARY, ANY COMMENT FROM STAFF?
06:07:10 >>Alexis Crespo: THANK YOU.
06:07:12 >>Mary Gibbs: NO COMMENTS.
06:07:13 I THINK WE PROBABLY WANT TO FIGURE OUT WHAT THE APPLICANT
06:07:16 WANTS TO DO OR WHAT THE BOARD WANTS TO DO IN TERMS OF
06:07:23 WHETHER THEY WANT TO HAVE A CONTINUANCE OR --
06:07:30 >>Rich Yovanovich: YEAH, I ASSUMED THAT THIS WAS LEADING
06:07:34 TOWARDS A CONTINUANCE SO WE WOULD HAVE AN OPPORTUNITY TO
06:07:37 ADDRESS ALL YOUR COMMENTS INSTEAD OF TRYING TO ADDRESS THEM
06:07:41 RIGHT NOW.
06:07:41 SO, YEAH, HOPEFULLY WE'VE HEARD ALL THE COMMENTS AND ALL THE
06:07:46 FEEDBACK AND WE CAN GO BACK AND HOPEFULLY ADDRESS THEM
06:07:52 BETWEEN NOW AND THE NEXT OPPORTUNITY TO SPEAK TO YOU ALL.

06:07:57 I JUST WANT TO MAKE SURE WE HAVE ALL THE COMMENTS.
06:08:00 IF THE PUBLIC IS HERE TO SPEAK, WE WOULD LIKE TO HEAR THEIR
06:08:04 COMMENTS TOO.
06:08:05 I DON'T WANT TO JUST ASSUME THIS IS IT.
06:08:08 IF THERE'S MORE, I WOULD LIKE TO GET ALL THE COMMENTS ON THE
06:08:10 TABLE IF POSSIBLE.
06:08:11 THAT'S ALL.
06:08:15 >>Anthony Gargano: THAT'S IT.
06:08:15 OKAY.
06:08:16 SO WE'LL OPEN THE PUBLIC PORTION.
06:08:19 I THINK WE HAD ONE --
06:08:21 >>Tammy Duran: I HAVE ONE CARD.
06:08:22 MELISSA.
06:08:28 >> MELISSA PROCTOR.
06:08:30 I'M A RESIDENT OF THE ESTATES AT ESTERO RIVER.
06:08:33 I JUST WANT TO INTRODUCE MYSELF.
06:08:35 I SUPPORT YOUR PROJECT.
06:08:37 I LOVE TOLL BROTHERS AND I WAS HOPING FOR SINGLE-FAMILY

06:08:42 HOMES BUT TOWNHOMES WOULD BE NICE TOO.
06:08:44 THAT PARCEL HAS BEEN VACANT FOR TOO MANY YEARS.
06:08:47 I LIVED IN THE ESTATES OF ESTERO FOR TEN YEARS AND IT IS AN
06:08:51 EYESORE TO BE HONEST.
06:08:53 IT'S BEEN RECENTLY MAINTAINED WHICH IS NICE.
06:08:55 IT'S MOWED.
06:08:56 THE EXISTING FENCE WAS SUPPOSED TO BE TEMPORARY.

06:09:02 IT'S CURRENTLY EIGHT FEET.
06:09:04 THE WALL THAT TOLL BROTHERS IS PROPOSING IS SIX FEET.
06:09:07 SO I WOULD PREFER THEM TO INSTALL THE SAME EXISTING HEIGHT
06:09:16 WALL.
06:09:17 THERE IS A WALL BEHIND DESIGN PARC LANE THAT IS EIGHT FEEL
06:09:22 AS WELL.
06:09:23 IF WE HAVE AN EIGHT-FOOT WALL BEHIND DESIGN PARC LANE AND
06:09:27 SIX-FOOT WALL, IT WON'T BE COHESIVE WITHIN OUR COMMUNITY.
06:09:31 THAT IS ONE DEVIATION.
06:09:33 I BELIEVE IT WAS DEVIATION NUMBER 4.
06:09:35 THAT'S ONE CONCERN I HAD.
06:09:39 ANOTHER CONCERN WAS THE LIFT STATION.
06:09:45 WE SHARE A LIFT STATION OR I BELIEVE WE WOULD SHARE A LIFT
06:09:49 STATION, AND THERE'S NO GENERATOR.
06:09:51 SO IF THE POWER GOES OUT FOR A HURRICANE OR SOMETHING, WE
06:09:55 WOULD HOPE THAT THE LIFT STATION WOULD HAVE A GENERATOR
06:09:59 INSTALLED.
06:10:00 ALSO, CROSSWALKS ON CORKSCREW ROAD ARE VERY MUCH NEEDED SO
06:10:05 THAT WE CAN ACCESS ESTERO PARK AND THE FUTURE ATHLETIC
06:10:11 FIELDS THAT YOU'VE RECENTLY APPROVED, WHICH I THANK YOU ALL
06:10:14 FOR.
06:10:14 THANK YOU FOR YOUR TIME.
06:10:18 I HOPE YOU TAKE MY COMMENTS INTO CONSIDERATION.
06:10:21 >>Anthony Gargano: THANK YOU.
06:10:22 ANYONE ELSE IN THE PUBLIC WISH TO BE HEARD IN THIS MATTER?

06:10:28 I'LL CLOSE THE PUBLIC PORTION.
06:10:30 I THINK YOU'VE HAD AN EXHAUSTIVE CRITIQUE.
06:10:39 IF YOU WOULD LIKE TO CONTINUE --
06:10:45 >>Rich Yovanovich: YES, WE WOULD LIKE A CONTINUANCE TO
06:10:48 ADDRESS THE COMMENTS FROM THE BOARD.
06:10:52 >>Anthony Gargano: WE WOULD CONTINUE TIME CERTAIN?
06:10:56 >>Nancy Stroud: THAT WOULD BE BEST IF YOU CAN DECIDE ON A
06:10:59 TIME FRAME.
06:11:10 >>Rich Yovanovich: CONTINUE TO AUGUST.
06:11:12 BEGINNING OF AUGUST.
06:11:16 CAN WE CONTINUE IT TO THE MEETING IN AUGUST, PLEASE?
06:11:24 >>Mary Gibbs: AUGUST 13 IS THE NEXT MEETING.
06:11:28 >>Rich Yovanovich: THAT'S OUR REQUEST.
06:11:29 >>Anthony Gargano: THAT'S JUST ONE MONTH.

06:11:31 I'LL ENTERTAIN A MOTION THAT WE CONTINUE THIS APPLICATION TO
06:11:38 THE AUGUST MEETING.
06:11:41 >> SO MOVED.
06:11:42 >> SECOND.
06:11:42 >>Anthony Gargano: THE MOTION HAS BEEN MOVED AND SECONDED.
06:11:45 ANY DISCUSSION ON THE MOTION?
06:11:47 CAN WE HAVE A ROLL CALL VOTE ON THE MOTION?
06:11:52 >>Kristin Jeannin: YES.
06:11:54 >>Barry Jones: YES.
06:11:55 >>Michael Sheeley: YES.
06:11:57 >>James Tatooles: YES.

06:11:58 >>Jim Wallace: YES.
06:12:00 >>Dan Williams: YES.
06:12:01 >>Anthony Gargano: YES.
06:12:04 >>Rich Yovanovich: THANK YOU.
06:12:11 >>Anthony Gargano: I THINK THAT CONCLUDES OUR BUSINESS.
06:12:12 MARY, ANYTHING?
06:12:15 >>Mary Gibbs: IS ANYBODY GOING TO BE ON VACATION IN AUGUST?
06:12:19 TRYING TO WORK ON THE NEXT AGENDA.
06:12:21 I JUST WANT TO MAKE SURE WE HAVE A QUORUM.
06:12:27 >>Michael Sheeley: I'LL BE HERE.
06:12:29 >>Kristin Jeannin: I'LL BE HERE.
06:12:30 >>Anthony Gargano: IT LOOKS LIKE WE HAVE A QUORUM.
06:12:33 >>Mary Gibbs: OKAY.
06:12:33 THAT'S IT.
06:12:35 >>Anthony Gargano: A QUORUM FOR THE AUGUST MEETING.
06:12:36 >>Jim Wallace: I WON'T BE HERE.
06:12:50 >>Nancy Stroud: MOTION TO ADJOURN?
06:12:53 >>Anthony Gargano: THAT WAS MY NEXT COMMENT.
06:12:56 I'LL ENTERTAIN A MOTION TO ADJOURN.
06:12:59 >>Michael Sheeley: SO MOVED.
06:12:59 >> SECOND.
06:13:00 >>Anthony Gargano: ALL IN FAVOR?
06:13:01 >> AYE.
06:13:02 >>Anthony Gargano: WE'RE ADJOURNED.

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

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

DRAFT MINUTES

Planning Zoning and Design Board Meeting

Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928
June 11, 2024 4:30 p.m.

1. CALL TO ORDER: 4:31 p.m.

2. PLEDGE OF ALLEGIANCE:

3. ROLL CALL:

Present: Chairman Anthony Gargano, Board Members Scotty Wood (via Zoom), Michael Sheeley, James Tatooles, Jim Wallace, Al Paivandy, and Dan Williams. Absent: Board Members Kristin Jeannin and Barry Jones,

Also present: Community Development Director Mary Gibbs, Land Use Attorney Nancy Stroud, Aymee Chavez, Associate Planner, and Deputy Village Clerk Tammy Duran.

4. APPROVAL OF AGENDA:

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

5. BUSINESS:

(a) Consent Agenda

(1) Approval of May 14, 2024, meeting minutes.

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

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

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

(a) Estero Family Health Center - Addition (DOS2023-E011) (District 3)
19701 S. Tamiami Trail, located east on US 41, north of the Vines entrance.

Applicant is seeking approval of a ± 4,153 square foot addition to the north side of the existing health center, with parking improvements.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director

Presentation/Information by
Joshua J. Jennings P.E, Weiler Engineering Corp.
James J. Henley, Burt Hill/Pollock Krieg

Public Comment
eComment
Bruce Woodruff, Villages at Country Creek

Board Questions or Comments
Board Members Sheeley, Wallace, and Chairman Gargano

Motion: Motion to approve the Development Order with staff recommendations.

Motion by: Board Member Sheeley
Seconded by: Board Member Willams

Action: Approved the Development Order with staff recommendations.

Vote:
Aye: Board Members Wallace, Sheeley, Tatooles, Williams, Paivandy, Vice Chairman Wood, and Chairman Gargano
Nay:
Abstentions:

(b) The Goddard School for Early Childhood Development – Development Order (DOS2024-E004)) (District 4)
10100 Arcos Avenue, located on the east side of Three Oaks Parkway, on the corner of Quente Way and Arcos Avenue, and south of Classic Car Wash.

Applicant seeks to construct an ± 14,330 sq. ft. learning center.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director

Presentation/Information by
Brent Addison, P.E., Banks Engineering
Cheryl Schweiker, AIA, Jarmel/Kizel Architects & Engineers
Mike Thompson, Goddard School for Early Childhood Development

Board Questions or Comments
Board Members Wallace, Sheeley, Tatooles, Williams, Paivandy, and Chairman Gargano

Public Comment
eComment
Jon Malita, Villages at Country Creek
Bruce Woodruff, Villages at Country Creek

Motion: Motion to approve the Development Order with staff stipulations.

Motion by: Vice Chairman Wood
Seconded by: Board Member Sheeley

Action: Approved the Development Order with staff stipulations.

Vote:
Aye: Board Members Wallace, Sheeley, Tatooles, Williams, Paivandy, Vice Chairman Wood, and Chairman Gargano
Nay:
Abstentions:

(c) Palms Day School– Development Order (DOS2024-E003) (District 4)
9600 Corkscrew Road, a vacant ± 3.5-acre site located on the southwest corner of River Ranch and Corkscrew Road - Zoned Commercial Planned Development (CPD).

Applicant seeks a Development Order for a 13,400 sq. ft. day school with associated parking, amenities, utilities, and landscaping.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments
Mary Gibbs, Community Development Director
Aymee Chavez, Associate Planner

Presentation/Information by
John Wojdak P.E., RESPEC
Daniel Turner, Daniel Scott Turner Design

Board Questions or Comments
Board Members Wallace, Tatooles, Williams, Paivandy, Sheeley, and Chairman Gargano.

Public Comment
In-Person
Patrick McGarry, Spring Ridge
Andy Gustafson, Estero

eComments
Derek Burkholder, The Place
Laura Ann Ferguson, Estero
Meredith Gray, The Place
Eric Dean, The Place at Corkscrew
Samantha Massey, Estero
Brooke Swallen, Estero
Max Duffy, Estero
Rick Burkholder, WildBlue
Anonymous, Estero
Bruce Woodruff, Villages at Country Creek
Christopher Sickels, Estero
Roy Hyman, Estero Place
Victoria DiBenedetto, Osprey Cove
Melanie Geronimo, Murano at Three Oaks
Jennifer Lyons, The Preserve at Corkscrew

Motion: Motion to approve the Development Order with staff stipulations, including the condition for the sidewalk easement, and the sign.

Motion by: Board Member Sheeley
Seconded by: Vice Chairman Wood

Action: Approved the Development Order with staff stipulations, including the condition for the sidewalk easement, and the sign.

Vote:
Aye: Board Members Wallace, Sheeley, Tatooles, Williams, Paivandy, Vice Chairman Wood, and Chairman Gargano
Nay:
Abstentions:

(d) Plaza Del Sol CPD– Zoning Amendment (DCI2024-E002) (District 4)
0251 Arcos Avenue located on a ± 7-acre vacant site east of the Estero Medical Center, off Arcos Avenue in the Plaza Del Sol Commercial Planned Development (CPD)

Applicant seeks zoning amendment for Parcel "G" in the Plaza Del Sol CPD to allow for a mixed-use project that includes storage, hotel, retail / restaurant / medical office, and associated infrastructure. Property was zoned for Assisted Living Facility (Phoenix) that was never developed.

No ex parte communication or conflicts of interest were noted.

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

Presentation/Information by
Francesca Passidomo, Esq., Coleman, Yovanovich & Koester, P.A.
Dan DeLisi, DeLisi, Inc.
John Wojdak P.E., RESPEC

Board Questions or Comments
Board Members Wallace, Tatooles, Paivandy, Sheeley, Vice Chairman Wood, and Chairman Gargano.

Public Comment
eComment
Bruce Woodruff, Villages at Country Creek

Motion: Motion to recommend approval to the Village Council with staff conditions and the additional modifications to the Pattern Book and phasing conditions.

Motion by: Board Member Sheeley
Seconded by: Vice Chairman Wood

Action: Recommended approval to the Village Council with staff conditions and the additional modifications to the Pattern Book and phasing conditions.

Vote:
Aye: Board Members Wallace, Sheeley, Tatooles, Williams, Paivandy, Vice Chairman Wood, and Chairman Gargano
Nay:
Abstentions:

(e) Ordinance 2024-09, Amendment to the Comprehensive Plan to adopt the South Florida Management District Water Supply Facilities Work Plan.

Staff Presentation/Comments
Mary Gibbs, Community Development Director

Board Questions or Comments
Board Members Wallace, Sheeley, and Williams.

Public Comment
eComment
Bruce Woodruff, Villages at Country Creek

Motion: Motion to recommend approval of Ordinance 2024-09 with the corrections identified by Board Member Williams.

Motion by: Board Member Tatooles
Seconded by: Board Member Sheeley

Action: Recommended approval of Ordinance 2024-09 with the corrections identified by Board Member Williams.

Vote:
Aye: Board Members Wallace, Sheeley, Tatooles, Williams, Paivandy, Vice Chairman Wood, and Chairman Gargano
Nay:
Abstentions:

Recess at 7:15pm and Convene 7:21 pm.

7. WORKSHOP

(a) 9000 Williams Road Development Order (District 4)
The Village Owned property is located on the north side of Williams Road and east of Via Coconut and the railroad right of way.

Village owned ±19 acres rezoned to Estero Planned Development (EPD)

Workshop to review Architectural Plans for a recreational and sports entertainment facility.

Staff Presentation/Comments
Mary Gibbs, Community Development Director

Presentation/Information by
Michael Comparato, Vieste
Bill Pounds, Architect
Scott Emley, CEO High-Five Uptop

Board Questions or Comments
Board Members Wallace, Sheeley, Tatooles, Williams, and Paivandy.

Public Comment
eComment
Bruce Woodruff, Villages at Country Creek

8. PUBLIC INPUT
eComment
Roger Roberts, Pelican Sound

9. BOARD COMMUNICATIONS

(a) Next meeting – June 9, 2024

10. ADJOURNMENT: 7:56 pm.

_____
Tammy Duran
Deputy Village Clerk

Via Coconut Rezoning
Zoning Staff Report

For Planning Zoning and Design Board

July 9, 2024

PROJECT NAME:	**Via Coconut EPD**
CASE TYPE:	**Amendment to Planned Development**
CASE NUMBER:	**DCI2024-E004**
PLANNING ZONING & DESIGN BOARD DATE:	**July 9, 2024**

SUMMARY OF REQUEST

The applicant is requesting an amendment to the 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 amendment includes several changes to the mixed-use project consisting of:

- Elimination of the “under building parking”: and replacement with garages, carports and surface parking behind the buildings.
- Modification of building footprints and shifting some units.
- Reduce height of mixed used buildings along Main Street from 3 to 2 stories.
- Modifications to deviations.

The amendment would not change the approved number of units, commercial square footage, or height.

RECOMMENDATION

Staff recommends approval with conditions.

GENERAL INFORMATION

Applicant
Michael J. Henneman, Owner/Manager

Authorized Agent
RVi Planning + Landscape Architecture

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
Estero Planned Development (EPD)

Comprehensive Plan Land Use Category
Village Center

Zoning History
The property was rezoned from Agriculture (AG) and a very small portion of Parks and Community Facilities (PCF) to Estero Planned Development (EPD) by the Village Council on October 20, 2021 (Ordinance 2021-10). The project has not been developed and the applicant is seeking some revisions with the same general parameters.

Public Information Meeting
A Public Information Meeting was held at the Planning and Zoning Board on February 13, 2024. The applicant provided documentation regarding issues discussed at the meeting which is attached.

STAFF ANALYSIS

The applicant is requesting an amendment to the Estero Planned Development that was approved by Council in October, 2021. The zoning approved mixed use for:

- 330 multifamily dwelling units
- 29,600 square feet of commercial use

- Church or alternative 10,000 square feet of commercial use
- Public amenities
- 1-acre donation to Village for park

The project received a development order in July, 2023. The applicant is now requesting some revisions to the project, primarily to the site plan and Pattern Book, and modifications to deviations. The project parameters (number of dwelling units, square feet of commercial use, general uses, locations, and architecture) remain the same.

The main changes include:

- Elimination of the parking under the buildings, being replaced with surface parking, carports and garages;
- Modification to the building footprints
- Reduced height of vertical mixed use buildings along Main Street from 3 to 2 stories
- Shift some units from mixed use buildings to multifamily buildings
- Addition of one deviation and modification of one deviation

The original rezoning request for this project received extensive review by staff, the Planning Zoning and Design Board, and Village Council before its approval in October, 2021.

The project was approved as a “Tier 3” mixed use project which is allowed in the Village Center land use category. Tier 3 development 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
- Maximum building heights between 60 and 70 feet

Via Coconut proposed 300 units with a residential density of 16.5 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 alternative commercial uses. Maximum height was approved at 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 height and density were found to be consistent with the land use category based on findings of significant public benefits and “incentive offers” as outlined in the Land Development Code.

Staff has reviewed the revised request in conjunction with the Land Development Code and Comprehensive Plan. The two most noticeable changes are the elimination of the “under building” parking and the reduction of height of buildings along the “Main Street area”. The under building parking was a concept that the Council endorsed when the project was first approved, as a way to “disguise parking,” so it would not be visible from Via Coconut. The new design will have a more open courtyard area visible from Via Coconut, with some parking in garages, and some surface and carport parking primarily behind the buildings.

While staff was initially concerned with this change, the applicant has added landscaping, and the Planning Zoning and Design Board at the Public Information Meeting found this design to be an improvement over the original plan.

The second item is the reduction of the Main Street buildings (Buildings C & D) from 3 to 2 stories. While staff would prefer more components of vertical mixed use in a 3-story building, the applicant will provide the same square footage of non-residential use.

The applicant has stated that the changes are due to recent increases in costs of materials. The applicant also states that these changes will make the project more marketable. Staff requested that in the applicant's redesign, it ensure at least that the same level of quality and public benefit be provided. The applicant's changes do not negatively impact the project aesthetics.

After reviewing all the changes, staff believes the project remains consistent with the Comprehensive Plan and Land Development Code. The applicant's list of incentive offerings remains, with the one exception of the under building parking which will be removed.

Other changes include:

- Reduced building footprint by 90,000 s.f.
- Increased parking area by 50,000 s.f.
- Increased open space 33,000 s.f.
- Shift units from Main Street building D & E to apartment buildings A, B & E.

Parking
A combination of surface parking, on-street parking, and garage parking is now proposed. 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
Buffers and landscaping remain basically the same, but additional landscaping will be added to the courtyard areas on the ground level that replace the under building parking.

Main Street Area
This area includes two vertical mixed-use buildings with commercial on the first level and residences above. The Main Street buildings will now be 2-story instead of 3-story.

Pattern Book

The applicant has submitted a new Pattern Book with illustrative site plan and facade detailing. The architectural style and palette are the same. The changes reflect the building footprint modifications and elimination of the under building parking and replacement with ground level courtyards. The Book also reflects the parking canopy design which is a new feature. Incentive offerings and public benefits are listed on the last pages.

Building Height

Building heights are the same with the exception of the reduction in height in the Main Street area from 3-story to 2-story.

DEVIATIONS

In October, 2021, there were 10 deviations. Three were withdrawn and 7 were approved.

The applicant is requesting a modification to Deviation 9, and a new deviation 10.

The modification to Deviation 9 will allow angled parking in the Main Street mixed use area in lieu of parallel parking from the original plan. Staff recommends approval of this modified deviation.

Deviation 10 was originally requested to allow backout parking along the proposed Main Street connector roadway but was withdrawn by the applicant. The new plan requests angled backout parking. Staff supports this request. The number of backout spaces is limited and this will be similar to Strada Place in the Mercato mixed use development in Collier County.

FINDINGS OF FACT

The findings of fact from the original rezoning would still apply:

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 nature 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.

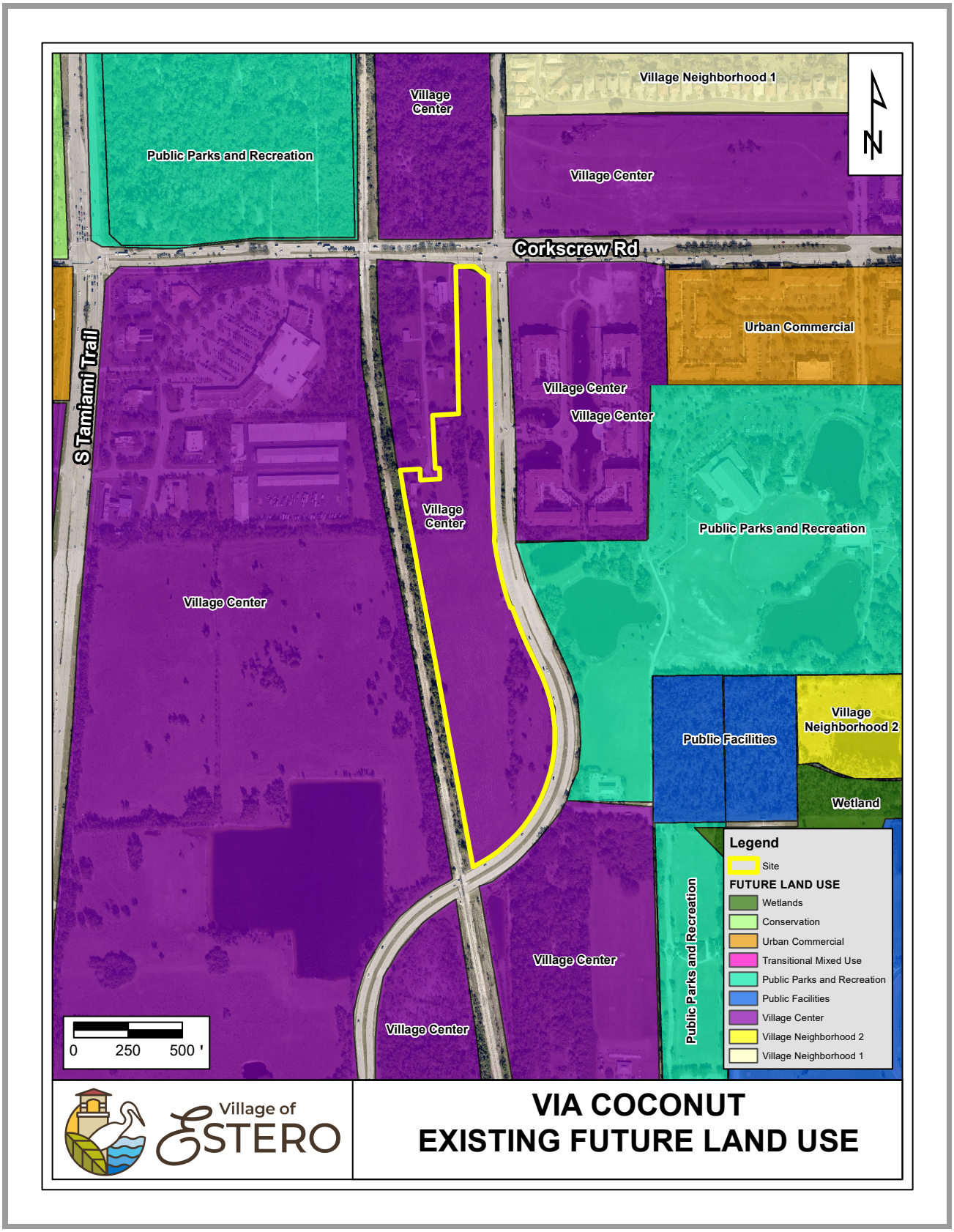
g. The Visual Edge A visual edge is created by the landscaping and linear park/sidewalk along Via Coconut Point.

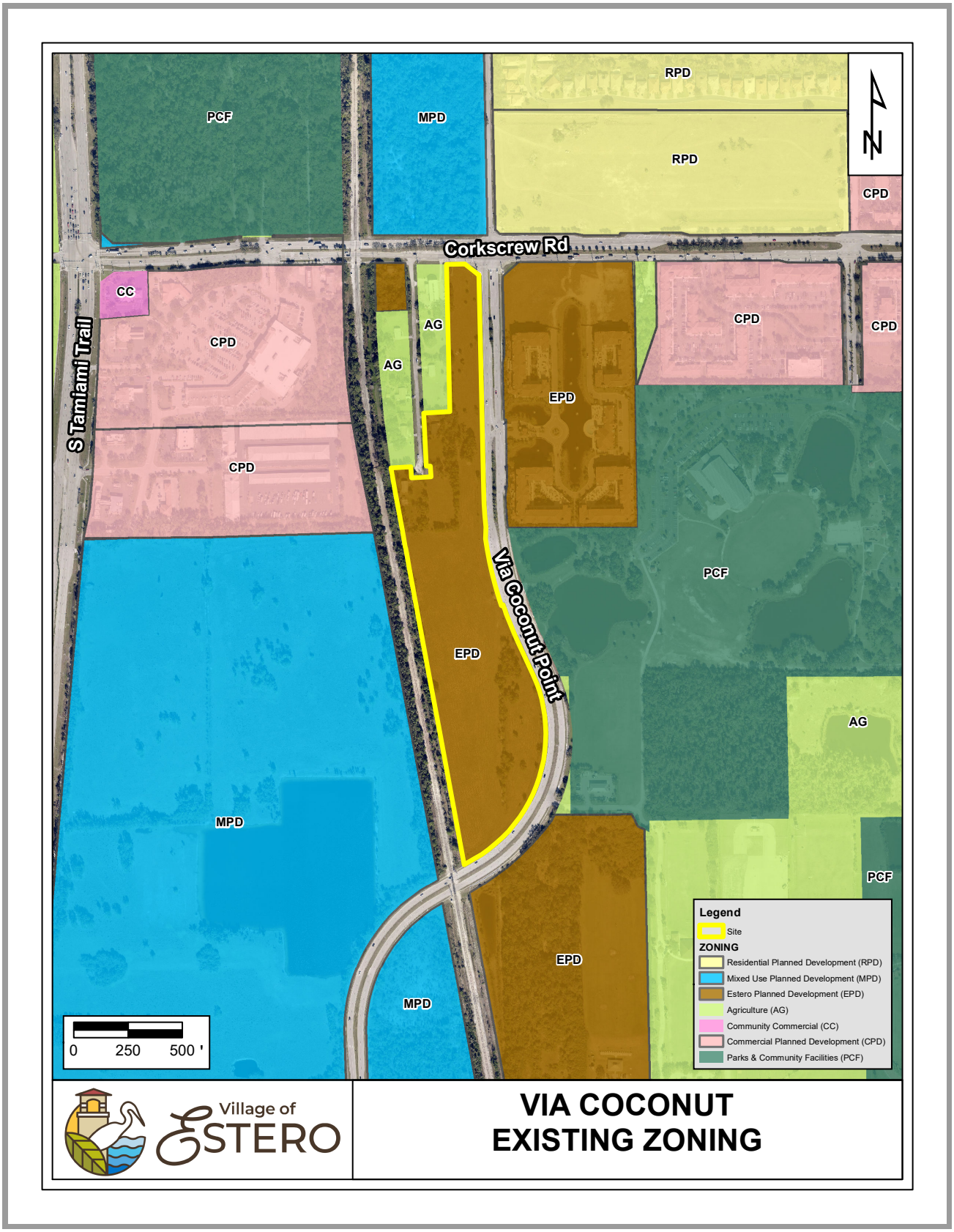
h. Architecture The building design and colors are consistent with the Village architectural standards, and the massing of the buildings has been minimized with the use of step backs, varying roof heights and facade fenestration.

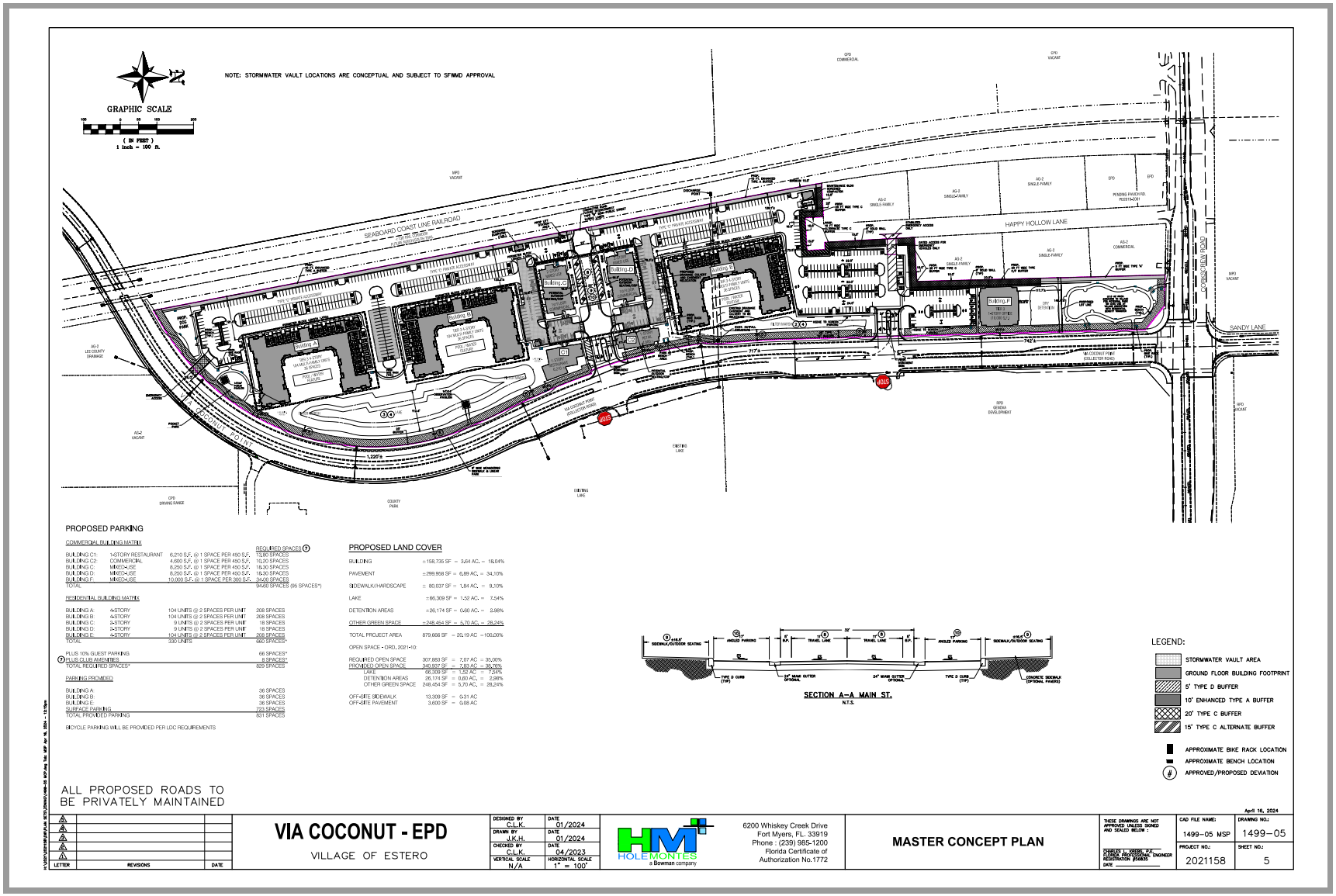
i. Quality of Buildings Concrete block construction is proposed, and elevators will be in all buildings over two stories.

ATTACHMENTS

A. Future Land Use Map
B. Zoning Map
C. Master Concept Plan
D. Pattern Book
E. Applicant Information
F. PZDB Public Information Meeting Summary
G. Zoning Conditions


Village Neighborhood 1
Village Center
Public Parks and Recreation
Village Center
Corkscrew Rd
S Tamiami Trail
Urban Commercial
Village Center
Village Center
Village Center
Public Parks and Recreation
Village Center
Public Facilities
Village Neighborhood 2
Wetland
Village Center
Village Center
Public Parks and Recreation
Legend
Site
FUTURE LAND USE
Wetlands
Conservation
Urban Commercial
Transitional Mixed Use
Public Parks and Recreation
Public Facilities
Village Center
Village Neighborhood 2
Village Neighborhood 1
0 250 500 '
N
Village of ESTERO
VIA COCONUT
EXISTING FUTURE LAND USE


RPD
PCF
MPD
RPD
CPD
Corkscrew Rd
CC
CPD
AG
AG
CPD
CPD
S Tamiami Trail
EPD
CPD
Via Coconut Point
PCF
EPD
AG
MPD
PCF
EPD
MPD
0 250 500 '
Legend
Site
ZONING
Residential Planned Development (RPD)
Mixed Use Planned Development (MPD)
Estero Planned Development (EPD)
Agriculture (AG)
Community Commercial (CC)
Commercial Planned Development (CPD)
Parks & Community Facilities (PCF)
Village of ESTERO
VIA COCONUT
EXISTING ZONING


NOTE: STORMWATER VAULT LOCATIONS ARE CONCEPTUAL AND SUBJECT TO SFWMD APPROVAL
GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.
SEABOARD COAST LINE RAILROAD
HAPPY HOLLOW LANE
SANDY LANE
CORKSCREW ROAD
VIA COCONUT POINT COLLECTOR ROAD
Building A
Building B
Building C
Building D
Building E
Building F
PROPOSED PARKING
COMMERCIAL BUILDING MATRIX
BUILDING C1: 1-STORY RESTAURANT: 6,210 S.F. @ 1 SPACE PER 450 S.F. = 13,80 SPACES
BUILDING C2: COMMERCIAL: 4,600 S.F. @ 1 SPACE PER 450 S.F. = 10,20 SPACES
BUILDING C: MIXED-USE: 8,250 S.F. @ 1 SPACE PER 450 S.F. = 18,30 SPACES
BUILDING D: MIXED-USE: 8,250 S.F. @ 1 SPACE PER 450 S.F. = 18,30 SPACES
BUILDING F: MIXED-USE: 10,000 S.F. @ 1 SPACE PER 300 S.F. = 34,20 SPACES
TOTAL: 94,20 SPACES (85 SPACES*)
RESIDENTIAL BUILDING MATRIX
BUILDING A: 4-STORY: 104 UNITS @ 2 SPACES PER UNIT = 208 SPACES
BUILDING B: 4-STORY: 104 UNITS @ 2 SPACES PER UNIT = 208 SPACES
BUILDING C: 3-STORY: 9 UNITS @ 2 SPACES PER UNIT = 18 SPACES
BUILDING D: 3-STORY: 9 UNITS @ 2 SPACES PER UNIT = 18 SPACES
BUILDING E: 4-STORY: 104 UNITS @ 2 SPACES PER UNIT = 208 SPACES
TOTAL: 330 UNITS = 660 SPACES*
PLUS 10% GUEST PARKING = 66 SPACES*
PLUS CLUB AMENITIES = 8 SPACES*
TOTAL REQUIRED SPACES* = 829 SPACES
PARKING PROVIDED
BUILDING A = 36 SPACES
BUILDING B = 36 SPACES
BUILDING E = 36 SPACES
SURFACE PARKING = 723 SPACES
TOTAL PROVIDED PARKING = 831 SPACES
BICYCLE PARKING WILL BE PROVIDED PER LDC REQUIREMENTS
PROPOSED LAND COVER
BUILDING ±158,735 SF = 3,64 AC. = 16,04%
PAVEMENT ±299,958 SF = 6,89 AC. = 34,10%
SIDEWALK/HARDSCAPE ± 80,037 SF = 1,84 AC. = 9,10%
LAKE ±66,309 SF = 1,52 AC. = 7,54%
DETENTION AREAS ±26,174 SF = 0,60 AC. = 2,98%
OTHER GREEN SPACE ±248,454 SF = 5,70 AC. = 28,24%
TOTAL PROJECT AREA 879,666 SF = 20,19 AC = 100,00%
OPEN SPACE - ORD. 2021-10:
REQUIRED OPEN SPACE 307,883 SF = 7,07 AC = 35,00%
PROVIDED OPEN SPACE 340,937 SF = 7,83 AC = 38,76%
LAKE 66,309 SF = 1,52 AC = 7,54%
DETENTION AREAS 26,174 SF = 0,60 AC. = 2,98%
OTHER GREEN SPACE 248,454 SF = 5,70 AC. = 28,24%
OFF-SITE SIDEWALK 13,309 SF = 0,31 AC
OFF-SITE PAVEMENT 3,600 SF = 0,08 AC
SECTION A–A MAIN ST.
N.T.S.
LEGEND:
STORMWATER VAULT AREA
GROUND FLOOR BUILDING FOOTPRINT
5' TYPE D BUFFER
10' ENHANCED TYPE A BUFFER
20' TYPE C BUFFER
15' TYPE C ALTERNATE BUFFER
APPROXIMATE BIKE RACK LOCATION
APPROXIMATE BENCH LOCATION
APPROVED/PROPOSED DEVIATION
ALL PROPOSED ROADS TO BE PRIVATELY MAINTAINED
VIA COCONUT - EPD
VILLAGE OF ESTERO
DESIGNED BY C.L.K. DATE 01/2024
DRAWN BY J.K.H. DATE 01/2024
CHECKED BY C.L.K. DATE 04/2023
VERTICAL SCALE N/A HORIZONTAL SCALE 1" = 100'
HOLE MONTES a Bowman company
6200 Whiskey Creek Drive
Fort Myers, FL. 33919
Phone : (239) 985-1200
Florida Certificate of
Authorization No.1772
MASTER CONCEPT PLAN
THESE DRAWINGS ARE NOT APPROVED UNLESS SIGNED AND SEALED BELOW :
CAD FILE NAME: 1499-05 MSP
DRAWING NO.: 1499-05
PROJECT NO.: 2021158
SHEET NO.: 5
April 16, 2024


VIA COCONUT
Mixed Use Development
Village of
ESTERO
PATTERN BOOK
PROJECT TEAM
HM
HOLEMONTES
a Bowman company
MHK
ARCHITECTURE
AD
ARCHITECTURAL
LAND DESIGN
INCORPORATED
APRIL 19, 2024

DESIGN STANDARDS INDEX

01. SITE PLAN

01.1 | Site Location and Connectivity
01.2 | Conceptual Master Plan
01.3 | Public Amenities/Public Easement Map

02. ARCHITECTURE

02.1 | Architectural Style
02.2 | Building Design Details
02.3 | Architectural Elevations

03. LANDSCAPE

03.1 | Landscape Plan
03.2 | Site Lighting
03.3 | Feature Lake and Pool Deck Section
03.4 | Plant Species

04. TANGIBLE BENEFITS AND INCENTIVE OFFERINGS



VIA COCONUT
Mixed Use Development

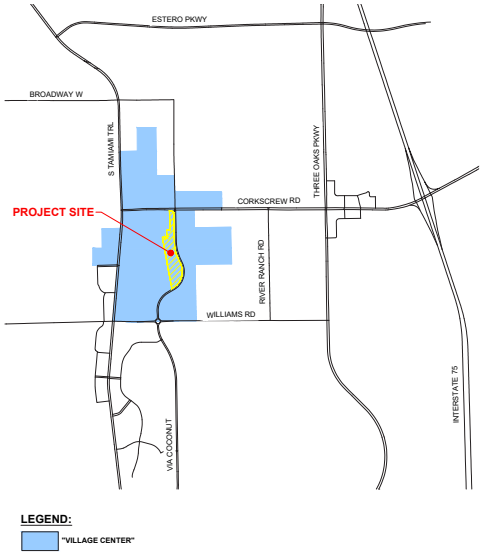
01. SITE PLAN



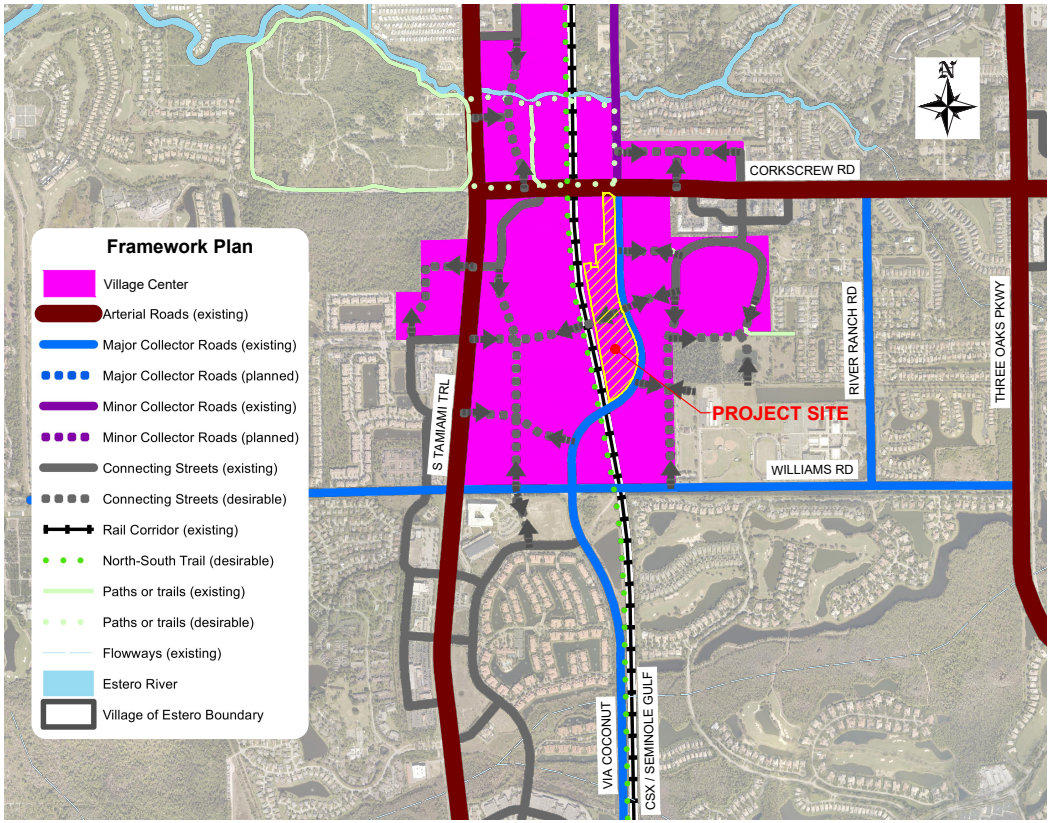
VIA COCONUT
Mixed Use Development

HOLEMONTES a Bowman company | MHK ARCHITECTURE | ARCHITECTURAL LAND DESIGN INCORPORATED

01.1 | SITE LOCATION AND CONNECTIVITY

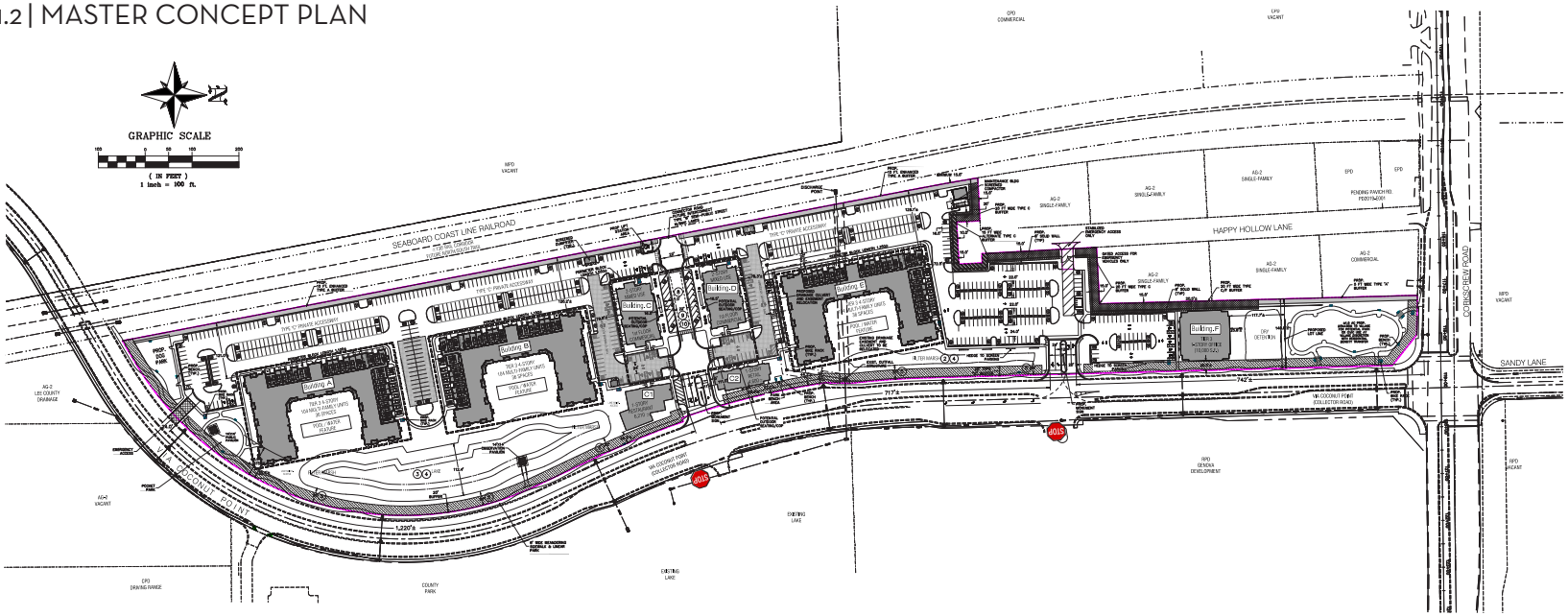


VILLAGE CENTER CONNECTIVITY MAP



VIA COCONUT
Mixed Use Development

01.2 | MASTER CONCEPT PLAN



PROPOSED PARKING

COMMERCIAL BUILDING MATRIX

			REQUIRED SPACES ⑦
BUILDING C1:	1-STORY RESTAURANT	6,210 S.F. @ 1 SPACE PER 450 S.F.	13,80 SPACES
BUILDING C2:	COMMERCIAL	4,600 S.F. @ 1 SPACE PER 450 S.F.	10,20 SPACES
BUILDING C:	MIXED-USE	8,250 S.F. @ 1 SPACE PER 450 S.F.	18,30 SPACES
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RESIDENTIAL BUILDING MATRIX

BUILDING A:	4-STORY	104 UNITS @ 2 SPACES PER UNIT	208 SPACES
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BUILDING C:	2-STORY	9 UNITS @ 2 SPACES PER UNIT	18 SPACES
BUILDING D:	2-STORY	9 UNITS @ 2 SPACES PER UNIT	18 SPACES
BUILDING E:	4-STORY	104 UNITS @ 2 SPACES PER UNIT	208 SPACES
TOTAL		330 UNITS	660 SPACES*
PLUS 10% GUEST PARKING			66 SPACES*
⑦ PLUS CLUB AMENITIES			8 SPACES*
TOTAL REQUIRED SPACES*			829 SPACES

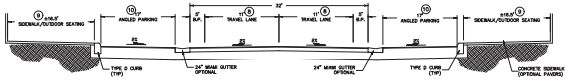
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BICYCLE PARKING WILL BE PROVIDED PER LDC REQUIREMENTS

PROPOSED LAND COVER

BUILDING	±158,735 SF	= 3.64 AC.	= 18.24%
PAVEMENT	±299,958 SF	= 6.89 AC.	= 34.10%
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LAKE	±66,309 SF	= 1.52 AC.	= 7.54%
DETENTION AREAS	±26,174 SF	= 0.60 AC.	= 2.98%
OTHER GREEN SPACE	±248,454 SF	= 5.70 AC.	= 28.24%
TOTAL PROJECT AREA	879,666 SF	= 20.19 AC	=100.00%
OPEN SPACE - ORD. 2021-10:			
REQUIRED OPEN SPACE	307,883 SF	= 7.07 AC	= 35.00%
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LAKE	66,309 SF	= 1.52 AC.	= 7.54%
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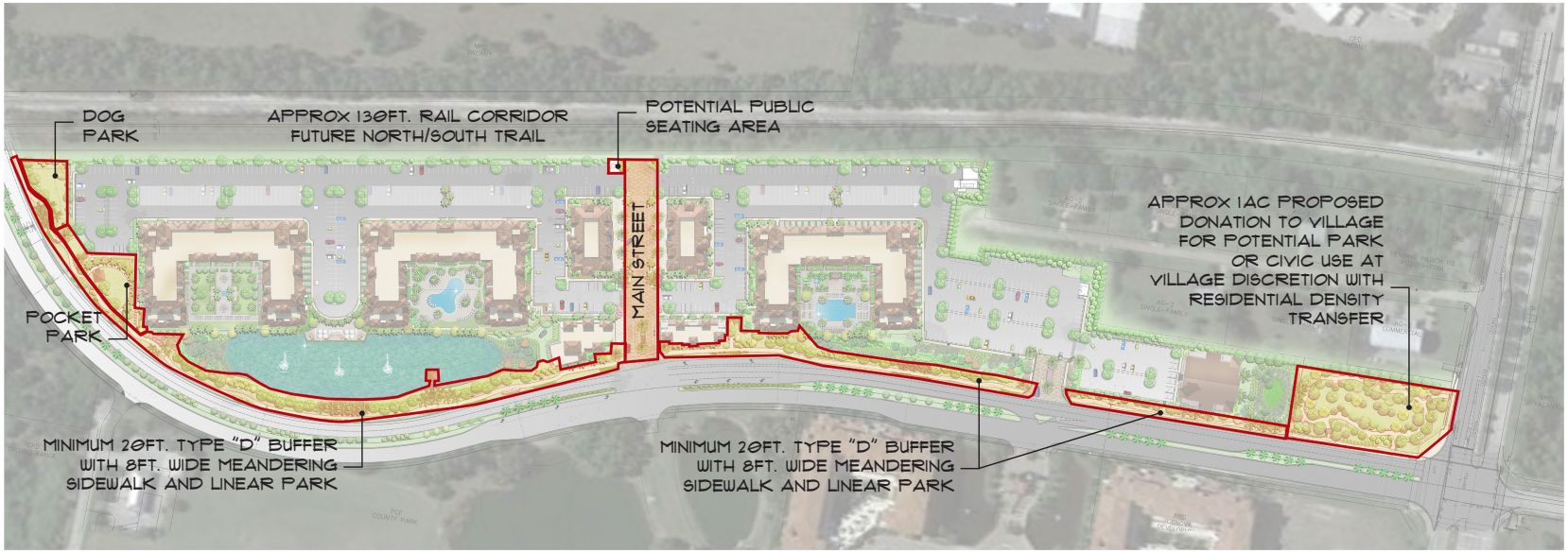
SECTION A–A MAIN ST.
N.T.S.

LEGEND:

- STORMWATER VAULT AREA
- GROUND FLOOR BUILDING FOOTPRINT
- 5' TYPE D BUFFER
- 10' ENHANCED TYPE A BUFFER
- 20' TYPE C BUFFER
- 15' TYPE C ALTERNATE BUFFER
- APPROXIMATE BIKE RACK LOCATION
- APPROXIMATE BENCH LOCATION
- (#) APPROVED/PROPOSED DEVIATION

VIA COCONUT
Mixed Use Development

HM HOLEMONTES a Bowman company | MHK ARCHITECTURE | AD ARCHITECTURAL LAND DESIGN INCORPORATED



PUBLIC AMENITIES/PUBLIC EASEMENT MAP

LEGEND

PUBLIC AMENITIES/PUBLIC EASEMENT



02.
ARCHITECTURE

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.

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 pallete 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 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.

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 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.

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:

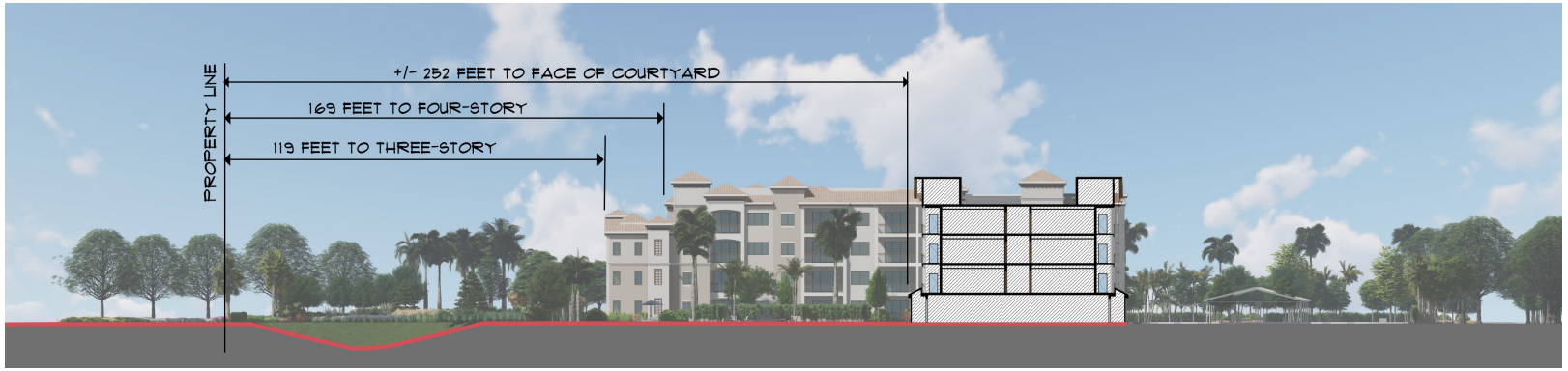
- Buildings walls: concrete block construction, with a smooth stucco finish, painted with soft colors, off white.
- Stone veneer (light beige) in some areas.
- Interior finishes: Stucco walls painted, ceramic tile for restrooms and ceramic tile with carpet for floors.
- Building A, B, and E will provide 2 elevators each tower. (manufacturer by Kone or Schindler elevators)
- Stairways: Cast in place concrete
- All building lighting will enhance entrances and main features of buildings points.
- Slabs: Precast plank slabs.
- 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



02.2
BUILDING DESIGN DETAILS



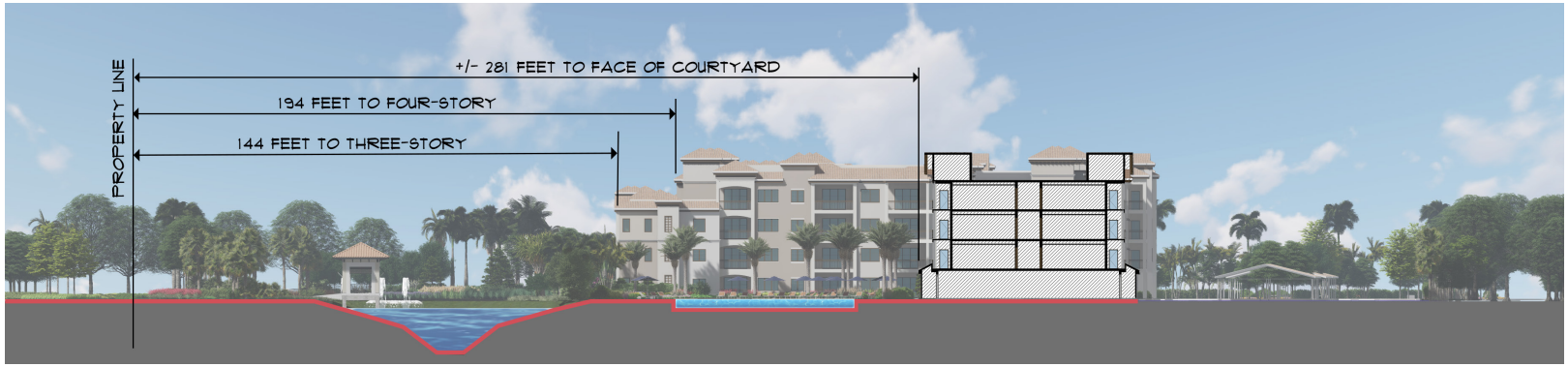
PROJECT KEY MAP



BUILDING A SECTIONAL DIAGRAM
NOT TO SCALE



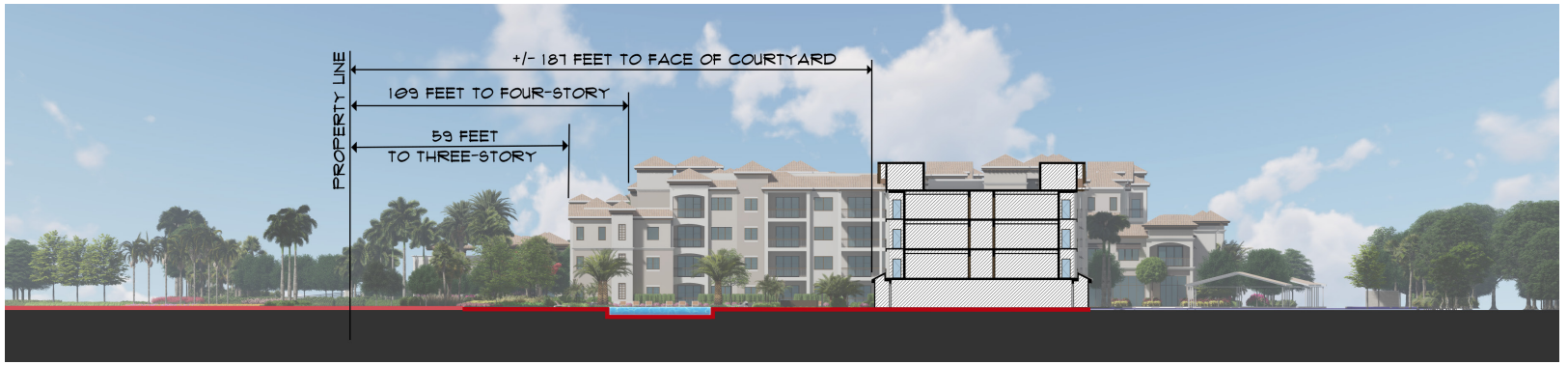
PROJECT KEY MAP



BUILDING B SECTIONAL DIAGRAM
NOT TO SCALE



PROJECT KEY MAP



BUILDING E SECTIONAL DIAGRAM
NOT TO SCALE



OVERALL AERIAL VIEW FROM NORTHEAST



BUILDING A AMENITY DECK



BUILDING B AMENITY DECK



BUILDING E AMENITY DECK



AERIAL VIEW OF PUBLIC PARK AND BUILDING F



VIEW OF BUILDING A FROM VIA COCONUT

VIA COCONUT
Mixed Use Development

HM HOLEMONTES a Bowman company
MHK ARCHITECTURE
AD ARCHITECTURAL LAND DESIGN INCORPORATED



VIEW OF FEATURE LAKE AND BUILDINGS A & B

VIA COCONUT
Mixed Use Development

HOLEMONTES
MHK ARCHITECTURE



VIEW OF FEATURE LAKE AND BUILDING B

VIA COCONUT
Mixed Use Development

HOLEMONTES
MHK ARCHITECTURE



VIEW OF BUILDING E

VIA COCONUT
Mixed Use Development

HOLEMONTES
MHK ARCHITECTURE



VIEW OF MAIN ENTRANCE AT BUILDINGS C1 AND C2



VIEW OF BUILDING C

VIA COCONUT
Mixed Use Development



VIEW OF BUILDING C1

VIA COCONUT
Mixed Use Development

HOLEMONTES
MHK ARCHITECTURE



VIEW OF BUILDING C2

VIA COCONUT
Mixed Use Development

HOLEMONTES
MHK ARCHITECTURE



VIEW OF BUILDING F

VIA COCONUT
Mixed Use Development

HOLEMONTES
MHK ARCHITECTURE



VIEW OF PUBLIC PARK AREA



VIEW OF PUBLIC PARK AREA

02.3 | BUILDING DESIGN DETAILS

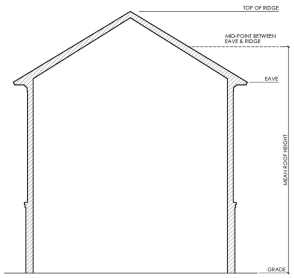
Building Height Determination

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 and E

KEY MAP





NORTH ELEVATION



SOUTH ELEVATION

VIA COCONUT
Mixed Use Development

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building B

KEY MAP





SOUTH ELEVATION



NORTH ELEVATION

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Buildings A, B and E

KEY MAP





WEST ELEVATION



EAST ELEVATION

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building C

KEY MAP





WEST ELEVATION



EAST ELEVATION

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building C

KEY MAP





NORTH ELEVATION



SOUTH ELEVATION

VIA COCONUT
Mixed Use Development

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building D

KEY MAP





EAST ELEVATION



WEST ELEVATION

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building D

KEY MAP





SOUTH ELEVATION



NORTH ELEVATION

VIA COCONUT
Mixed Use Development

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building C1

KEY MAP





WEST ELEVATION



NORTH ELEVATION



EAST ELEVATION



SOUTH ELEVATION

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building C2

KEY MAP





WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

02.3 | BUILDING DESIGN DETAILS

Building Elevations: Building F

KEY MAP





SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION



WEST ELEVATION

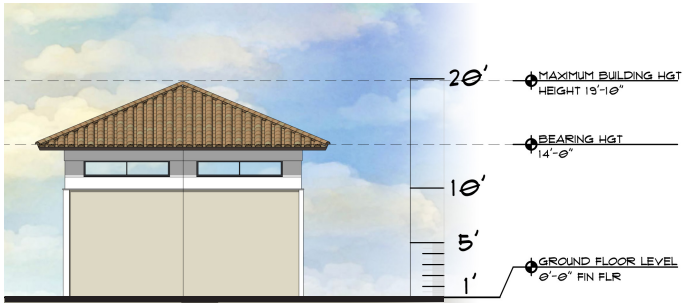
VIA COCONUT
Mixed Use Development

02.3 | BUILDING DESIGN DETAILS

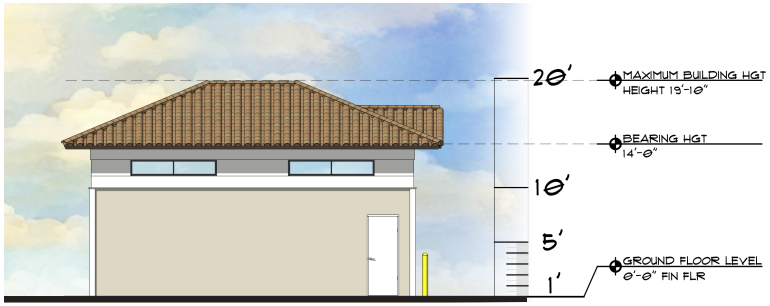
Building Elevations: Maintenance Building

KEY MAP

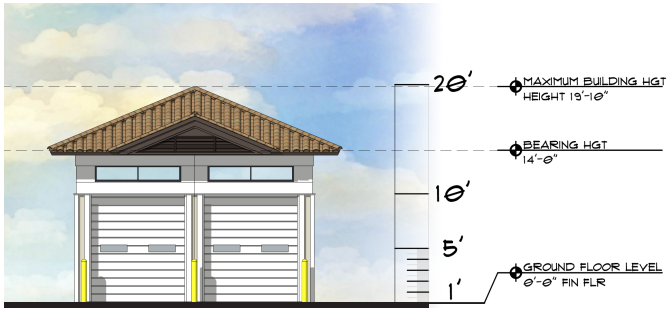




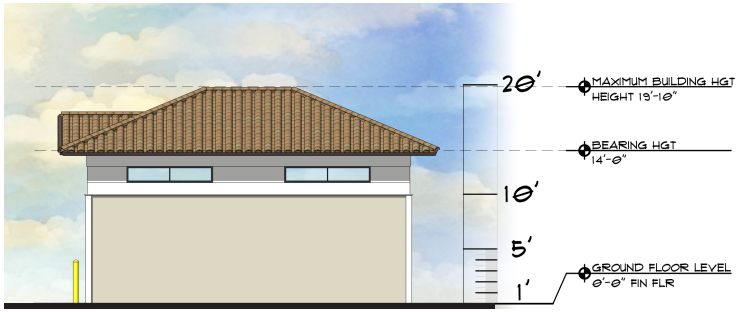
NORTH ELEVATION



WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION

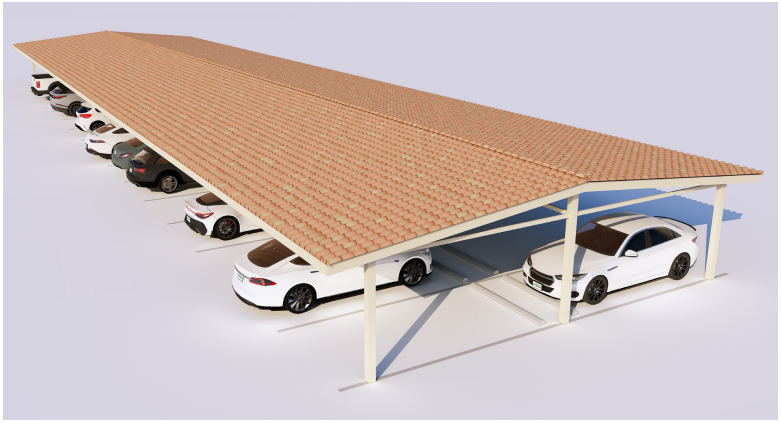
02.3 | BUILDING DESIGN DETAILS
Parking Canopies

DESCRIPTION:

The new double-loading parking canopies offer residents' vehicles a respite from the south Florida sun. Steel columns will accommodate steel gabled roof structures and be finished with roofing to resemble the barrel tiles of the building to maintain a consistent and cohesive design concept throughout. The structural members will be painted.

KEY MAP





ISOMETRIC VIEW



SIDE ELEVATION VIEW



ENLARGED FRONT 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.

KEY MAP

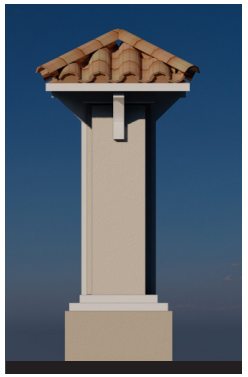




ISOMETRIC VIEW



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

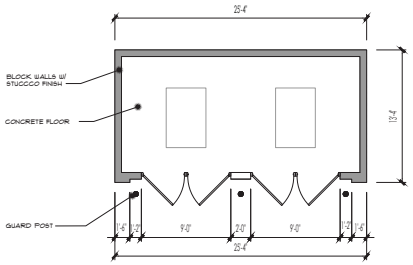
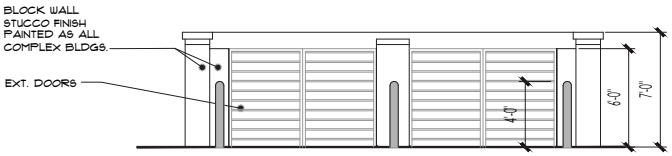
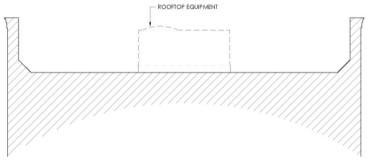



ILLUSTRATION FOR REFERENCE ONLY



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.

CONDITION- Specific details such as: parking lot screening from Via Coconut between Buildings E and F such as trellis/knee wall, buffer or similar; additional urban streetscape pedestrian activity areas along Main Street; addition of bike rack at fishing pier with potential "No Parking" paint or signage on Via Coconut Point; and ensure the variation of contrasting building colors to differentiate buildings will be evaluated as part of Development Order Approval. At a minimum the Development Order Plan must demonstrate the following:

- White paint limited to trim and cornices;
- Dark bronze paint for all metallic features and facias of roof-line; and
- No less than three (3) different shades of taupe paint color on each façade, including: Pavillion Beige, Natural Linen, Loggia, Tavern Taupe, or White Flour;
- In no case shall either White Flour or Natural Linen (together) be more than 20% of each façade; and
- In no case shall Pavillion Beige or Tavern Taupe be less than 20% of each façade.



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

WALL PAINT ALTERNATES

SW 7102
White Flour
Interior / Exterior
Location Number: 267-C2

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

SW 7506
Loggia
Interior / Exterior
Location Number: 248-C2

SW 7508
Tavern Taupe
Interior / Exterior
Location Number: 248-C6

ROOF TILES



METAL TRIM



VIA COCONUT
Mixed Use Development

03.1 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
- **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



LEGEND

- (A) ENTRY
  - A1. Pavers
  - A2. Signage
- (B) POND
  - B1. Fountain
  - B2. Littoral Plantings
- (C) MARSH / FILTER POND
  - C1. Littoral plantings/ Grasses
  - C2. Cypress Maple Trees
- (D) FISHING PIER
  - D1. Stocked lake for Fishing
  - D2. Educational Informational Placques
- (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. Speciman Planting
- (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
  - Enhanced Plantings 14'-18' Trees
  - Hedge Shrub 36" at Installation
  - Additional Groundcovers and shrub layers
- (N) ENHANCED PERIMETER BUFFER PLANTINGS
  - Additional tree and shrub plantings exceeding code
- (O) CANOPY TREES
  - Oversized Canopy trees in Islands 14' tall
- (P) SPECIMAN PALM TREES
  - P1. Royal Palms/ Date Palms 12'-14' ct
- (Q) BENCHES/ BIKE RACKS
  - Q1. Bike Racks
  - Q2. Benches
- (R) ART
  - Art/Sculpture
- (S) WATER FEATURE
- (T) CAR PORT

VIA COCONUT
Mixed Use Development

HOLEMONTES a Bowman company | MHK ARCHITECTURE | ARCHITECTURAL LAND DESIGN INCORPORATED

03.1 | LANDSCAPE PLAN



KEY MAP



LEGEND

- A ENTRY
  - A1. Pavers
  - A2. Signage
- B POND
  - B1. Fountain
  - B2. Littoral Plantings
- C MARSH / FILTER POND
  - C1. Littoral plantings/ Grasses
  - C2. Cypress Maple Trees
- D FISHING PIER
  - D1. Stocked lake for Fishing
  - D2. Educational Informational Placques
- 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
- 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
  - Enhanced Plantings 14'-18' Trees
  - Hedge Shrub 36" at Installation
  - Additional Groundcovers and shrub layers
- N ENHANCED PERIMETER BUFFER PLANTINGS
  - Additional tree and shrub plantings exceeding code
- O CANOPY TREES
  - Oversized Canopy trees in Islands 14' tall
- P SPECIMAN PALM TREES
  - P1. Royal Palms/ Date Palms 12'-14' ct
- Q BENCHES/ BIKE RACKS
  - Q1. Bike Racks
  - Q2. Benches
- R ART
  - Art/Sculpture
- S WATER FEATURE
- T CAR PORT



VIA COCONUT
Mixed Use Development

03.1 | LANDSCAPE PLAN



KEY MAP



VIA COCONUT
Mixed Use Development

03.1 | LANDSCAPE PLAN



KEY MAP



VIA COCONUT
Mixed Use Development

03.1 | LANDSCAPE PLAN



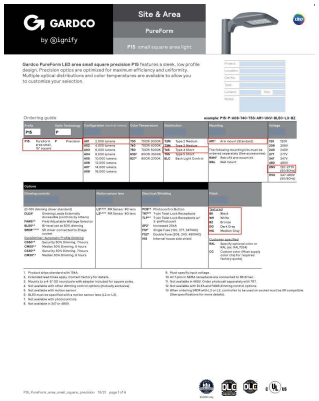
KEY MAP

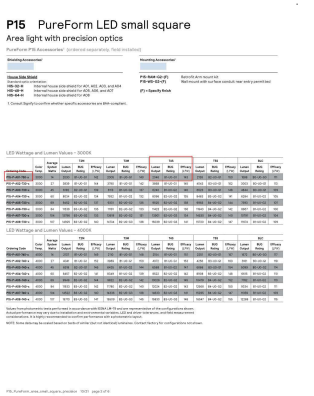


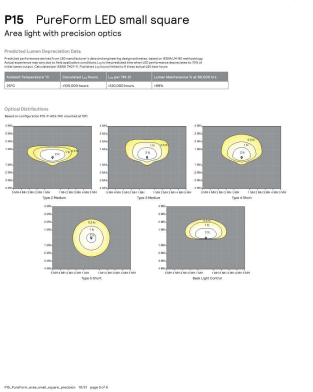
VIA COCONUT
Mixed Use Development

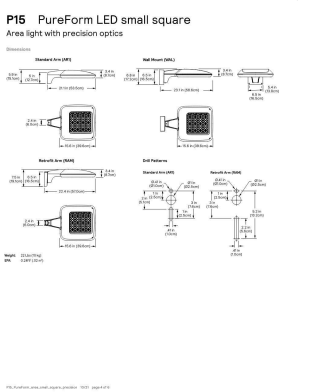
HM HOLEMONTES a Bowman company | MHK ARCHITECTURE | ARCHITECTURAL LAND DESIGN INCORPORATED

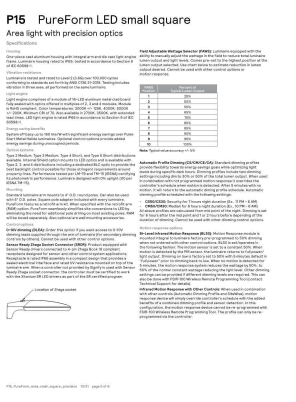
03.2 | SITE LIGHTING

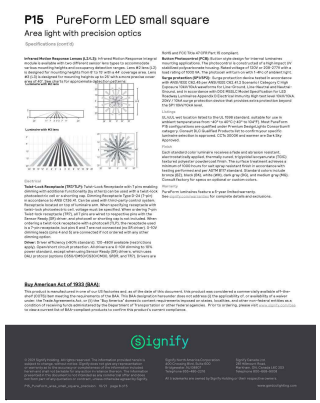








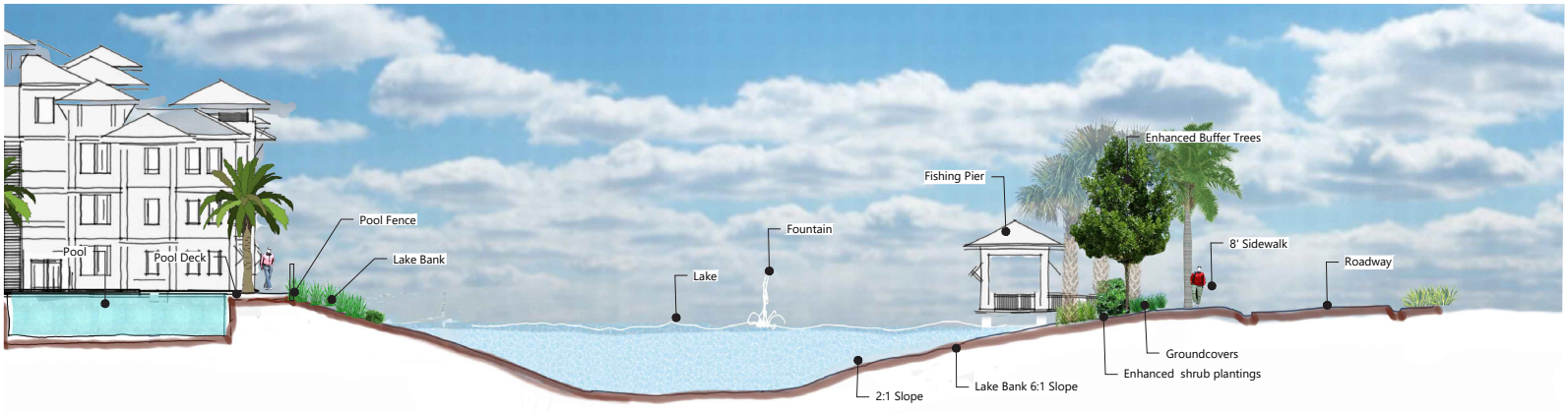




03.3 | FEATURE LAKE AND POOL DECK SECTION



PROJECT KEY MAP

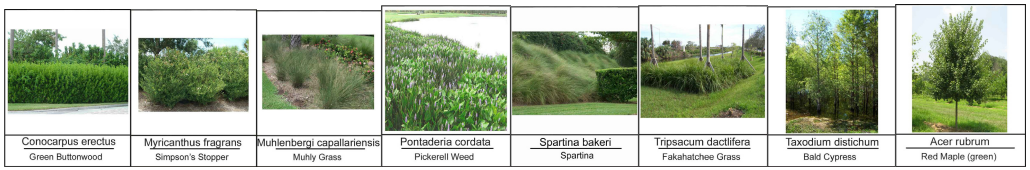


03.4 | PLANTING PALETTE



PROPOSED FILTER MARSH PLANT PALLETTE

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. **±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.
3. **±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)
4. **14' X 14' PUBLIC LAKE OBSERVATION PAVILION/FISHING PIER** interconnected by the 8' sidewalk within the linear park and will include educational informational plaques.
5. **PUBLIC PARK BENCH AREAS** interconnected by the 8' sidewalk within the linear park.
6. **±0.23-ACRE PUBLIC LAWN AREA WITH PAVILION** interconnected by the 8' sidewalk within the linear park.
7. **±0.18-ACRE PUBLIC DOG PARK** interconnected by the 8' sidewalk within the linear park with benches, perimeter fence, and hedge.
8. **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.
9. **STREET FRONT COMMERCIAL** located along Main Street (connecting street) and 8' sidewalk within the linear park.
10. **UPSCALE WATERFRONT RESTAURANT** located along Main Street (connecting street) and 8' sidewalk within the linear park.
11. **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.

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. **VARYING BUILDING HEIGHTS** are provided throughout the development as demonstrated in the pattern book.
21. **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.
22. **ENTRY PAVERS AND LANDSCAPED SIGNAGE** at each entry point to calm traffic and emphasize safety.
23. **SCULPTURE FEATURES** on Main Street (connecting street) near mixed use buildings.
24. **ON-STREET PARKING** on Main Street (connecting street) and internal accessways as encouraged to calm traffic.
25. **STREET FURNITURE** is proposed.
26. **BEST PRACTICES FOR COMPACT SURFACE WATER MANAGEMENT DESIGN** are proposed.
27. **BEST PRACTICES FOR BLOCK LENGTHS** are proposed.
28. **LAKE AND WATER FEATURES** along the 8' sidewalk within the linear park.
29. **FOUNTAINS** included in lake and water features.

Landscaping

30. **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.
31. **ENHANCED LANDSCAPE BUFFERING ALONG VIA COCONUT** with enhanced 14-18' trees, enhanced hedge shrub 36" at installation, additional ground covers and additional shrub layers.
32. **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.
33. **LABEL PLANTINGS** for educational purposes.
34. **CANTILEVERED PLANTERS** along part of the deck and building to help conceal seasonal fluctuation of lake.
35. **ENHANCED PERIMETER BUFFER PLANTINGS** with additional tree and shrub plantings exceeding code.
36. **ENHANCED INTERNAL LANDSCAPING** with oversized 14' tall canopy trees in islands.
37. **INCREASED PLANT SIZES** for the buildings for key areas.
38. **MEDIAN PLANTING** to emulate median plantings to the north.
39. **FLOWERING TREES** and seasonal plantings.
40. **LARGE SPECIMEN PALMS** at entry and in select areas; Date palms or Royal Palms.
41. **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.
42. **STREET TREES** as shown on landscape plans to blend with proposed plantings for adjacent Genova development.

Via Coconut Mixed Use EPD

Request Statement & Estero Plan Compliance Narrative

I. Request

Estero 5, LLC ("Applicant") is requesting approval to amend the Via Coconut Mixed Use Estero Planned Development to revise the master concept plan and pattern book to modify building footprints, reduce the height of mixed-use buildings, reconfigure parking areas, shift units from the mixed use buildings to the multi-family units, modify deviations, and other minor changes.

The approved density and intensity will remain unchanged at maximum of 330 multifamily dwelling units a maximum of 29,600 square feet of commercial uses and an additional 10,000 square feet of church or additional commercial uses.

II. Existing Conditions & Surrounding Development

The Property is located on the southwestern intersection of Corkscrew Road and Via Coconut Point and consists of 29.19+/- acres. The property consists of eight parcels containing vacant land used for grazing and two single-family homes.

The Property is designated within the Village future land use category. The current zoning district is Estero Planned Development (EPD), known as Via Coconut Mixed Use EPD.

The Property is located along the west side of Via Coconut Point, a four-lane divided collector roadway and along the south side of Corkscrew Road, a four-lane divided arterial roadway and to the east of a rail corridor with possible north/south trail.

The surrounding land use pattern consists of a single-family home to the north, condominiums and the Estero Community Park to the east, a commercial shopping center to the west. Directly adjacent to the western property line is the rail line proposed/desired to be a rail to trails project which is anticipated to connect to the Estero River Park to the north west of the subject Property.

Please refer to Table 1 below for a detailed inventory of the adjacent Future Land Use Categories, zoning districts, and existing land uses.

Table 1: Inventory of Surrounding Lands

	Future Land Use	Zoning	Current Land Use
North	Village Center	Mixed Use Planned Development (North Point MPD) ; Agriculture	Single family residential; ROW (Corkscrew Road); Greenhouse; Vacant

South	Village Center	Estero Planned Development; Agriculture	ROW (Via Coconut Point); CSX/Gulf Seminole Railroad; Vacant
East	Village Center; Public Parks and Recreation	Estero Planned Development (Genova Condominiums); Parks & Community Facilities	ROW (Via Coconut Point); Genova Condominiums; Estero Community Park
West	Village Center	Agriculture; Mixed Use Planned Development	CSX/Gulf Seminole Railroad Corridor; Corkscrew Village Shopping Center

The proposed EPD amendment will allow for the continuation of a mixture of commercial, residential, and public amenity uses in the area. Furthermore, this compact infill development is located in an area where adequate public infrastructure and service exists to support the growth.

III. Property History/Existing Zoning Approval

The 20.19 +/- acre property was rezoned from Agricultural (AG-2) and Parks and Community Facilities (PDC) to Estero Planned Development (EPD) Zoning District on October 20th, 2021, via Ordinance No. 2021-10 to allow 330 multifamily apartment dwelling units 29,600 square feet of commercial uses and 10,000 square feet of church use or 10,000 square feet of commercial use.

The approved Master Concept Plan (MCP) provides for 1.0+/- park area to be donated to the Village and along Via Coconut Point's frontage is a 0.55-mile linear park.

The EPD was approved to contain a minimum of 35% of open space and a maximum lot coverage of 50%.

The MCP identifies access two access points along Via Coconut Point, an emergency access point along Via Coconut Point south of Building "A" and a potential future interconnection to Happy Hallow Lane.

IV. Proposed Amendment/Master Concept Plan Revisions

The updated MCP identifies changes to parking and building layouts that increases open space from 35% to 38.7%. This included the reduction of 90,000+/- square feet of building footprint, increase of 50,000+/- square feet of parking area and ability to create 40,000+/- of open space area.

Specifically, the revised MCP demonstrates the following changes:

- Reduction of the height of Buildings "C" & "D" from 3-stories to 2-stories and reduction of the number of units in these buildings from 12 to 9 units.
- Reduction to the amount of internal parking for Buildings "A", "B" & "E" and addition of surface parking behind Buildings "A", "B" & "E".
- Increase to the number of units in Buildings, "A", "B" & "E" from 102 units to 104 units.

- Revision of Deviation 9 relating to the Main Street/Connector Road Cross Section.
- Addition of Deviation 10 to allow for angular back out parking directly onto Main Street/Connector Road.
- Increase of open space from 7.07 acres to 7.83 acres.

The general layout, access points, buffers and civic components remain unchanged. No changes are proposed to the density/intensity.

IV. Public Infrastructure

The proposed amendment does not increase the density or intensity, thus there will be no impact on public infrastructure as a result of the updated MCP.

V. Decision-Making Compliance

In accordance with LDC Section 3-707.B, the data and analysis provided in the enclosed application demonstrate the following:

Goals: The proposed amendment does not impact the EPD's consistency with the specific goals set forth in the Estero Plan for the Village Center Area

Reasonable Standards: Main Street (connector road) from parallel parking to angled parking. Interconnection along Main Street will consist of pavers, on-street parking, street trees, sidewalks, street furniture and cross walks creating a more inviting experience for pedestrians on proposed sidewalks or bicyclist on proposed bike paths along Main Street. These pedestrian spaces/connections encourage activity along the commercial store front/public space areas of Buildings "C1", "C2", "C" & "D".

Accessibility: Design alterations the Main Street cross section maintain pedestrian sidewalks and bike lanes encouraging physical and social connections to the central mixed use area of the development connecting the public amenities along Via Coconut Point and the future proposed SUN trail rail connector. Street calming features remain as part of the design that favor the human scale over the automobile including pavers, street/storefront trees/landscaping, street furniture, store fronts with maximum setbacks and reduced to a 2-story heights.

Streets: The proposed amendment does not impact the EPD's consistency with the streets criteria.

Street Design: The MCP and Pattern Book identify a street design that encourages walkability containing pavers to delineate the development entry, street/storefront trees/landscaping, marked crosswalks, on street parking and various other street calming features mentioned above to safely allow pedestrians to safely cross from one commercial area to another east to west or south to north.

Lots and Blocks: The proposed amendment does not impact the EPD's consistency with the lot and blocks criteria.

The Visual Edge: No change to the project's visual edge is proposed as part of this amendment.

Architecture: No architectural changes are proposed as part of this amendment.

Quality of buildings: No changes to the quality of buildings are proposed as part of this amendment.

VII. Village of Estero Comprehensive Plan Compliance

The following is an analysis of the EPD's consistency with the goals, objectives, and policies of the Village of Estero Comprehensive Plan (Estero Plan).

FLY 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***
- ***F. Facilitate public participation in the land development approval process by having the owner or agent applying for Planned Developments, Rezonings, Variances, Special Exceptions, Plan Amendments, and other amendments and Development Orders, within the Village, participate in a public information meeting pursuant to adopted Village regulations and policies.***

The proposed amendment does not impact the EPD's consistency with the above criteria. A public information meeting for the proposed PD amendment was held on February 13th, 2024, where no members of the public were in attendance. A summary of the public information meeting has been provided with this application.

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: No change to mix of uses are proposed.

B. Development type: No changes to development type are proposed.

C. Density/Intensity: No changes to density/intensity are proposed.

D. Implementation: The changed design to the Main Street corridor adjacent to Buildings "C" & "D" creates increased activity in this area attracting more commercial patrons through angled parking. Angled parking will reduce the pedestrian interaction of patrons using on-street parking and oncoming traffic. The encouragement of walking and biking within the development remains unchanged. Main Street's design provides a south to north connection between the residential development areas and commercial development areas and an east to west connection from public amenities designed along Via Coconut Point, commercials storefronts along Main Street and future connection to the proposed SUN Trail Rail Corridor. The cross section, perspective drawings and landscape plans for this area identifies public space making element that allow or a more human scale and active store front area. Space making elements along Main Street include:

- Pedestrian facilities in the form of sidewalks, bike lanes, and marked crosswalks;
- On-street parking;
- Street trees and landscaping;
- Outdoor seating areas to help activate store front areas;
- Two (2) story building heights that provide for a more human scaled environment; and
- Street pavers to provide a sense of place within the commercial node of the development and serve as traffic calming elements.

The proposed amendment does not impact the EPD's consistency with all other implementation criteria.

E. Public Benefit: No changes to the committed to public benefits are proposed.

F. Density Calculation: No change to how density is calculated are proposed.

FLU-1.91 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.

The MCP and Pattern Book identifies how the proposed parking layout change will not affect various social opportunities for community interaction that have been committed to through the creation of urban green spaces. The proposed change will increase open space available for patrons of the development by 0.83 acres.

VIII. CONCLUSION

The development will remain a compact mixed-use development meeting Tier 3 Village center standards and requirements. The request increases open space from 35% to 38.7%. Removal of underground parking allows for a softer aesthetic through the removal of elevated pool deck and wall that created a hard line against the lake. Furthermore, the change provides for a more marketable residential product allowing for a successfully active mixed-use development within the Village Center. The proposed change allows for a ground level courtyard that provides additional depth and more efficiently uses the building footprint. Enhanced landscaping, as identified in the Pattern Book, serve to soften views from adjacent ROW while still maintaining the same type of architectural quality of the original rezone. This request has been demonstrated to be compatible with the surrounding development pattern and compliance with the Estero Plan and all other conditions in 2021-10, as amended. The amendment request does not propose an increase in maximum height or decrease/increase of the commercial intensity/residential density within the development. The development will meet or exceed the standards set forth in the LDC. For these reasons, the Applicant respectfully requests approval of this PD amendment as proposed.

Via Coconut Mixed Use EPD
PD Amendment
Public Information Meeting Summary

Tuesday, February 13, 4:30 p.m.

The applicant and the project consulting team were present at the Planning, Zoning and Design Board on February 13, 2023, and presented the request for a PD Amendment of the 20.19 +/- acre site located on the southwest intersection of Via Coconut Point and Corkscrew Road. They identified the amendment request proposes to revise the site parking layout, decrease footprints for Buildings A, B & E, increase site open space area by approximately 40,000 square feet, and reduce building height for Buildings C & D to two (2) stories. The presentation is attached as Exhibit A. The following is a summary of comments from the Planning, Zoning, and Design Board.

- The Board questioned the type of open space being provided. Charlie Krebs, P.E. the project engineer identified that the open space included green space and sidewalks that are currently not out there. It was further explained that approximately 90,000 square feet building was removed that became approximately 50,000 square feet of parking which allowed the remainder to be converted into about 40,000 square feet of open space.

- The Board questioned whether there will be understory parking. The Applicant referred to the MCP, noting there will be garage parking and carports in between the parking isles of the three residential buildings.

- There was concern regarding the backout parking along the projects proposed Main Street. Mr. Krebs identified that this is 30-degree angle parking and the street will have relatively low traffic flow/volumes. Therefore, the proposed parking will not be any more intrusive than parallel parking both requiring traffic to stop. Additionally, it was noted this type of parking allows vehicles to pull into the space without potentially blocked the travel lane caused by the former parallel parking design.

- There was discussion regarding where stormwater discharge will be going. It was explained the stormwater management design will accept all of the water from the project and Via Coconut Point and run it through the Estero Regional Park.. The weir at Corkscrew Road is higher than the control structure for the Park and two of the commercial parcels. It was noted the Applicant is working with Lee County and the Village to modify the stormwater flow in the area that would serve as a regional improvement.

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- The Board asked whether the commercial square footage is staying the same to which Mark Mclean, the project architect, confirmed there are no proposed changes to the commercial square footage.

- The Board questioned if there was a changed to the unit mix. Mr. McClean identified that the unit mix changed slightly; however, the average square footage still remained around 1,100. He noted a few one bedroom units were converted to studio units.

- Other Board suggestions included the use of pervious pavers for the courtyard, enhanced buffers on the west side where the additional parking is being added.

- Mr. Krebs identified the addition of 20-foot islands to provide more opportunities for landscaping to help soften buildings.

- The Board commented on the improvement of removing the elevated pool deck and wall, which created a hard line against the lake. The proposed change gave the courtyard more depth and more efficient footprint.

No members of the public spoke.

To address the comments provided at the meeting the Applicant has provided perspective and plan views in the pattern book that demonstrate enhanced landscaping to address concerns with views from adjacent properties and adjacent right of ways.

VIA COCONUT MIXED USE EPD

ZONING CONDITIONS

DCI2024-E004

The conditions of Ordinance 2021-10 remain in full force and effect except as modified herein.

1. Master Concept Plan

   Development of this project must be consistent with the Master Concept Plan (MCP) titled "Via Coconut Master Concept Plan", dated April 16, 2024.

2. No Changes

3. Maximum Building Height

   59 feet (four stories) for Residential Buildings A, B, and E
   ~~55~~ 45 feet (~~three~~ two stories) for Buildings C and D
   35 feet for Buildings C-1 and C-2
   38 feet for Building F
   Maximum height includes architectural features

4-8. No Changes

9. Pattern Book

The project must be consistent with the Pattern Book entitled "Via Coconut Pattern Book" dated April 19, 2024. The Pattern Book is not conceptual. Photographic images may be illustrative, but development must be in substantial compliance with the Pattern Book, including a consistent architectural, landscape and signage theme for all commercial and residential development.

Specific details such as: parking lot screening from Via Coconut between Buildings E and F such as trellis/knee wall, buffer or similar items; additional urban streetscape, pedestrian activity areas along Main Street; addition of bike rack at fishing pier with potential "no parking" paint or signage on Via Coconut Point; and ensure the variation of contrasting building colors to differentiate buildings, will be evaluated as part of Development Order Approval.

At a minimum, the Development Order plan must demonstrate the following:

- White paint limited to trim and cornices;
- Dark bronze paint for all metallic features and fascias of roofline; and
- No less than three (3) different shades of taupe paint color on each facade, including: Pavilion Beige, Natural Linen, Loggia, Tavern Taupe, or White Flour; and
- In no case shall either ·white Flour or Natural Linen (together) be more than 20% of each facade; and
- In no case shall Pavilion Beige or Tavern Taupe be less than 20% of each facade.

10-26. No Changes

Deviation 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-fot travel lanes;
- Add 5-foot bike lanes;
- From 7.5-foot parking dimensions to allow ~~8-foot parking dimensions~~ 17-foot angled parking.
- From 14-foot sidewalk with tree wells to allow ~~two 8-foot sidewalks 13.5-foot planting strips~~ 16.5-foot outdoor seating/sidewalks area (sidewalks to be a minimum of 6 feet).

Approved limited to the "Main Street". Sidewalk and landscaping may be adjusted at time of development order pursuant to Condition 9.

Deviation 10. A request to deviate from Land Development Code (LDC) 5-204.A.3.(B) which prohibits backout parking directly onto a road or accessway to allow angled backout parking along the proposed Main Street connector road.

Approved limited to Main Street area.

June 28, 2024

Ms. Mary Gibbs, FAICP
The Village of Estero
Department of Community Development
9401 Corkscrew Palms Circle
Estero, Florida 33928

RE: Via Coconut Estero Planned Development Amendment
DCI2024-E004 - 8-Day Letter

Dear Ms. Gibbs:

In advance of the Planning, Zoning and Design Board hearing on July 9, 2024, the applicant has reviewed the Staff Report with attachments, including the proposed conditions, and is in agreement with the Staff's recommendation of approval and the proposed conditions.

If you have questions or concerns, please do not hesitate to contact me at (239) 850-8525 or Acrespo@RViPlanning.com.

Thank you,

RVi Planning + Landscape Architecture

Alexis Crespo, AICP
Vice President of Planning

Via Coconut

Planned Development Amendment

VIA COCONUT
Mixed Use Development



PZDB Meeting
July 9, 2024

Presentation Agenda

- Project Team
- Project Location
- Approved Planned Development
- Proposed Planned Development Amendment
- Updated Master Site Plan
- Updated Architecture
- Updated Landscaping
- Conclusion

VIA COCONUT
Mixed Use Development

2

Project Team

Developers: Royal Properties & Riverside Investment & Atlantic Residential

Architecture: MHK Architecture

Civil Engineer: Bowman

Landscape Architect: ALD

Zoning Consultant: RVI Planning

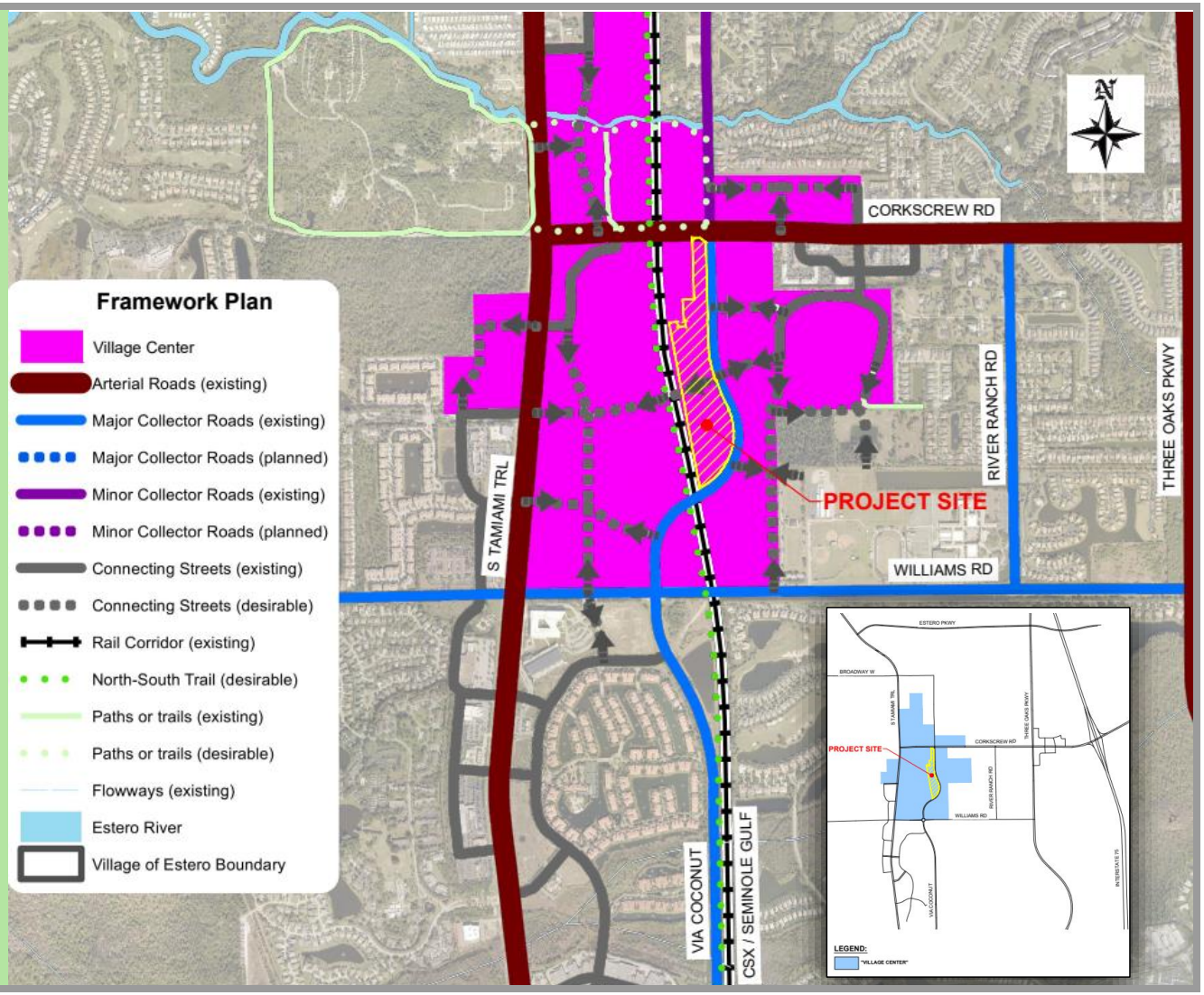
Zoning Attorney: Coleman Yovanovich & Koester

VIA COCONUT
Mixed Use Development

3

Project Location

- Village Center Connectivity Map

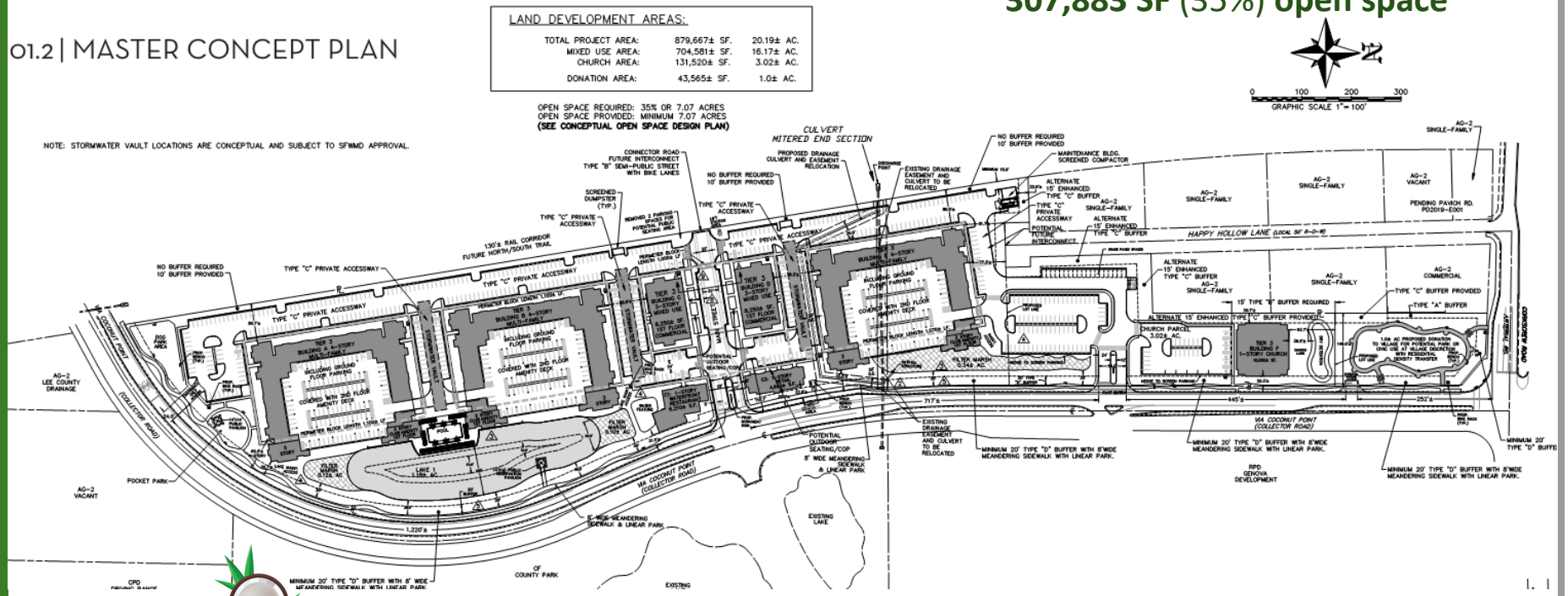


VIA COCONUT
Mixed Use Development

Previously Approved PD - MCP

20.19 Acres
330 Units
829 Required Parking Stalls
307,883 SF (35%) **open space**

01.2 | MASTER CONCEPT PLAN



VIA COCONUT
Mixed Use Development

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Proposed Planned Development Amendment

- Decrease footprints for buildings A,B,E
- Increase site open space area by ~33,000 SF (10% open space increase)
- Revisions to site parking layout
- Reduction of 1 story for buildings C&D
- **No changes to:**
  - Building setbacks
  - Maximum building heights
  - Public donated land area
  - Unit count
  - Required parking count
  - Commercial SF

VIA COCONUT
Mixed Use Development

6

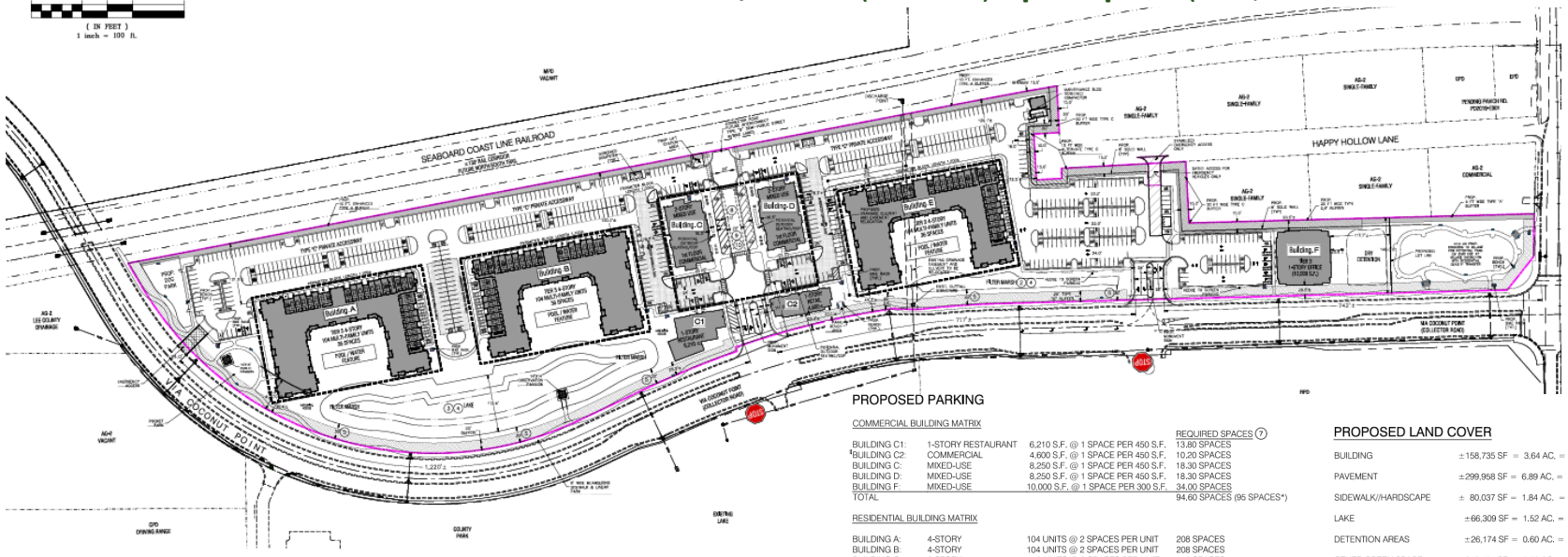
Proposed Master Site Plan

20.19 Acres (unchanged)

330 Units (unchanged)

829 Required Parking Stalls (unchanged)

340,937 SF (38.76%) **open space** (+33,000 SF or 10% increase)



VIA COCONUT
Mixed Use Development

PROPOSED PARKING

COMMERCIAL BUILDING MATRIX

			REQUIRED SPACES (7)
BUILDING C1:	1-STORY RESTAURANT	6,210 S.F. @ 1 SPACE PER 450 S.F.	13.80 SPACES
BUILDING C2:	COMMERCIAL	4,600 S.F. @ 1 SPACE PER 450 S.F.	10.20 SPACES
BUILDING C:	MIXED-USE	8,250 S.F. @ 1 SPACE PER 450 S.F.	18.30 SPACES
BUILDING D:	MIXED-USE	8,250 S.F. @ 1 SPACE PER 450 S.F.	18.30 SPACES
BUILDING F:	MIXED-USE	10,000 S.F. @ 1 SPACE PER 300 S.F.	34.00 SPACES
TOTAL			94.60 SPACES (95 SPACES*)

RESIDENTIAL BUILDING MATRIX

BUILDING A:	4-STORY	104 UNITS @ 2 SPACES PER UNIT	208 SPACES
BUILDING B:	4-STORY	104 UNITS @ 2 SPACES PER UNIT	208 SPACES
BUILDING C:	2-STORY	9 UNITS @ 2 SPACES PER UNIT	18 SPACES
BUILDING D:	2-STORY	9 UNITS @ 2 SPACES PER UNIT	18 SPACES
BUILDING E:	4-STORY	104 UNITS @ 2 SPACES PER UNIT	208 SPACES
TOTAL		330 UNITS	660 SPACES*
PLUS 10% GUEST PARKING			66 SPACES*
PLUS CLUB AMENITIES			8 SPACES*
TOTAL REQUIRED SPACES*			829 SPACES

PARKING PROVIDED

BUILDING A:	36 SPACES
BUILDING B:	36 SPACES
BUILDING E:	36 SPACES
SURFACE PARKING	723 SPACES
TOTAL PROVIDED PARKING	831 SPACES

BICYCLE PARKING WILL BE PROVIDED PER LDC REQUIREMENTS

PROPOSED LAND COVER

BUILDING	±158,735 SF	= 3.64 AC.	= 18.04%
PAVEMENT	±299,958 SF	= 6.89 AC.	= 34.10%
SIDEWALK//HARDSCAPE	± 80,037 SF	= 1.84 AC.	= 9.10%
LAKE	±66,309 SF	= 1.52 AC.	= 7.54%
DETENTION AREAS	±26,174 SF	= 0.60 AC.	= 2.98%
OTHER GREEN SPACE	±248,454 SF	= 5.70 AC.	= 28.24%
TOTAL PROJECT AREA	879,666 SF	= 20.19 AC	=100.00%
OPEN SPACE - ORD. 2021-10:			
REQUIRED OPEN SPACE	307,883 SF	= 7.07 AC	= 35.00%
PROVIDED OPEN SPACE	340,937 SF	= 7.83 AC	= 38.76%
LAKE	66,309 SF	= 1.52 AC	= 7.54%
DETENTION AREAS	26,174 SF	= 0.60 AC.	= 2.98%
OTHER GREEN SPACE	248,454 SF	= 5.70 AC.	= 28.24%
OFF-SITE SIDEWALK	13,309 SF	= 0.31 AC	
OFF-SITE PAVEMENT	3,600 SF	= 0.08 AC	

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Proposed Architecture Overall

- 330 Units (unchanged)
- Buildings A, B, E, footprint reduced
- Buildings C & D reduced by 1 story in height
- Setbacks, Unit Count and Commercial SF unchanged

VIA COCONUT
Mixed Use Development



OVERALL AERIAL VIEW FROM NORTHEAST

8

Proposed Architecture Buildings A,B,E

- Building A, B, E footprints reduced
- Removed street facing parking wall
- Courtyard amenity enhanced and moved to grade level
- Landscaping at courtyards increased

VIA COCONUT
Mixed Use Development



VIEW OF FEATURE LAKE AND BUILDING B

9

Proposed Architecture Buildings A,B,E

- Building A, B, E footprints reduced
- Courtyard amenity enhanced and moved to grade level
- Landscaping at courtyards increased
- (Building B Shown)

VIA COCONUT
Mixed Use Development



BUILDING B AMENITY DECK

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Proposed Architecture Buildings A,B,E

- Courtyard amenity enhanced and moved to grade level
- Landscaping at courtyards increased
- Buildings A & E Shown

VIA COCONUT
Mixed Use Development





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Proposed Architecture Buildings C & D

- Buildings C & D reduced by 1 floor in height



VIEW OF BUILDING C

VIA COCONUT
Mixed Use Development

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Proposed Architecture

- View From Via Coconut Road



VIEW OF FEATURE LAKE AND BUILDINGS A & B

VIA COCONUT
Mixed Use Development

13

Proposed Architecture

- View From Via Coconut Road



VIEW OF BUILDING A FROM VIA COCONUT

VIA COCONUT
Mixed Use Development

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Proposed Architecture

- View From Via Coconut Road



VIEW OF BUILDING E

VIA COCONUT
Mixed Use Development

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Proposed Landscape

- Increased Building A, B, E Courtyard Landscape



VIA COCONUT
Mixed Use Development

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Proposed Landscape

- Increased Building A, B, E Courtyard Landscape



VIA COCONUT
Mixed Use Development

17

Proposed Landscape

- Increased Building A, B, E Courtyard Landscape



VIA COCONUT
Mixed Use Development

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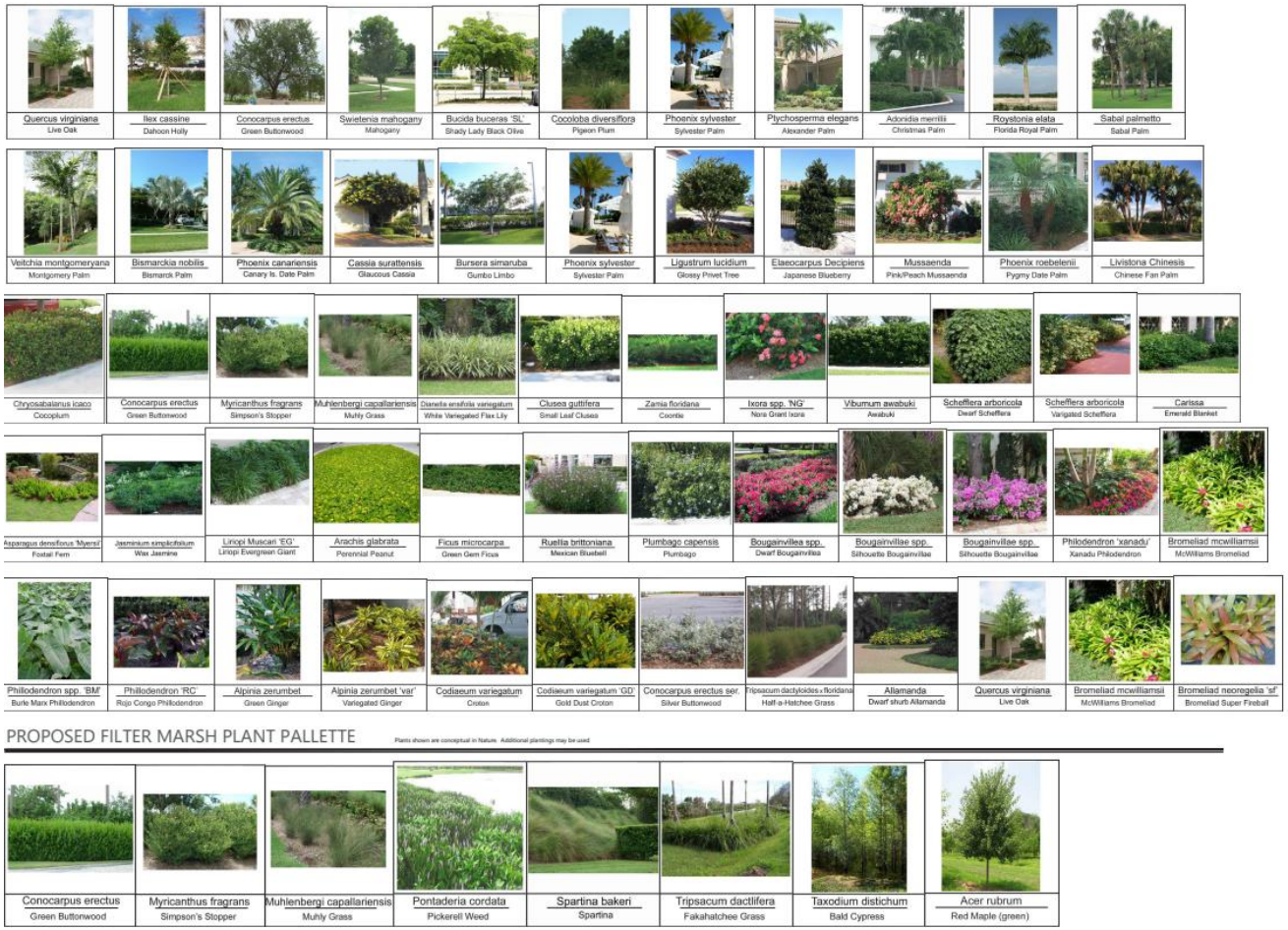
Proposed Landscape



VIA COCONUT
Mixed Use Development

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Planting Palette



VIA COCONUT
Mixed Use Development

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Conclusion

- Zoning Amendment Summary:
  - Decrease building footprints, increase site open space
  - Revisions to site parking layout
  - Reduction of 1 story for buildings C&D
  - No changes to unit count, parking count, setbacks, max building heights, public land area, commercial SF
- Consistent with LDC review criteria and Comprehensive Plan
- Staff Recommendation of Approval
- In agreement with all conditions in 8 Day Letter
- Request PZDB Recommendation of Approval

VIA COCONUT
Mixed Use Development

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VIA COCONUT

Mixed Use Development



Estero Townhomes Rezoning
Zoning Staff Report

For Planning Zoning & Design Board

PROJECT NAME: **Estero Townhomes EPD**

CASE TYPE: **Planned Development Rezoning**

CASE NUMBERS: **DCI2024-E003**

PLANNING ZONING & DESIGN BOARD DATE: **July 9, 2024**

SUMMARY OF REQUEST

The applicant is requesting a rezoning from Residential Planned Development (RPD) to Estero Planned Development (EPD) for a 21.4-acre site at the northeast corner of Corkscrew Road and Sandy Lane. The site is currently vacant and is the former Volunteers of America site that was approved for a continuing care facility (the Colonnade) that was never built.

The proposal is for a residential 2-story townhome development with:

- 171 dwelling units
- Private amenity area
- 0.38-acre public use area
- Deviations

STAFF RECOMMENDATION

Staff recommends approval of the rezoning with conditions. Staff notes some items that may need further revision pertaining to the architecture and colors, and the view of the building and flat roofline from Corkscrew Road.

GENERAL INFORMATION

Applicant
Toll Southeast LP Company, Inc.

Owner
Voans SW Florida Healthcare, Inc.

Authorized Agent(s)
RVi Planning & Landscape Architecture

Location
9201 – 9301 Corkscrew Road

STRAP Number(s)
34-46-25-E1-U1986.2380
34-46-25-E1-U2011.2380

Size of Property
21.4 acres

Surrounding Zoning and Land Use

North	Estates At Estero River Residential Planned Development (RPD)
East	Commercial Planned Development (CPD), Galleria Office Park
South	Corkscrew Road, then Genova Estero Planned Development (EPD) to the southwest, and Commercial Planned Development (CPD) office park to the southeast
West	Sandy Lane, the vacant parcel zoned Mixed Use Planned Development (MPD)

Zoning
Residential Planned Development (RPD)

Comprehensive Plan Land Use Category
Village Center

Project History
The subject property was rezoned from Agriculture to Commercial Planned Development (CPD) in 1999 by Lee County. There were several amendments subsequent to the original rezoning. A rezoning request to Residential Planned Development was filed prior to incorporation for a continuing care facility. The rezoning was transferred to the Village of Estero for review after incorporation. The Village Council approved the rezoning for a continuing care facility with a maximum of 340 beds and 15,000 square feet of commercial for a development called Volunteers of America (subsequently called The Colonnade of Estero) CCRC (Ordinance 2015-21). The project was never built and the property is vacant.

Public Information Meetings
A Public Information Meeting was held at the Planning and Zoning Board on December 12, 2023. The applicant presented its request. The Planning Zoning and Design Board asked about the public benefit the proposed development would provide, given that Estero Community Park is across Corkscrew Road to the south. The Board stated that the corner of the development site should be a “statement corner”, suggesting a character specimen tree and a lush variety of native landscape plantings. The project density and view from Corkscrew Road to the site were also items of concern.

STAFF ANALYSIS

Request
The applicant is proposing a rezoning from Residential Planned Development (RPD) to Estero Planned Development (EPD). This is the specific zoning district that is required in the Village Center Land Use category for rezonings and amendments. Additionally, the applicant has a new site plan, Pattern Book, different uses, and deviations.

The applicant is requesting Village Center Tier 1 Residential Development which allows:

- A base residential density of up to 6 units per acre plus up to 3 additional dwelling units per acre after consideration of accepted incentive offers, for a maximum of 9 dwelling units per acre.
- Minimum network of connecting streets that will allow the general public and residents to move by car, bike, or on foot;
- Maximum building heights of 45 feet.

The applicant proposes 171 dwelling units which is a density of 8 dwelling units per acre (171 du/21.4 acres), a "pocket park" 0.38-acre public area along the southwest corner of the property, and a private amenity area for residents. The maximum height proposed is 2 stories, or 35 feet. By comparison, Genova, the condominium project to the south across Corkscrew Road 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 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 in the Land Development Code, along with Comprehensive Plan policies and compatibility, are the basis of analysis of the proposal.

TIERED DEVELOPMENT PLAN/MASTER CONCEPT PLAN

The applicant has provided a Master Concept Plan that shows:

- Twenty-two townhome buildings ranging from 3 dwelling units to 9 dwelling units each, for a total of 171 dwelling units;
- A private amenity area for residents;
- A lake;
- A 0.38-acre public area at the corner of Corkscrew Road and Sandy lane that will include a large specimen tree and landscaping.

Parking
The applicant stated that the townhome units will feature 1- and 2-car garages for on-site parking. Additional parking for guests, east of the private amenity area, is also proposed.

Perimeter Buffers and Landscaping
Sandy Lane – A 20-foot-wide Type "D" Buffer, enhanced with additional palms.

Corkscrew Road – A 15-foot-wide Type "D" Buffer, with additional trees, palms, and accent plantings of flowering small trees and groundcovers. A 6-foot high wall/fence is also proposed along Corkscrew Road. Applicant has requested a deviation for the buffer planting location.

Design Parc Lane – A 15-foot-wide Type “B” Buffer, enhanced with additional palms.

North property line adjacent to the Estates at Estero River – A 10-foot-wide Type “B” Buffer, with additional canopy trees and palms. A 6-foot high wall/fence is also proposed.

It should be noted that the existing trees along the perimeter of the proposed site will be preserved. This includes several Sabal Palms, Royal Palms, and Live Oak, Ficus, and Buttonwood trees.

The development provides the required 40% open space area, per the LDC Open Space Standards (Table 5-408.C.)

Public Areas
The Master Concept Plan shows two small public use areas with a pedestrian path (sidewalk) along Sandy Lane and Corkscrew Road. The southwest side of the proposed development off Sandy Lane and Corkscrew Road features a statement corner consisting of seating areas, landscaping, a large specimen tree and bench/seating area. The southeast side of the proposed development off Design Parc Lane and Corkscrew Road features a small shaded public area.

Pattern Book
The Pattern Book shows schematic elevations and color schemes. The applicant provided six Spanish Colonial color scheme options, consisting of white, off-white, warm cream and brown tones with a brighter greenish blue accent color for the garage and entry doors. The roof is tile but the color is not specified. The Land Development Code prohibits primary white or grey colors. The fronts of the buildings are broken up with different materials and colors. The backs of the buildings are very plain with a long horizontal expanse of roof.

Staff has some concerns about the view of the development from Corkscrew Road. The architectural elevations provided by the applicant show that the proposed townhomes have a very plain rear façade. Landscaping and the wall/fence may soften the view, but it is difficult to assess with the information provided.

Building Height
The project proposes 171 dwelling units. The maximum height proposed is 2 stories, or 35 feet.

Vehicular and Pedestrian Connections / Interconnections
Connections include gated vehicular access points off Sandy Lane and a second access point off Design Parc Lane. No access is proposed off Corkscrew Road. The Master Concept Plan shows pedestrian connections from the development to proposed sidewalks along Sandy Lane and the north side of Corkscrew Road. There are also public sidewalks along Sandy Lane, Corkscrew Road, and Design Parc Lane which traverse the proposed statement corner on the southwest side of the development and the public shaded area to the southeast.

The Village Center land use category promotes connectivity and discourages gated subdivisions. This project proposes two gated entries. The former project (Colonnade) did not have gates; however, given the location of this site and the long rectangular configuration of the property, providing non-gated access could create a cut-through situation and is not likely to disperse much traffic.

Schedule of Uses and Property Development Regulations
The proposed Schedule of Uses is limited and includes the following:

- Residential Use – proposed townhomes, 171 units.
- Public Use – 0.38-acre public park
- Accessory Uses – clubhouse, community recreation facility, EV charging station, excavation and water retention (for lake), fences and walls, garages, home garden, home occupation, parking lot, signs, recreational facilities, and utility.

The property development regulations show a minimum lot area of 1,440 square feet for townhomes, lot width 16-18 feet, and lot depth of 90 feet. Maximum lot coverage is 75%. Staff is concerned that the lot coverage request is higher than has typically been approved in the past. The project overall does meet the required open space, and the density is 8 units per acre.

Transportation Analysis
The applicant provided a Traffic Impact Statement (TIS) which showed that the requested rezoning would decrease the traffic impacts of the development by approximately 28% in the AM peak hour and by approximately 33% in the PM peak hour from what is currently approved. This is because the continuing care facility had a commercial component which has a higher traffic generation.

The projected Level of Service for Corkscrew Road and Sandy Lane will be Level of Service C, which is acceptable per concurrency requirements. Turn lane improvements are not required at the project access locations.

Environmental Analysis
An ecological assessment prepared for the applicant by Earth Tech Environmental, indicated four potentially occupied gopher tortoise burrows. Construction activities are prohibited within 25-feet of a potentially occupied burrow without a Florida Fish & Wildlife Conservation Commission (FWC) permit. A FWC gopher tortoise relocation permit will be required to conduct development activities on the property.

Stormwater Management
The existing stormwater runoff from the site currently sheet flows off into the Sandy Lane or Corkscrew Road right-of-way. The applicant stated that there is an existing control structure with underground drainage and swales, providing outfall for the stormwater run-off from the existing site to the east, the Galleria.

The stormwater management system will collect all stormwater runoff from the proposed project. The runoff will remain in the wet or dry detention areas while having a restricted discharge rate through the control structure. This control structure will be connected to the stormwater system within Sandy Lane right of way.

The stormwater management system will adhere to the guidelines set forth by The Village of Estero and South Florida Water Management District. A Lake Management Plan shall be provided for review and approval by the staff prior to issuance of the first development order.

Utilities
Lee County Utilities has provided a letter of regarding availability of potable water and wastewater service for this project. Per the letter, in order to provide service to the subject parcels, developer funded system enhancements such as line extensions may be required. Availability of potable water and sanitary sewer service is contingent upon final acceptance of the infrastructure to be

constructed by the developer. Upon completion and final acceptance of this project, potable water service will be provided through the Pinewood Water Treatment Plant. Sanitary sewer service will be provided by the Three Oaks Water Reclamation Facility.

Fire
Estero Fire has reviewed the proposal and had no objection to the requested right-of-way deviation by the applicant. Estero Fire stated that a minimum 20-foot road width is required and that an auto turn simulation must be completed. The applicant also proposed dead-end parking areas along streets that are less than 150 feet in length. Estero Fire had no objection to this request.

COMPREHENSIVE PLAN AND LAND DEVELOPMENT CODE ANALYSIS

Comprehensive Plan
The project is in Village Center Future Land Use category. The category is described in the Comprehensive Plan excerpt below:

> *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.*
>
> *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.*

Relevant Comprehensive Plan policies are listed below.

> ***FLU-1.11.1 RESIDENTIAL DEVELOPMENT FORM.*** *New residential development should accommodate the mix and variety of housing types and configurations suitable to meet the needs and desires of current and future residents, with emphasis on safe means for residents to connect by walking or bicycling within neighborhoods and to the larger community.*

Staff Comment: The project proposes townhomes as a "Tier 1" development. The project itself does not propose a mix of housing types but does provide for connectivity for residents.

> ***FLU-1.11.2 RESIDENTIAL DEVELOPMENT STANDARDS.*** *Support and enhance Estero's residential character by ensuring that development proposals address how they:*
>
> *A. Are compatible with adjacent uses, public facilities, and infrastructure systems;*
>
> *B. Impact surrounding environmental and natural resources, with specific controls to ensure preserved areas that are designated preserve through the development permitting process are not encroached upon and are only able to be altered or changed upon approval of amendments or modifications to applicable development orders and permits;*

C. *Access, where applicable, nearby parks, public spaces, recreational facilities, greenways, blueways, and natural open spaces;*

D. *Connect to adjacent residential developments, mixed-use centers, economic areas, public facilities, natural resources, and other community facilities; and*

E. *Contribute to the overall design, landscaping, and aesthetics that make up the community's character as a harmonious place with beauty, spaciousness, and a diversity of high quality residential and commercial development that positively contributes to the quality of life of Estero's residents.*

Staff Comment: The project provides sidewalks along Corkscrew Road and Sandy Lane, but the gated access points preclude any interconnection through the development for non-residents.

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

Staff Comment: The proposed townhome development is compatible with the surrounding uses. The height is proposed as 2-story and has been reduced from the currently approved 45-feet to 35-feet. The proposed site is located north of Estero Community Park and features a private lake and amenity area. Estates at Estero River, a one and two-story single-family home community is located north of the site. South of the site is Genova, a community consisting of multi and single-family homes. The proposed townhome development provides an alternative housing type.

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

Staff Comment: The proposal includes a 0.38-acre public use area in the southwest corner of the development and a public uses area with shaded structure in the southeast corner of the development.

Land Development Code
The Land Development Code establishes the Estero Planned Development Zoning District which contains tiered standards for four levels (four Tiers) of development that apply to the Village Center Area. The Tiers range from 1 to 4 and increase in height and density. The proposed townhome development is Tier 1. Tier 1 accommodates residential neighborhoods with supplementary commercial uses with a minimum network of connecting streets for the public and residents.

Additional standards for Tier 1 development are listed below:

- Provides a minimum network of connecting streets that will allow the general public and residents to move by car, bike, or on foot within and through development tracts.

- Base level is up to 6 dwelling units per acre of Tier 1 – An additional 3 dwelling units per acre can be considered with accepted incentive offers, for a maximum of 9 dwelling units per acre. Additional density above the base level may be granted based upon accepted incentive offers providing specific public benefits.

The applicant is requesting a density of 8 dwelling units per acre and 171 units which is the middle of the range for incentive density (6.1-9 units per acre, or 130-192 units).

The applicant proposes public civic spaces as the incentive offer for bonus density. Public civic spaces are a medium-high value incentive and must include some dedication to public spaces on-site within the development parcel.

The Master Concept Plan shows two public use areas: a 0.38-acre statement corner with seating and landscaping on the southwest corner of the development and a shaded public use area on the southeast corner.

The applicant, working with staff, will also provide a sidewalk on Sandy Lane and Corkscrew Road. Staff has recommended that the applicant remove an old turn lane on Corkscrew Road to eliminate confusion and to provide an additional incentive benefit. The Council determines if the incentive offers are sufficient, with recommendations provided by the Planning Zoning and Design Board.

DEVIATIONS

The applicant requested seven deviations from the Village of Estero Land Development Code:

Deviation 1 *requests to deviate from Land Development Code (LDC) Appendix C, Table C-(A)2 specifications for privately maintained roads and illustration Appendix D Section D.1 which requires privately maintained local street with closed drainage to have a minimum right-of-way width of 60 feet to allow for a minimum right-of-way width of 45 feet.*

Staff Comment: The narrower right-of-way width will accommodate standard 11'-wide travel lanes with a sidewalk, utilities, and drainage. Estero Fire has also provided an email of no objection to this deviation as long as there is a minimum 20' road width and an auto turn lane analysis is provided.

Staff does not object to this request as long as the travel lanes are 11 feet.

Deviation 2 *requests to deviate from Land Development Code (LDC) Section 3-707.B.4, Streets., which identifies streets should not end in dead ends, cul-de-sacs, hammerheads or other forms which do not connect with other streets to allow dead end parking areas.*

Staff Comment: As a condition of this deviation request, the applicant has agreed to prohibit fire hydrants on streets ending in dead end parking areas. By locating fire hydrants only on the main streets, the fire trucks will stop at the hydrant and not enter a street ending in dead end parking areas. Staff does not typically support these types of deviations and would prefer cul-de-sacs. However, the dead ends are less than 150 feet in length and therefore compliant with the NFPA standards.

Estero Fire Department has provided an email of no objection to this deviation.

Deviation 3 *requests to deviate from Land Development Code (LDC) Section 5-406, which requires a 20-foot-wide Type D external right-of-way buffer, to allow for an enhanced 15-foot-wide Type D buffer with a maximum 6-foot-tall wall along the Corkscrew Road right-of-way.*

Staff Comment: This request would reduce the width of the buffer by 5 feet but will provide additional plantings and a wall/fence along Corkscrew Road.

The southern property line contains a 45-foot-wide drainage and right-of-way easement. There is also proposed a 6-foot-wide sidewalk to the north of the drainage ditch along Corkscrew Road, which further limits available space. The proposed wall will help with visual screening and sound and light mitigation. Additionally, to further mitigate the impact of this deviation, the applicant proposes:

- Two (2) additional trees per 1,000 linear feet, enhanced to 14 feet in height at the time of planting.
- Five (5) additional palm trees enhanced to 10-14 feet CT (Clear Trunk); and
- Additional accent plantings consisting of ten (10) flowering small trees and groundcover per 100 linear feet.

Staff does not object to this deviation with the additional plantings.

Deviation 4 *requests to deviate from Land Development Code (LDC) Section 5-406, which requires a 15-foot Type B buffer when multi-family residential is adjacent to single-family residential, to allow an enhanced 10-foot Type B buffer with a 6-foot-tall wall along the northern property line.*

Staff Comment: This is a request to reduce the width of the buffer by five feet along the northern property line, while providing a wall/fence combination and additional plantings. A proposed 6-foot-tall wall will help with visual screening, and sound and light mitigation to the residents to the north. In addition to the required Type B buffer planting requirements in the LDC, the applicant proposes:

- Two (2) additional canopy trees per 100 linear feet; and
- Ten (10) additional palms per 100 linear feet with a palm height enhanced to 10-14 feet clear trunk.

Staff does not object to this deviation with the enhanced plantings.

Deviation 5 *requests to deviate from the Land Development Code (LDC) Section 5-411.D.8, which requires the required buffer plantings to be installed along the exterior side of a proposed wall that is not required by code, to allow for 50 percent of the required buffer plantings to be installed along the interior side of the wall along the northern property line.*

Staff Comment: When the property was rezoned in 2015, a “temporary” fence was installed on the north property line which was to be replaced by a wall at the request of the neighbors. The property was never developed and the fence remains. The proposed deviation does not request any reduction to the required number of plantings along the north property line, but rather to allow half of the required buffer plantings to be located on the interior side of the wall.

Staff does not object as long as the enhanced plantings are split evenly on both sides of the wall.

Deviation 6 *requests to deviate from the Land Development Code (LDC) Section 5-510.C, which requires the requires a minimum of 5 trees per 100 linear feet and shrubs to be located on the*

exterior side of a residential project fence or wall, to allow 50 percent of the required landscaping to be placed on the interior side of the wall along the northern property line.

Staff Comment: This is the same as Deviation 5; just a different Land Development Code section.

Staff does not object as per Deviation 5 above.

Deviation 7 *requests to deviate from the Land Development Code (LDC) Section 5-204.B.6 , which requires driveways used to satisfy minimum off-street parking requirements to have a minimum of 20 feet of driveway length outside a street right-of-way or sidewalk; to allow a minimum of 18 feet of driveway length outside a street right-of-way on the side of the road where sidewalks are located and a minimum of 15 feet driveway length outside a street right-of-way where no sidewalk are located.*

Staff Comment: The driveways as proposed will provide sufficient length to park vehicles without overhanging onto the sidewalks or travel lanes. As such, staff does not object to this deviation.

CONCLUSION

In the Estero Planned Development zoning district, projects must meet the general criteria outlined in the Land Development Code in Section 3-707.B.

The proposal, as conditioned, is consistent with the general criteria of the Estero Planned Development zoning district as follows:

a. Goals The townhome development as proposed does not include a mix of housing types. However, this proposal is more compatible with the surrounding uses and will diversify the available housing types in the general area.

b. Reasonable Standards The applicant will be providing sidewalks and “pocket park” public space to foster walkability in the Village Center.

c. Accessibility Two accessible public use areas are provided, and onsite interconnections and connections with adjoining properties align with the objectives of the Village Center.

d. Streets A minimum level of connectivity is provided. Two gated access points are proposed for this development. Internal streets will be private, and the external sidewalks will be for public use.

e. Street Design The applicant has proposed a sidewalk along Corkscrew Road and Sandy Lane. This will increase walkability and provide connectivity to the two public use areas on the south side of the development.

f. Lots and Blocks Due to the narrow rectangular shape of the developable area and requirements for open space, a standard grid and block layout is not feasible.

g. The Visual Edge The applicant is proposing a building height reduction from 45 feet under the previously approved zoning, to 35 feet. This height reduction is more compatible with the surrounding residential use in the area. The proposed statement corner public area on

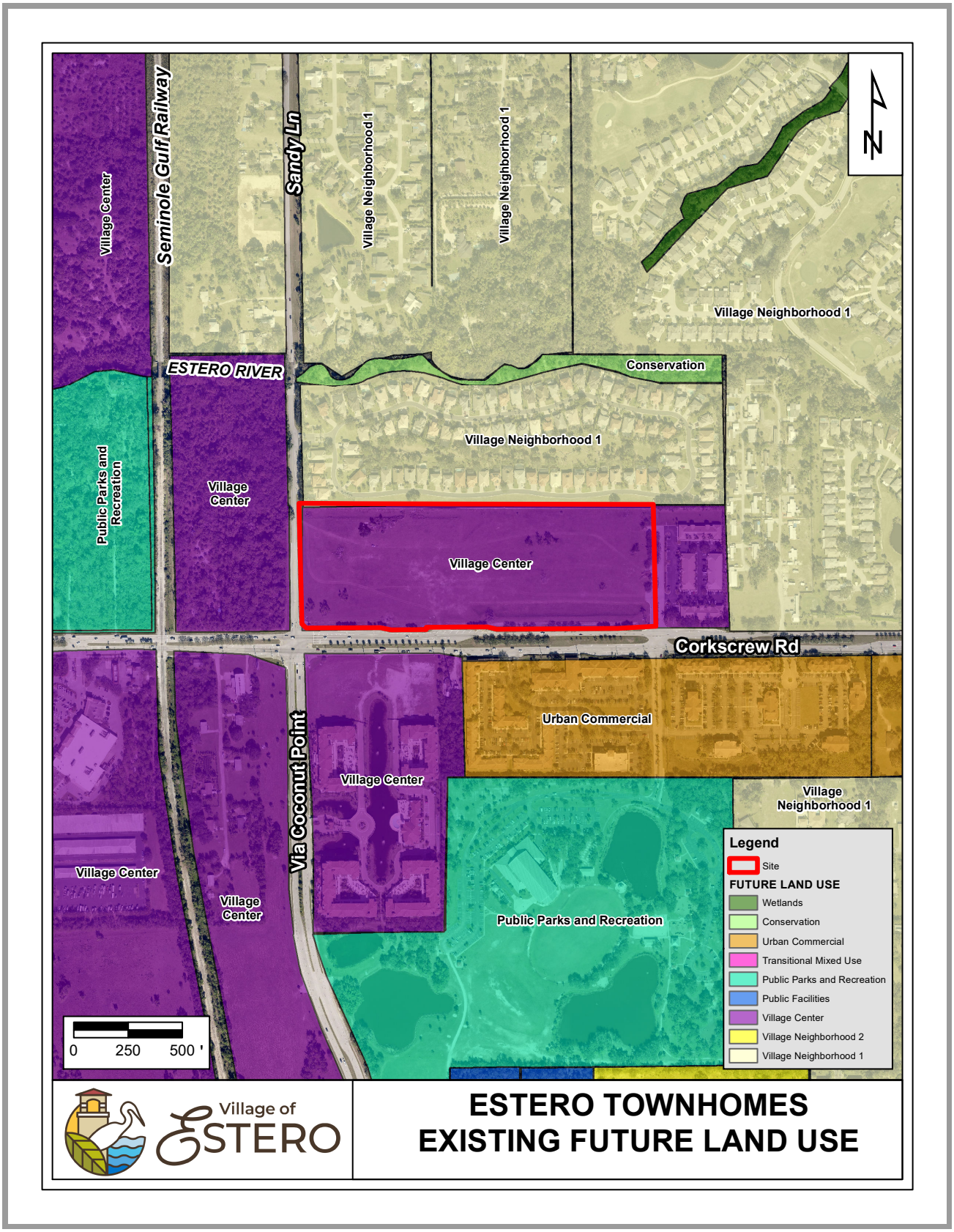
the southwest corner of the development and sidewalk along Corkscrew Road also adds to the visual edge.

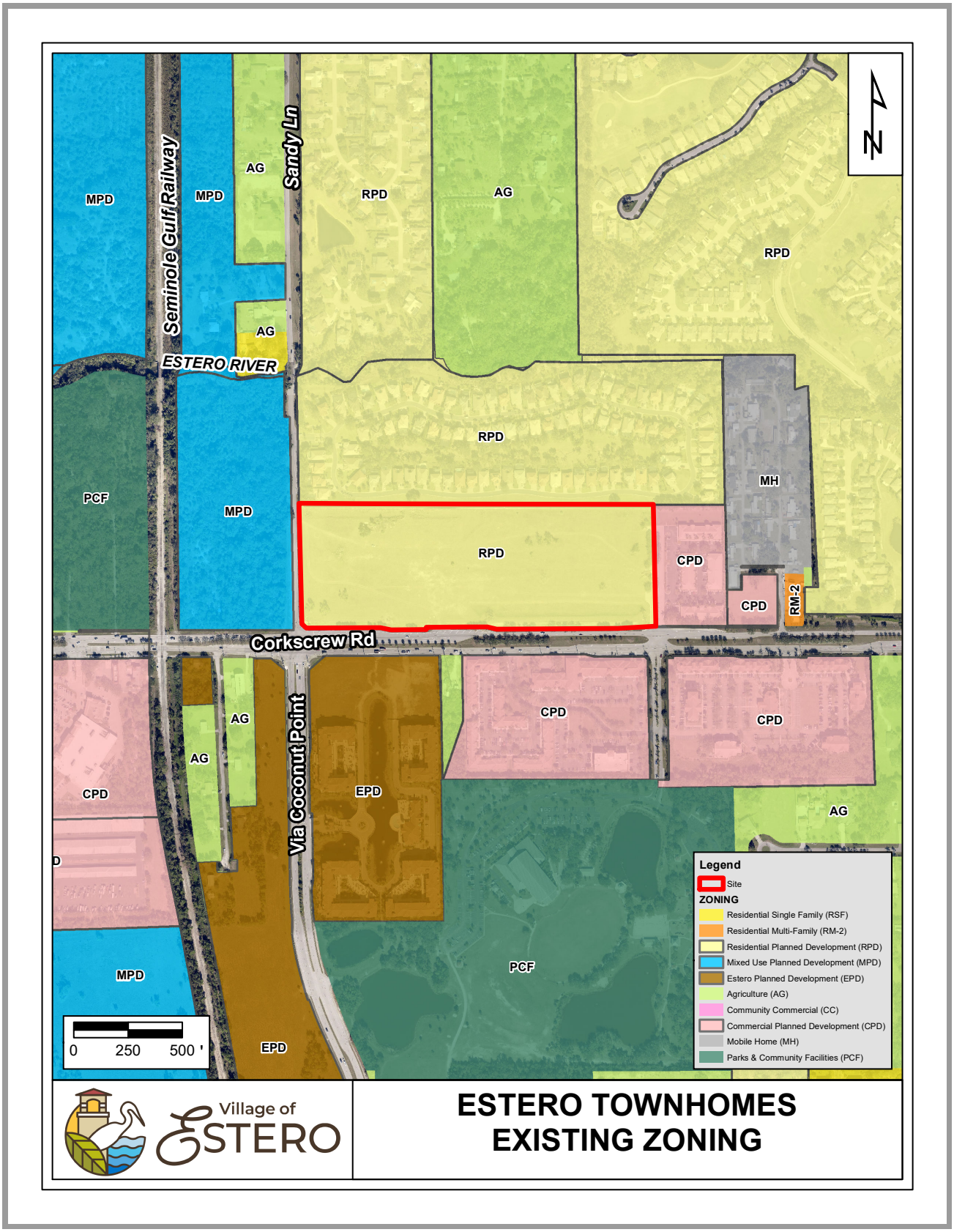
h. Architecture The building design (with staff's conditions) is generally consistent with the Village architectural standards.

i. Quality of Buildings The proposed development will be concrete block construction for more sustainability.

ATTACHMENTS

A. Future Land Use Map
B. Zoning Map
C. Zoning Conditions
D. Master Concept Plan dated June 11, 2024
E. Pattern Book dated June 12, 2024
F. Applicant's information


Village Center
Seminole Gulf Railway
Sandy Ln
Village Neighborhood 1
Village Neighborhood 1
Village Neighborhood 1
ESTERO RIVER
Conservation
Village Neighborhood 1
Public Parks and Recreation
Village Center
Village Center
Corkscrew Rd
Urban Commercial
Via Coconut Point
Village Center
Village Neighborhood 1
Village Center
Village Center
Public Parks and Recreation
N
0 250 500 '
Legend
Site
FUTURE LAND USE
Wetlands
Conservation
Urban Commercial
Transitional Mixed Use
Public Parks and Recreation
Public Facilities
Village Center
Village Neighborhood 2
Village Neighborhood 1
Village of ESTERO
ESTERO TOWNHOMES
EXISTING FUTURE LAND USE


N
Seminole Gulf Railway
Sandy Ln
ESTERO RIVER
Corkscrew Rd
Via Coconut Point
MPD
AG
RPD
PCF
CPD
RM-2
MH
EPD
0
250
500 '
Legend
Site
ZONING
Residential Single Family (RSF)
Residential Multi-Family (RM-2)
Residential Planned Development (RPD)
Mixed Use Planned Development (MPD)
Estero Planned Development (EPD)
Agriculture (AG)
Community Commercial (CC)
Commercial Planned Development (CPD)
Mobile Home (MH)
Parks & Community Facilities (PCF)
Village of ESTERO
ESTERO TOWNHOMES
EXISTING ZONING

Estero Townhomes

Zoning Conditions

DCI2024-E003

---

1. Master Concept Plan

   Development of this project must be consistent with the Master Concept Plan (MCP) titled "Estero Townhomes EPD" dated and stamped "Received June 11, 2024" except as modified by the conditions below.

2. Development Parameters and Uses

   Development is permitted at a maximum as follows:

   171 Townhouse units

   The Schedule of Uses is attached as Exhibit A.

3. Maximum Building Height and Property Development Regulations

   35 feet (2 stories)

   Property Development Regulations are attached as Exhibit B.

4. No Blasting

   No development blasting is permitted as part of this project.

5. Utilities

   This development must connect to water and sanitary sewer service at time of development order. Underground electric utilities will be provided per the Land Development Code.

6. Pattern Book

   The development must be consistent with the Pattern Book "Estero Townhomes" dated June 12, 2024, except that the Pattern Book must be modified prior to scheduling the Village Council first reading to incorporate the following:

   a. Any changes recommended by the Planning Zoning and Design Board

   b. Changes to the rear elevation flat roof

c. Recommended color scheme for buildings and wall

d. Revision of page 22 to be more legible and to more accurately represent the view of the rear of the building from Corkscrew Road

e. Provide detail on the wall/fence along the project perimeter

f. Monument sign design is not consistent with architecture of buildings

7. Project Phasing

If this project is phased, the public elements must be provided in the first phase.

8. Construction

Construction of buildings will be of concrete block, not wood frame.

9. Turn Lane

Developer will remove existing turn lane on Corkscrew Road as part of the development order.

10. Sidewalk and Pedestrian Connections

Applicant will construct the sidewalk paths (6-8' on Corkscrew Road and 10' on Sandy Lane) as part of the development order. The connection from Sandy Lane to the intersection of Corkscrew Road will include all necessary road and drainage improvements at applicant's expense.

11. Public Area/Statement Corner

The 0.38-acre Public Area/Statement Corner shown in the Pattern Book will be granted to the Village through a public easement document acceptable to the Village attorney. The design, and landscape and hardscape features will be constructed and maintained by the developer. Details of the plantings, butterfly garden, seating area, and hardscape will be reviewed as part of the development order.

Exhibits:

Exhibit A	Schedule of Uses
Exhibit B	Property Development Regulations

Exhibit A

ESTERO TOWNHOMES ESTERO PLANNED DEVELOPMENT
SCHEDULE OF USES

Principal Uses
Dwelling, Townhouse (limited to 171 units)
Park, Village (Public)

Accessory Uses
Clubhouse (as accessory to the residential development)
Community recreation facility (as accessory to the residential development), including pool, clubhouse, sports courts (excluding pickleball), parks, and passive and active recreational facilities
Electric vehicle (EV) level 1 or 2 charging station
Excavation, water retention
Fences, walls
Garages
Home garden
Home occupation
Model homes, model units, model sales center
Parking lot, accessory
Signs, in accordance with LDC Chapter 6
Swimming pools, porches, decks, and similar recreational facilities
Utility, Minor

Exhibit B

ESTERO PLANNED DEVELOPMENT
PROPERTY DEVELOPMENT REGULATIONS

Townhomes

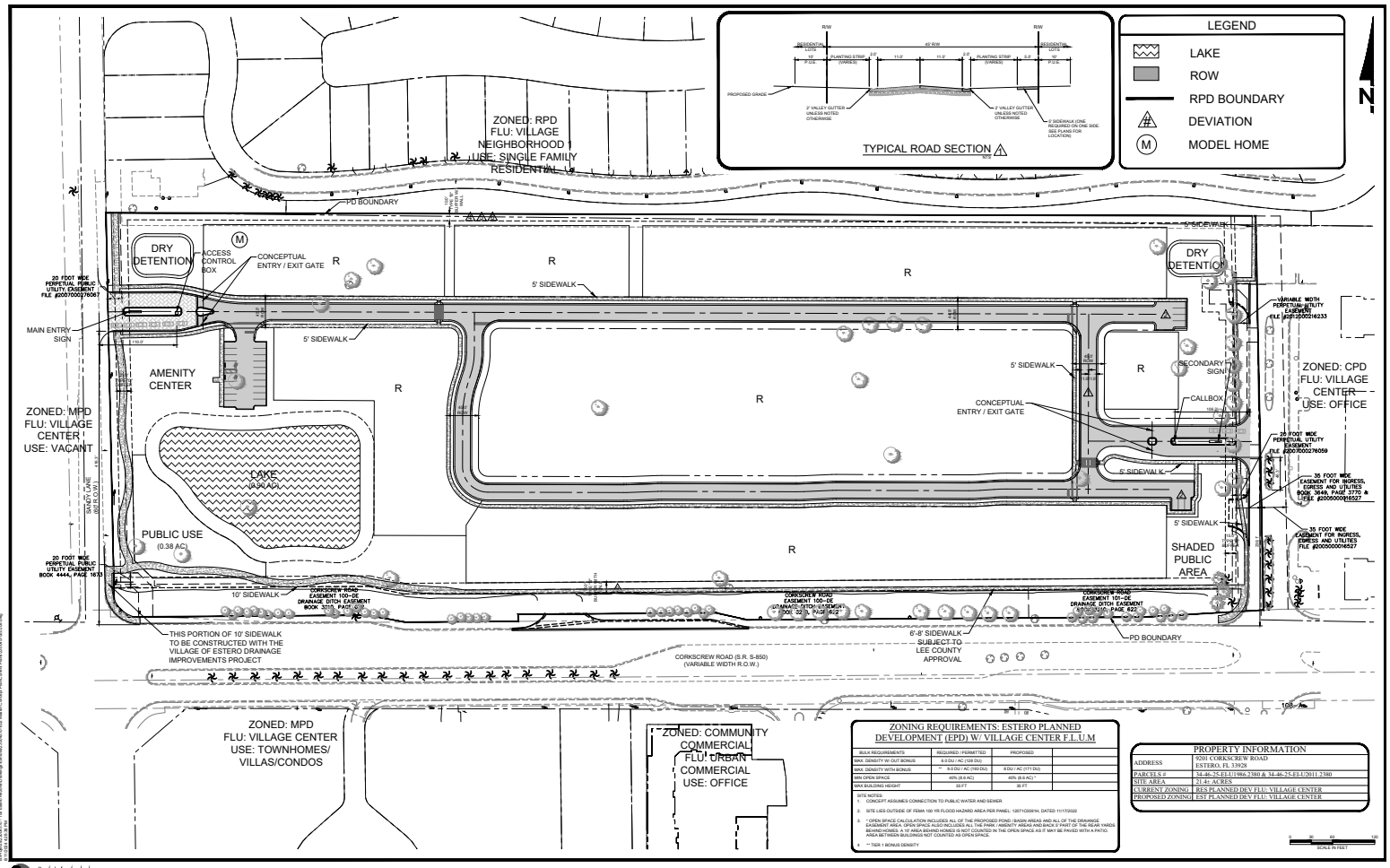
Minimum Lot Area: 1,440 square feet
Minimum Lot Width: 16 feet (interior)/18 feet (exterior)
Minimum Lot Depth: 90 feet
Minimum Building Separation: 0 feet/10 feet where not adjoining
Maximum Lot Coverage: 75%
Maximum Height: 35 feet
Setbacks:
- Street: 15 feet /10 feet for secondary street setbacks on corner lots
- Side: 0 feet/5 feet
- Rear Principal: 10 feet
- Rear Accessory: 5 feet

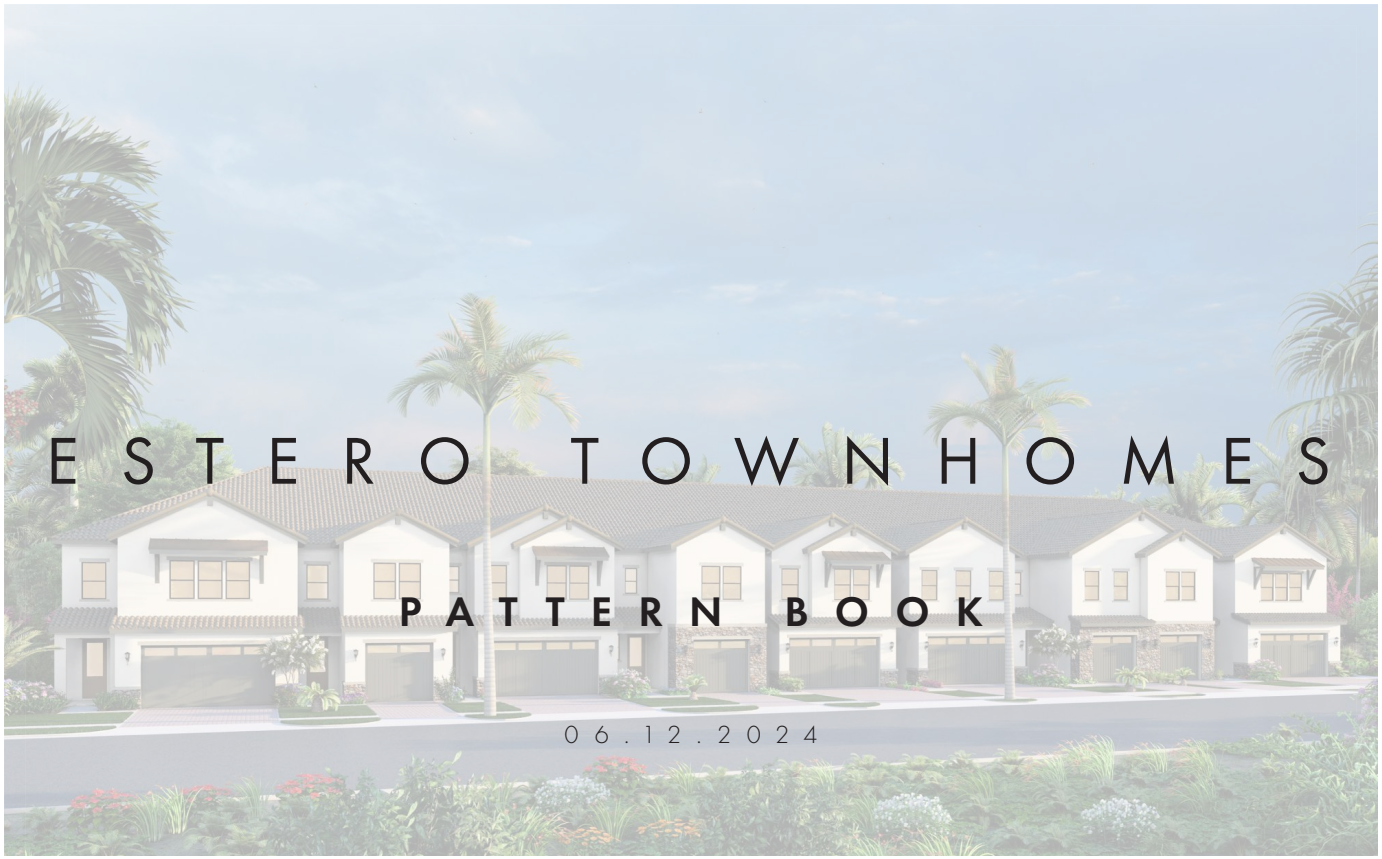
Amenity

Minimum Lot Area: 5,000 square feet
Minimum Lot Width: N/A
Minimum Lot Depth: N/A
Minimum Building Separation: 10 feet
Maximum Lot Coverage: 60%
Maximum Height: 35 feet/2-stories
Setbacks:
- Street: 15 feet
- Side: 5 feet
- Rear Principal: 10 feet
- Rear Accessory: 5 feet

General Development Standards

Waterbody: 25 feet (Principal & Accessory)
Minimum Open Space: 40%


TYPICAL ROAD SECTION
LEGEND
LAKE
ROW
RPD BOUNDARY
DEVIATION
MODEL HOME
N
ZONED: RPD
FLU: VILLAGE NEIGHBORHOOD I
USE: SINGLE FAMILY RESIDENTIAL
RPD BOUNDARY
DRY DETENTION
ACCESS CONTROL BOX
CONCEPTUAL ENTRY / EXIT GATE
MAIN ENTRY SIGN
AMENITY CENTER
5' SIDEWALK
ZONED: MPD
FLU: VILLAGE CENTER
USE: VACANT
LAKE (3.94 AC.)
PUBLIC USE (0.38 AC.)
10' SIDEWALK
THIS PORTION OF 10' SIDEWALK TO BE CONSTRUCTED WITH THE VILLAGE OF ESTERO DRAINAGE IMPROVEMENTS PROJECT
CORKSCREW ROAD (S.R. S-850) (VARIABLE WIDTH R.O.W.)
6'-8' SIDEWALK SUBJECT TO LEE COUNTY APPROVAL
ZONED: MPD
FLU: VILLAGE CENTER
USE: TOWNHOMES/ VILLAS/CONDOS
ZONED: COMMUNITY COMMERCIAL
FLU: URBAN COMMERCIAL
USE: OFFICE
ZONED: CPD
FLU: VILLAGE CENTER
USE: OFFICE
SECONDARY SIGN
CALLBOX
CONCEPTUAL ENTRY / EXIT GATE
SHADED PUBLIC AREA
ZONING REQUIREMENTS: ESTERO PLANNED DEVELOPMENT (EPD) W/ VILLAGE CENTER F.L.U.M
PROPERTY INFORMATION
ADDRESS: 9201 CORKSCREW ROAD ESTERO, FL 33928
PARCELS #: 34-46-25-E1/U/986.2380 & 34-46-25-E0-U2011.2380
SITE AREA: 21.4± ACRES
CURRENT ZONING: RES PLANNED DEV FLU: VILLAGE CENTER
PROPOSED ZONING: EST PLANNED DEV FLU: VILLAGE CENTER
ESTERO TOWNHOMES EPD
MASTER CONCEPT PLAN
11 June 2024



Toll Brothers
AMERICA'S LUXURY HOME BUILDER

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- CONNECTION PLAN 16
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PLANTE PALETTE 25



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ESTERO TOWNHOMES • **FRONT ELEVATIONS**

Estero, FL
June 12, 2024
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PAGE 5



NEW 29'-6" END UNIT | HINES | MINNEOLA ELEV 2 | GARDENER | MINNEOLA ELEV 2 | MINNEOLA ELEV 1 | LARGO | GARDENER | NEW 29'-6" END UNIT

FRONT ELEVATION

DISCLAIMER: ELEVATIONS ARE SUBJECT TO CHANGE UPON FINAL APPROVAL

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ESTERO TOWNHOMES • **SCHEMATIC ELEVATIONS**

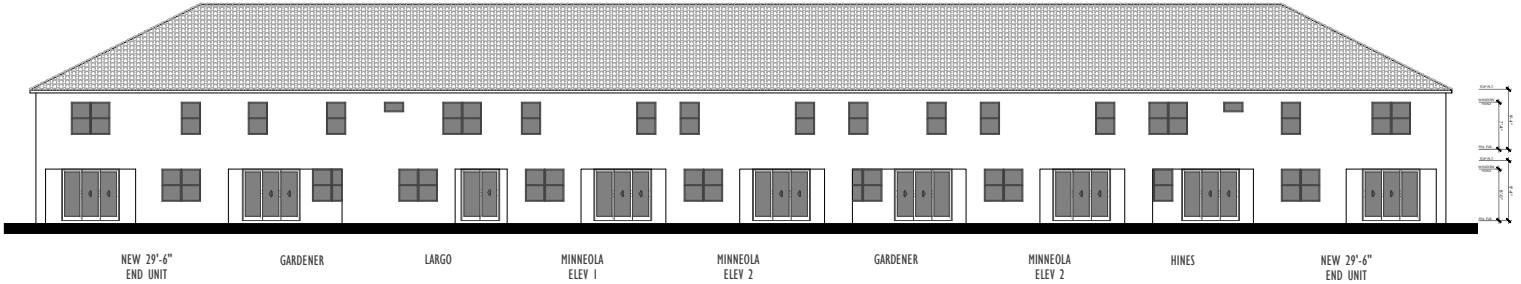
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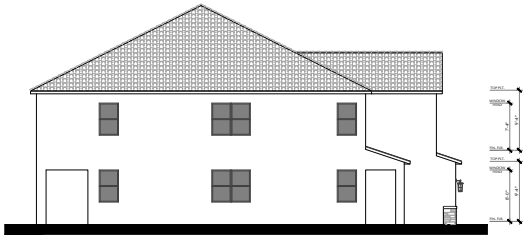
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PAGE 6



REAR ELEVATION



SIDE ELEVATION

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0 4' 8'
SCALE: 1/4" = 1'-0"

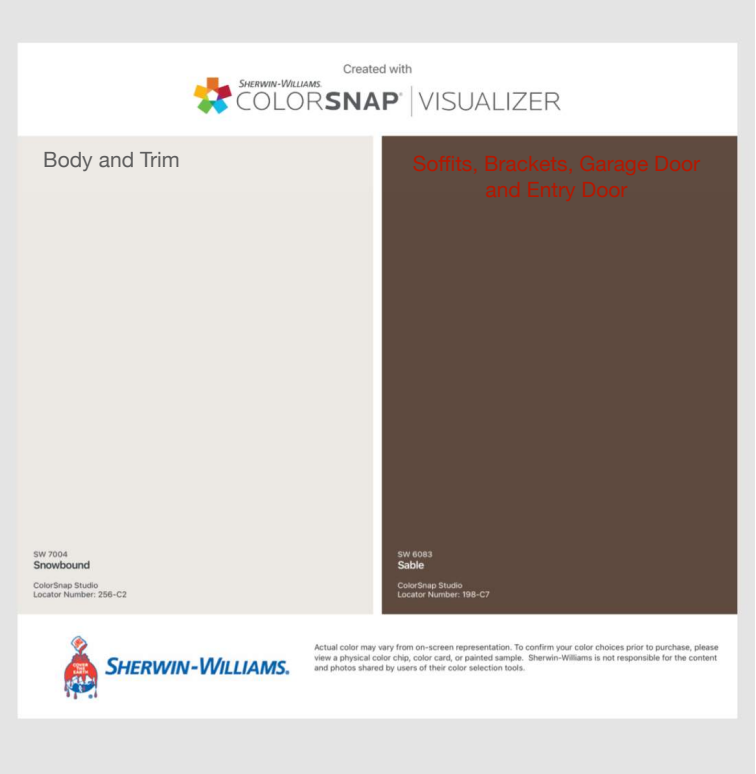
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PAGE 7

Scheme 1

Classic White Spanish Colonial

- This scheme is a classic Spanish Colonial white color scheme with Sable to look like wood.
- We could choose an entry door to be an accent color if you went with this classic scheme



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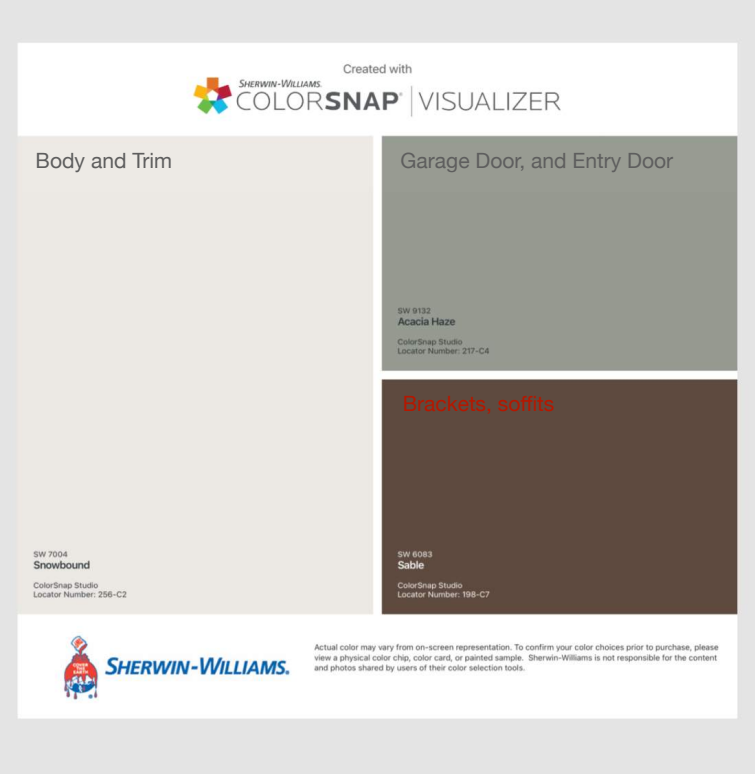
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PAGE 8

Scheme 2

Classic White Spanish Colonial

- Still staying with the classic Spanish Colonial white
- Garage door and Entry Door are an accent color.
- Soffits and Brackets are painted to look like wood



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PAGE 9

Scheme 3

Off White Spanish Colonial

- This is a bit of an off white, still keeping with a classic Spanish Colonial Color Scheme
- This scheme has a trim color, but brackets, soffits, garage doors will all be painted Sable to look like wood



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ESTERO TOWNHOMES • **COLOR SCHEME 3**

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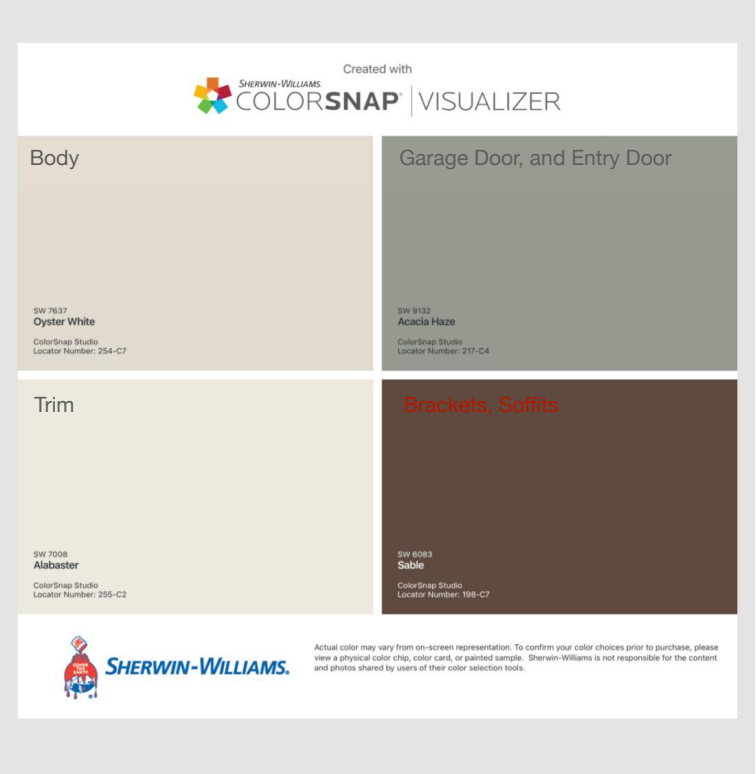
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PAGE 10

Scheme 4

Off White Spanish Colonial

- This scheme is the same as Scheme 3, but the garage door and entry door will be painted an accent color
- Brackets and Soffits will still be pained Sable to look like wood



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ESTERO TOWNHOMES • **COLOR SCHEME 4**

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PAGE 11

Scheme 5

Classic Cream Spanish Colonial

- This scheme is a creamier Spanish Colonial color scheme
- This scheme has a trim color
- Brackets, soffits, garage door and entry door are painted Sable to look like wood



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ESTERO TOWNHOMES • **COLOR SCHEME 5**

Estero, FL
June 12, 2024
23004570
Toll Brothers

Toll Brothers
AMERICA'S LUXURY HOME BUILDER

PAGE 12

Scheme 6

Classic Cream Spanish Colonial Color Scheme

- Classic Cream Spanish Colonial Color Scheme
- Garage and Entry door will be painted and accent color.
- Brackets and Soffits are painted Sable to look like wood



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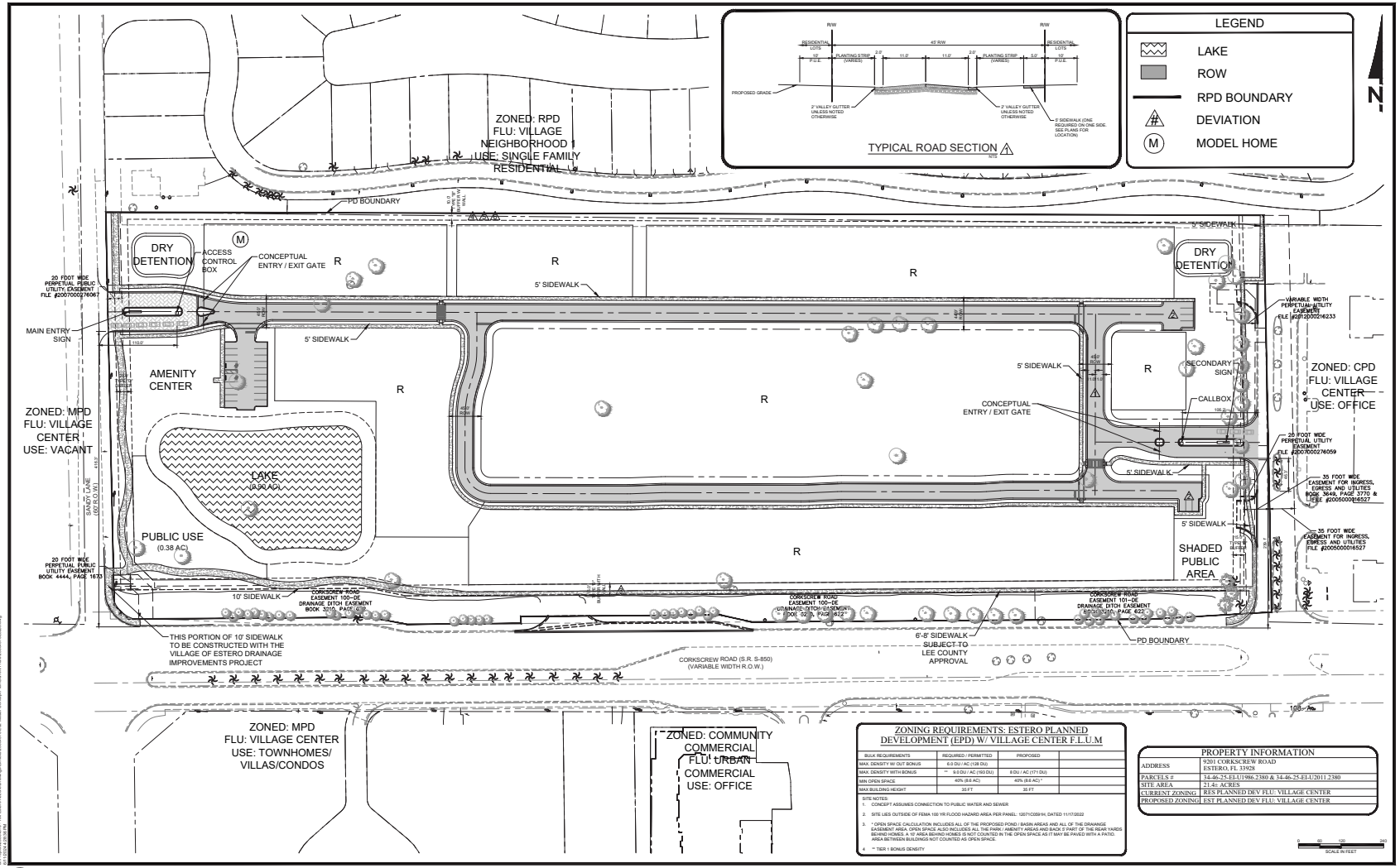
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ESTERO TOWNHOMES • **COLOR SCHEME 6**

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PAGE 13


LEGEND
LAKE
ROW
RPD BOUNDARY
DEVIATION
MODEL HOME
TYPICAL ROAD SECTION
ZONED: RPD
FLU: VILLAGE NEIGHBORHOOD I
USE: SINGLE FAMILY RESIDENTIAL
PD BOUNDARY
DRY DETENTION
ACCESS CONTROL BOX
CONCEPTUAL ENTRY / EXIT GATE
MAIN ENTRY SIGN
AMENITY CENTER
LAKE (8.9 AC.)
PUBLIC USE (0.38 AC)
SHADY LANE (60' R.O.W.)
ZONED: MPD
FLU: VILLAGE CENTER
USE: VACANT
5' SIDEWALK
10' SIDEWALK
THIS PORTION OF 10' SIDEWALK TO BE CONSTRUCTED WITH THE VILLAGE OF ESTERO DRAINAGE IMPROVEMENTS PROJECT
CORKSCREW ROAD (S.R. S-850) (VARIABLE WIDTH R.O.W.)
6'-8' SIDEWALK SUBJECT TO LEE COUNTY APPROVAL
SECONDARY SIGN
CALLBOX
CONCEPTUAL ENTRY / EXIT GATE
ZONED: CPD
FLU: VILLAGE CENTER
USE: OFFICE
SHADED PUBLIC AREA
ZONED: MPD
FLU: VILLAGE CENTER
USE: TOWNHOMES/ VILLAS/CONDOS
ZONED: COMMUNITY COMMERCIAL
FLU: URBAN COMMERCIAL
USE: OFFICE
ZONING REQUIREMENTS: ESTERO PLANNED DEVELOPMENT (EPD) W/ VILLAGE CENTER F.L.U.M
PROPERTY INFORMATION
ADDRESS 9301 CORKSCREW ROAD ESTERO, FL 33928
PARCELS # 34-46-25-E3-U1986.2380 & 34-46-25-E1-U2011.2380
SITE AREA 21.4± ACRES
CURRENT ZONING RES PLANNED DEV FLU: VILLAGE CENTER
PROPOSED ZONING EST PLANNED DEV FLU: VILLAGE CENTER
ESTERO TOWNHOMES EPD
MASTER CONCEPT PLAN
11 June 2024



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ESTERO TOWNHOMES • **RENDERED MASTER PLAN**

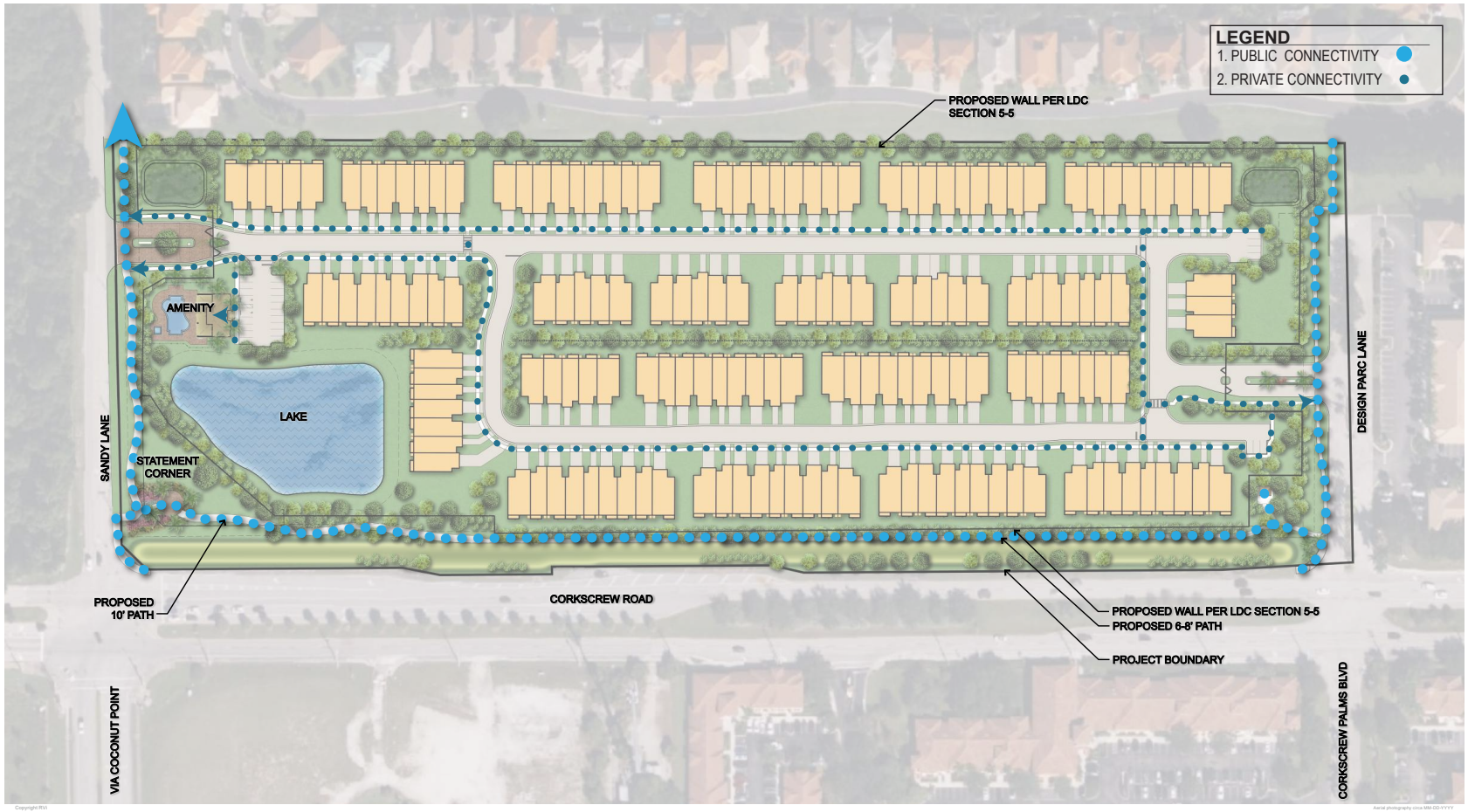
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AMERICA'S LUXURY HOME BUILDER

0 120' 240'
SCALE: 1" = 120'

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ESTERO TOWNHOME • **CONNECTION PLAN**

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0 120' 240'
SCALE: 1" = 120'

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Vehicular Gate



Entry Signage - Sign to be similar in size. Color and material to be compliant with the building architecture style for both entries.



Faux Wood Bench



Concrete Bench



Covered Gazebo

Note:
Only for graphic representation, specific color/material subject to change.

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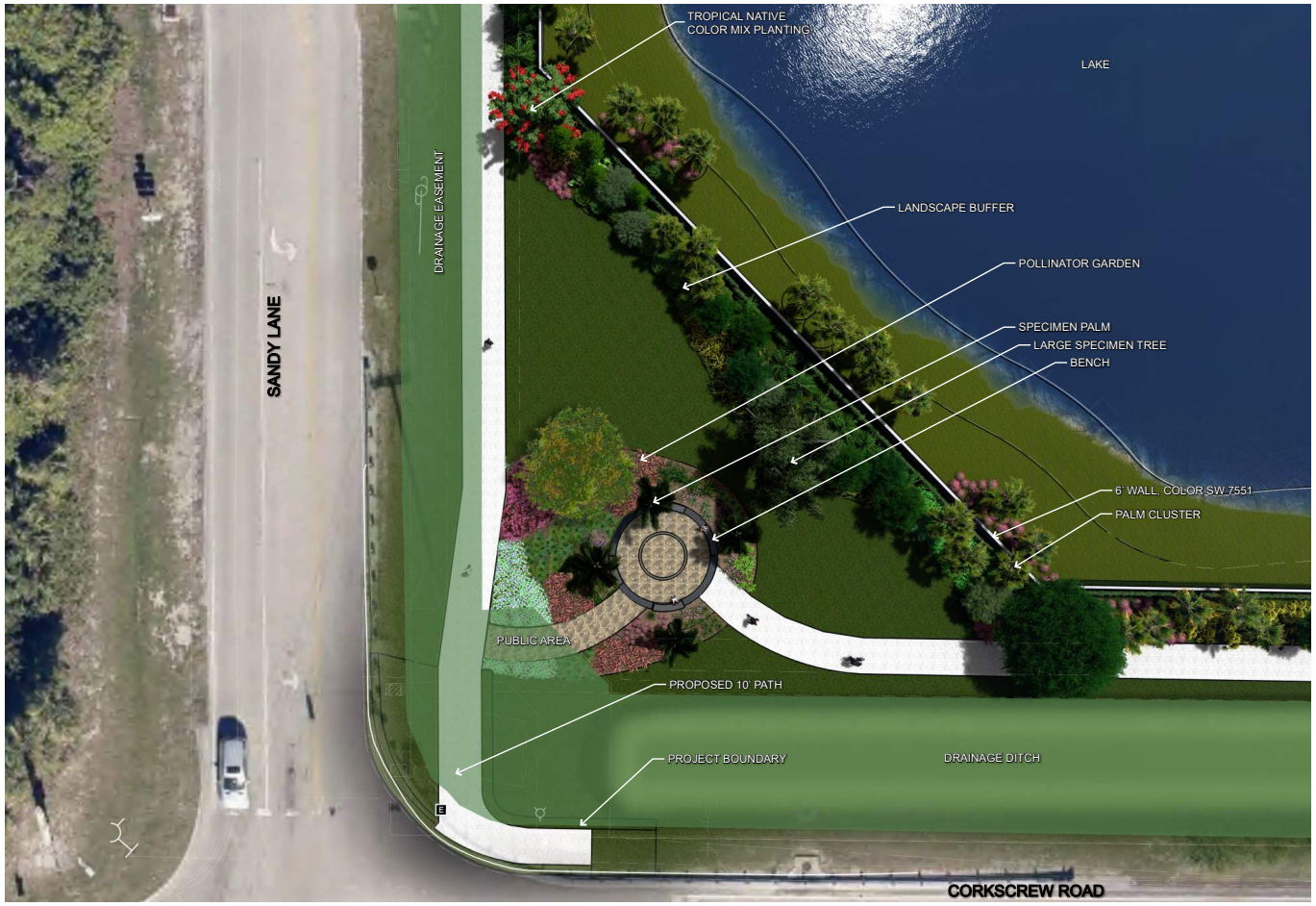
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ESTERO TOWNHOME • **MATERIALS PALETTE**

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ESTERO TOWNHOMES • **STATEMENT CORNER**

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0 10' 20'
SCALE: 1" = 10'

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Perspective Views

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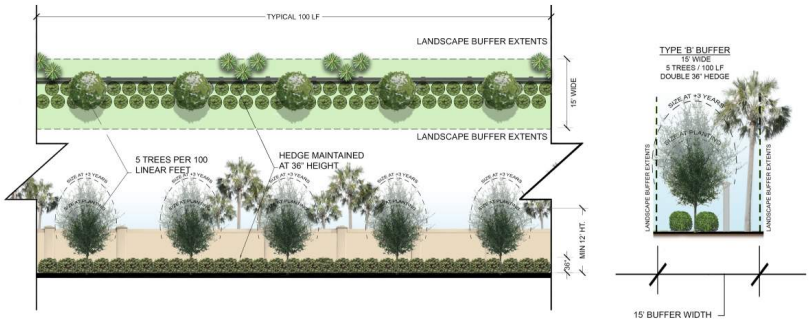
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ESTERO TOWNHOMES • **STATEMENT CORNER**

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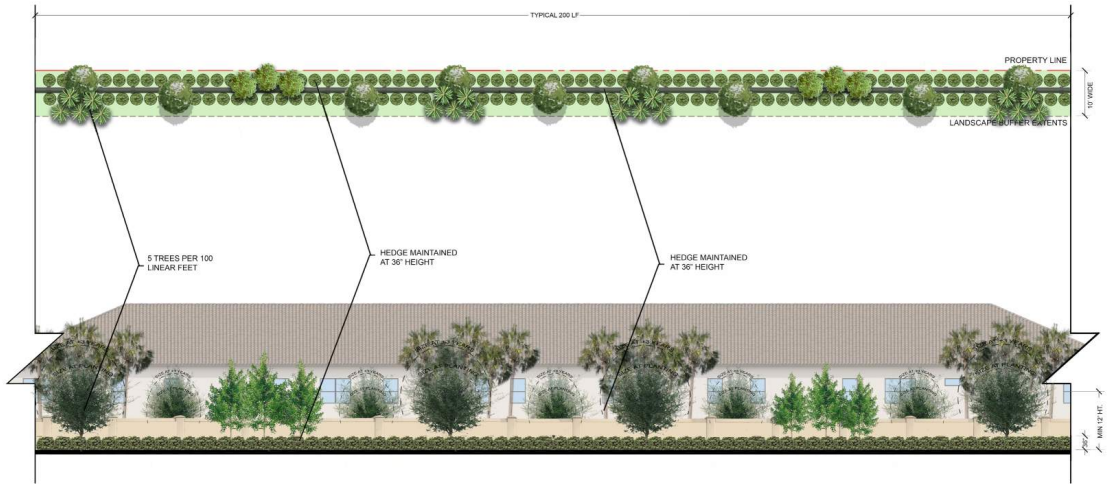
A 15' TYPE 'B' BUFFER (DESIGN PARC LANE)
SCALE: 1" = 20'-0"

Plant Material Specifications (per LDC)
- Code required canopy trees must be a minimum of twelve (12) feet in height, have a two & one-half inch (2-1/2") caliper (at 12 inches above the ground), a five (5') foot spread, and forty-five gallon (45G) or field grown (FG) at the time of installation. Palms may be used to substitute trees within a buffer, but all palms must have a minimum of ten (10) feet of clear trunk at time of planting. All substitutions must adhere to LDC Sec. 5-412.

- Shrubs must be a minimum of 24 inches in height, at time of planting. All shrubs must be a minimum three-gallon container size and be double staggered and spaced 36 inches on center. They must be at least 36 inches in height within 12 months of time of planting and maintained in perpetuity at a height of no less than 36 inches.

- Required hedges must be planted and maintained so as to form a continuous, unbroken, solid visual screen within a minimum of one year after time of planting.

- Enhancements: 9 additional palms to be 10'-12' CT per 100 LF. Trees to be enahnced to 14' height OA.



'B' 10' TYPE 'B' BUFFER (THE ESTATES AT ESTERO RIVER)
SCALE: 1" = 20'-0"

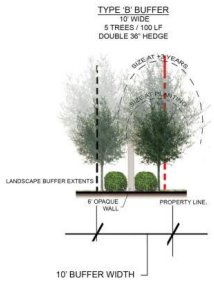
- Code required canopy trees must be a minimum of twelve (12) feet in height, have a two & one-half inch (2-1/2") caliper (at 12 inches above the ground), a five (5') foot spread, and forty-five gallon (45G) or field grown (FG) at the time of installation. Palms may be used to substitute trees within a buffer, but all palms must have a minimum of ten (10) feet of clear trunk at time of planting. All substitutions must adhere to LDC Sec. 5-412.

- Shrubs must be a minimum of 24 inches in height, at time of planting. All shrubs must be a minimum three-gallon container size and be double staggered and spaced 36 inches on center. They must be at least 36 inches in height within 12 months of time of planting and maintained in perpetuity at a height of no less than 36 inches.

- Required hedges must be planted and maintained so as to form a continuous, unbroken, solid visual screen within a minimum of one year after time of planting.

- Planting proposed on both sides of wall.

- Enhancements: 2 additional canopy trees and 10 additional palms per 100 LF. Palm height to be enhanced to 10'-14' CT.



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ESTERO TOWNHOMES • **BUFFER TYPICALS**
Estero, FL
June 12, 2024
23004570
Toll Brothers

Toll Brothers
AMERICA'S LUXURY HOME BUILDER

0 20' 40'
SCALE: 1" = 20'

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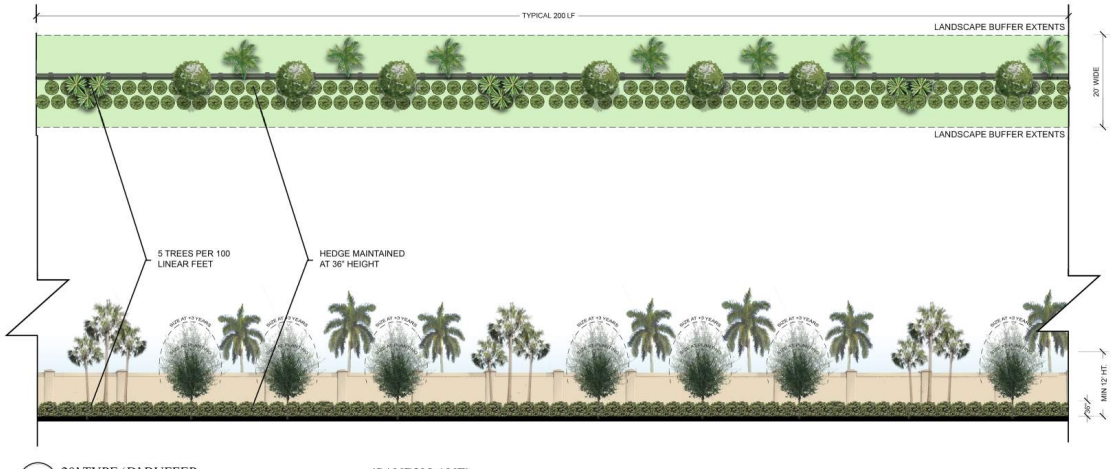
PAGE 20

Plant Material Specifications (per LDC)
- Code required canopy trees must be a minimum of twelve (12) feet in height, have a two & one-half inch (2-1/2") caliper (at 12 inches above the ground), a five (5') foot spread, and forty-five gallon (45G) or field grown (FG) at the time of installation. Palms may be used to substitute trees within a buffer, but all palms must have a minimum of ten (10) feet of clear trunk at time of planting. All substitutions must adhere to LDC Sec. 5-412.

- Shrubs must be a minimum of 24 inches in height, at time of planting. All shrubs must be a minimum three-gallon container size and be double staggered and spaced 36 inches on center. They must be at least 36 inches in height within 12 months of time of planting and maintained in perpetuity at a height of no less than 36 inches.

- Required hedges must be planted and maintained so as to form a continuous, unbroken, solid visual screen within a minimum of one year after time of planting.

- Enhancements: 3 additional palms added per 100 LF. Palms to be 12'-14' CT.



'C' 20' TYPE 'D' BUFFER (SANDY LANE)
SCALE: 1" = 20'-0"

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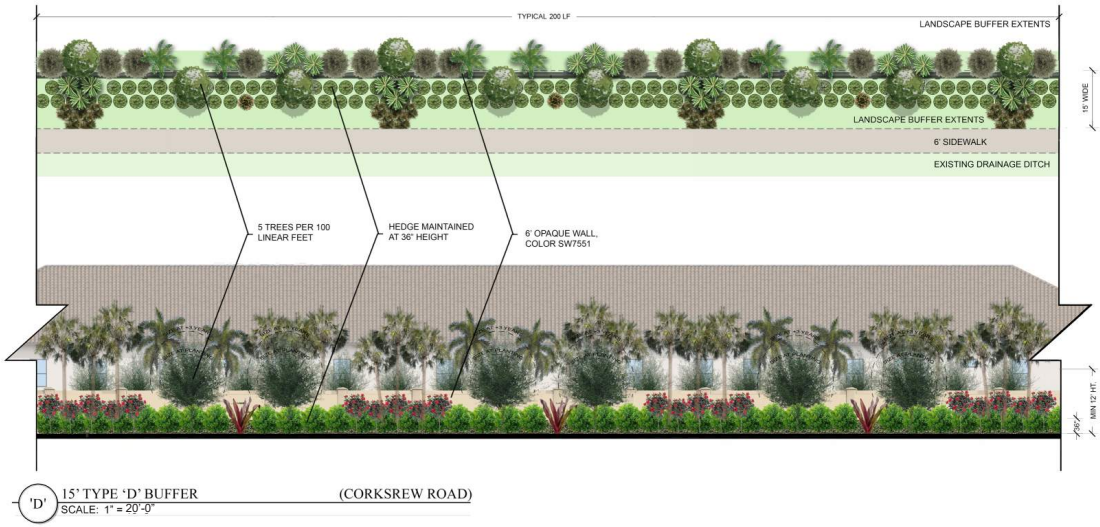
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Estero, FL
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Toll Brothers

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AMERICA'S LUXURY HOME BUILDER

0 20' 40'
SCALE: 1" = 20'

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Plant Material Specifications (per LDC)

- Code required canopy trees must be a minimum of twelve (12) feet in height, have a two & one-half inch (2-1/2") caliper (at 12 inches above the ground), a five (5') foot spread, and forty-five gallon (45G) or field grown (FG) at the time of installation. Palms may be used to substitute trees within a buffer, but all palms must have a minimum of ten (10) feet of clear trunk at time of planting. All substitutions must adhere to LDC Sec. 5-412.

- Shrubs must be a minimum of 24 inches in height, at time of planting. All shrubs must be a minimum three-gallon container size and be double staggered and spaced 36 inches on center. They must be at least 36 inches in height within 12 months of time of planting and maintained in perpetuity at a height of no less than 36 inches.

- Required hedges must be planted and maintained so as to form a continuous, unbroken, solid visual screen within a minimum of one year after time of planting.

- **Enhancements: 2 additional trees per 100 LF, enhanced to 14' HT. 5 additional palms enhanced to 10'-14' CT. Additional accent plantings of 10 flowering small trees and groundcovers per 100 LF.**

See next sheet for road elevation.

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ESTERO TOWNHOMES • **BUFFER TYPICALS**

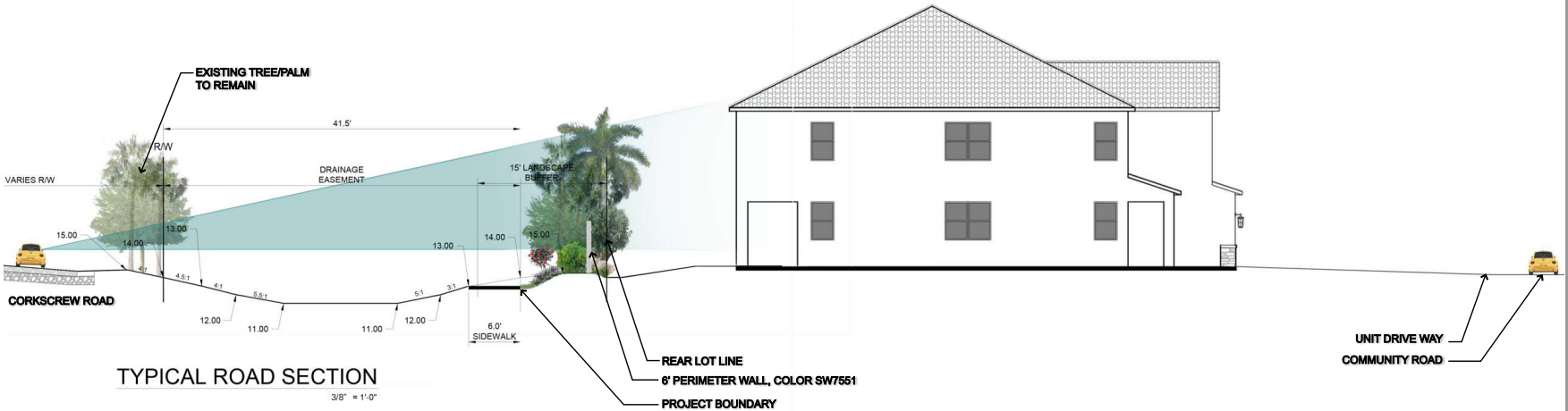
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AMERICA'S LUXURY HOME BUILDER

0 20' 40'
SCALE: 1" = 20'

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TYPICAL ROAD SECTION

3/8" = 1'-0"

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ESTERO TOWNHOMES • **CORKSCREW ROAD SECTION**

Estero, FL

June 12, 2024

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Trees and Palms



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ESTERO TOWNHOMES • **EXISTING TREE LOCATION MAP**

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June 12, 2024
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Toll Brothers
AMERICA'S LUXURY HOME BUILDER

0 150' 300'
SCALE: 1" = 150'

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Trees and Palms


Shady Lady Black Olive

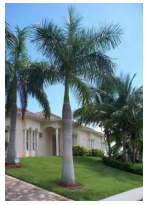

Live Oak


Slash Pine


Bottlebrush


Pink Hibiscus Tree


Southern Magnolia


Royal Palm


Sabal Palm


Green Buttonwood


Silver Buttonwood

Shrubs and Groundcovers


Red Tip Cocoplum


Muhly Grass


Firebush


Fakahatchee


Crinum Lily


Walter's Viburnum


American Beautyberry


Coontie


Clusia rosea


Cordgrass

Proposed Landscape Material

Trees and Palms (90% Native/Drought Tolerant)

Bucida buceras ~ Shady Lady Black Olive

Quercus virginiana ~ Live Oak

Pinus elliottii ~ Slash Pine

Cordia ~ Orange Geiger

Magnolia grandiflora ~ Southern Magnolia

Roystonea regia ~ Royal Palm

Sabal palmetto ~ Sabal Palm

Conocarpus erectus ~ Green Buttonwood

Conocarpus erectus var. sericeus ~ Silver Buttonwood

Shrubs and Groundcovers (90% Native/Drought Tolerant)

Chrysobalanus icaco 'Red Tip' ~ Red Tip Cocoplum

Clusia rosea 'Pitch Apple' ~ Pitch Apple Clusia

Muhlenbergia capillaris ~ Muhly Grass

Hamelia patens ~ Firebush

Tripsacum dactyloides ~ Fakahatchee Grass

Serenoa repens 'Cinerea' ~ Silver Saw Palmetto

Viburnum obovatum ~ Walter's Viburnum

Callicarpa americana ~ American Beautyberry

Zamia pumila ~ Coontie

Psychotria nervosa ~ Wild Coffee

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ESTERO TOWNHOMES • **PLANT PALETTE**

Estero, FL
June 12, 2024
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Toll Brothers
AMERICA'S LUXURY HOME BUILDER

ESTERO TOWNHOMES EPD
NARRATIVE STATEMENT

Rezone Request

The Applicant, Toll Southeast LP Company, Inc., is requesting to rezone a 21.4 +/- acre infill site at the northeast corner of Corkscrew Road and Sandy Lane from Residential Planned Development (RPD) to Estero Planned Development (EPD). The proposed EPD will allow for the development of a maximum of 171 townhomes, private recreational amenities, and a public use/benefit area at the southwest corner of the site.

The subject property is located within the Village Center Future Land Use Category and the entire project is proposed as a "Tier 1" residential development with a 0.38-acre public area provided along the southwest corner of the development and a shaded public area along the southeast corner of the development, interconnected by the proposed new sidewalk planned adjacent to the project's landscaping to the north and a 30+ feet area of open space to the south from the Corkscrew Road right-of-way, as a public benefit to achieve the bonus density criteria as outlined below. The public use area will connect to the planned sidewalk network proposed along Corkscrew Road and Sandy Lane. We proposed that these public areas, once constructed, be owned and operated for the benefit of the public by the Village of Estero. The public area will serve as a placemaking element within this corner featuring visual enhancements that will include seating areas, large specimen tree and lush enhanced landscaping. The proposed sidewalks along Corkscrew Road and Sandy Lane will furthermore connect the development and properties to the north to the Estero Community Park and other Village amenities available south of Corkscrew Road.

Proposed uses depicted on the Master Concept Plan and Pattern Book are as follows:

- 171 dwelling units
- Private Amenity Area
- Public Use Area

The proposed ingress and egress to the site will be provided by one full access from Sandy Lane, and one full access point from Design Parc Lane. No direct access is proposed along Corkscrew Road. The development is intended to be gated. An internal private roadway will run through the development connecting Sandy Lane to the west to Design Parc Lane to the east. The townhome units will feature 1- and 2-car garages for on-site parking. Additional parking for guests near the Amenity area and in proximity to the eastern entrance.

In sum, the EPD rezoning request provides for a compatible, infill residential development in an area well served by infrastructure, services and nearby employment, which provides a placemaking enhancement at key intersection in the Village.

Development History of the Subject Property

The subject property is currently zoned RPD (The Colonnade of Estero CCRC RPD) pursuant to Ordinance No. 2015-21. Zoning for the RPD was approved by the Village of Estero for assisted living, independent living, and continuing care facility with a maximum of 340 beds and a minimum of 7,500 square feet of commercial.

The existing entitlement allows for a greater intensity as far as height, visual massing, and reduced architectural enhancements when compared to the proposed development. The current approval allows for the massing of a singular building to house 340 beds at a maximum height of 45 feet/3 story. In comparison the proposed development will house a maximum of 171 residential units at a maximum height of 35 feet. As identified in the pattern book these units will provide architectural enhancements and articulation of far greater visual quality to adjacent property owners.

Prior to incorporation to the Village of Estero, the property was zoned CPD.

None of these projects were constructed and the property remains an undeveloped infill site with limited partially constructed infrastructure in place.

Since these original zoning approvals were obtained, the Village of Estero established a new vision for highly livable, walkable and urban nodes of development at key locations to provide public amenities, entertainment, employment and residential uses via adoption of their first Comprehensive Plan. The vision also includes a high-quality urban form characterized by enhanced architecture, integration of uses, pedestrian-scale development, and true elements of placemaking to create vibrant public spaces for the enjoyment of all of Estero's residents. The proposed community will achieve the Village's vision for high quality development, while creating housing diversity in the immediate area, as well as public amenities.

Surrounding Development Pattern

The surrounding land use pattern consists of single family residential (Estates at Estero River Subdivision) to the north, Corkscrew Road right-of-way to the south, which is a 4-lane county maintained arterial roadway. Further south of Corkscrew is "Genova", which contains proposed townhomes and twin villas, and developed condominiums to the southwest. To the southeast across Corkscrew is the "Estero Park Commons" which includes doctors' offices and general professional offices. Design Parc Lane abuts the site to the east, followed by "The Galleria" development which contains offices and a place of worship to the east. To the west is Sandy Lane right-of-way followed by a vacant property approved for mixed use development allowing for commercial and residential development to the west.

Table 1: Inventory of Surrounding Lands

	Future Land Use	Zoning	Current Land Use
North	Village Neighborhood 1	RPD	Estates at Estero River Single-family Subdivision
South	Village Center; Urban Commercial	EPD; CPD	ROW (Corkscrew Road); Vacant approved for townhomes & villas; Genova Condominiums; Offices (Estero Park Commons)
East	Transitional Mixed Use	CPD	ROW (Design Parc Lane); Offices; Church
West	Village Center	MPD	ROW (Sandy Lane); Vacant

The infill townhome community provides a dwelling type not readily available in the area, and in close proximity to goods, services and employment as evidenced by the surrounding uses. The proposed twin-villas and townhomes to be fronting the south side of Corkscrew Road within the Geneva EPD the proposed EPD will allow for the appropriate continuation of transitional residential development from

multifamily (Genova Condominiums) to single-family (Estates at Estero River). Furthermore, the development proposed appropriate compatible uses in an area where adequate public infrastructure and service exists to support the growth.

Public Infrastructure

As outlined in the enclosed application, the Property is programmed to be serviced by existing public infrastructure that can accommodate the proposed development of 171 townhomes and accessory amenities. Potable water and sanitary sewer services are available to the Property by Lee County Utilities and will be reviewed as part of the Development Order process. The requested development when compared to the previously approved 340 bed Assisted Living Facility is not expected to generate an increase in the number of trips but instead provide a reduction. Traffic impacts will further be evaluated as part of the development order application. There are adequate public facilities and services in the immediate vicinity of the project to serve the proposed development in terms of fire, EMS, and Sheriff's protection. The site is approximately 700 feet from the Estero Regional Park. Which provides extensive passive and active recreational uses to future residents.

Comprehensive Plan Compliance

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

FLU-1.1.1 FUTURE LAND USE*. Support the unique character and quality of life within the Estero community by managing growth and development and by maintaining and executing comprehensive plan policies, Land Development Code (LDC) regulations, and other planning tools that:*

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

This proposed EDP rezoning significantly improves upon the current RPD zoning approval by providing compatible uses, enhanced connectivity, public space, and better integration/transition of land uses. The development will consist of internal private streets and sidewalks that tie in with the public sidewalks proposed along the perimeter

of the development along Sandy Lane and Corkscrew Road. These external sidewalks will tie into the broader planned multi-modal network connecting the development to key Village amenities including the Estero Community Park and public rest and gathering areas proposed to be provided at each southern end of project connecting the new sidewalk along Corkscrew Road. The rezoning will allow an underutilized infill site to be developed with a high-quality townhome development. The development will feature private community amenities as well as a public use area that will be heavily landscaped and feature benches, decorative pavers, a shade structure, and a specimen character tree. The EPD rezoning process requires a public information meeting and other opportunities for public participation are provided at hearings before the Planning Zoning and Design Review Board and the Village Council. A summary of the public information meeting held on December 12, 2023, and implemented changes from said meeting has been provided as part of the application submittal.

FLU-1.2.10 VILLAGE CENTER. *The Village Center area is characterized by primarily undeveloped or underdeveloped land lying near US 41 in the heart of the Village of Estero. The Village Center is intended to improve the quality of life for Estero's residents and visitors by providing a variety of neighborhood and housing types and more diverse economic activity in the heart of Estero. The specific goals of the Village Center include creating: socially vital centers supportive of business both big and small, a central location for a hospital with full range of medical services, neighborhoods and streets that are safe and attractive for walking and bicycling, the preservation of community history, and the protection of the environment, particularly along the Estero River. Urban services are in place or readily expandable to support relatively intense commercial and residential development in the Village Center. The Village Center area has some of the larger undeveloped parcels of land left in the Village in close proximity to Village Neighborhoods, Transitional Mixed-Use areas, major attractions of the County and State parks and Estero River, and major corridors of the CSX Railway, US 41 and Corkscrew Road.*

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

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

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

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

   1. *The Land Development Code establishes the Estero Planned Development Zoning District which contains tiered standards that apply to the Village Center Area and which may include sub-districts which may have specific policies applying therein. Rezoning to the Estero Planned Development Zoning District must be sought to take advantage of the new tiered standards and densities with respect to specific development tracts. The Village's intention is to use this new zoning district whenever increases in density and intensity are requested*

in the Village Center Area (as "increase in intensity" is defined in this Plan). The Village will coordinate with FDOT in the review of any new "Village Center" land development or redevelopment project to assess potential impacts of density increases on State and SIS transportation facilities, such as US 41 and 1-75.

2. *The Land Development Code provisions that implement the Village Center future land use category consider such reasonable guidelines as are necessary in order to foster predictable built results and higher quality public spaces by using physical form (rather than separation of uses) as the organizing principle for achieving such objectives. Such guidelines may consider designating locations where different building form standards apply, the relationship of buildings to the public space, public standards for such elements in the public space as sidewalks, travel lanes, on-street parking, street trees, street furniture, and other aspects of the urban built environment that may be applicable to foster interconnection, social vitality and walkability in the Village Center Area. The Land Development Code provisions may also consider other alternative types of reasonable guidelines that may accomplish such goals in a different or complementary manner.*
3. *Properties in the Village Center Area which have vested rights under the law may proceed under such vested rights as otherwise provided in the comprehensive plan and Land Development Code, and shall not be required by virtue of this Policy to seek rezoning to the Village Center standards if the property owner seeks no increase in either intensity beyond such vested rights, or in density beyond 10% of vested dwelling units, as such terms "density" and "intensity" are defined in the Definitions section of this Plan.*
4. *The Land Development Code provides standards for four levels of development in the Village Center Area that will contribute to a walkable mixed-use environment in the Village Center Area:*
    a. *Tier 1 provides a minimum network of connecting streets that will allow the general public and residents to move by car, bike, or on foot within and through development tracts.*
    b. *Tier 2 accommodates residential neighborhoods with higher densities and a potential for a greater variety of housing types, as well as mixed-use neighborhoods with higher levels of non-residential uses, and, in each case, greater connectivity than Tier 1.*
    c. *Tier 3 accommodates mixed-use neighborhoods with similar attributes as Tier 2 but with higher levels of non-residential uses as well.*
    d. *Tier 4 allows an entire development tract to be planned as a compact community, as provided in Chapter 32 of the Land Development Code.*

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

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

1. *Tier 1: Base level is up to 6 dwelling units per acre of Tier 1-only land plus up to 3 additional dwelling units per acre of Tier 1-only land after consideration of accepted incentive offers,*

for a maximum of 9 dwelling units per acre of Tier 1-only land.

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

Additional density above the base level up to the maximum density may be granted through the planned development process based on accepted incentive offers providing specific public benefits, such as enhanced interconnectivity, preservation of indigenous vegetation, innovative landscaping and street design, offsite improvements, dedication of onsite public spaces, public trails, gathering spaces, river trail easement, river buffer, civic building site, architectural excellence, enhanced parking design (under building parking), or other similar items as specified in more detail in the Land Development Code.

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

The subject property is designated as Village Center on the Village of Estero Future Land Use Map and existing urban services are currently in place to support the proposed development. Access to the site will be provided from Sandy Lane, a Village maintained minor collector roadway, and from Design Parc Lane, a privately maintained local roadway. While direct access to Corkscrew Road is possible, the Applicant is not proposing to connect to this arterial roadway. This will result in better traffic flow on Corkscrew via fewer connections, and also enhance privacy to the community. According to the traffic study, even with the closure of this interconnection to Corkscrew, overall trips on Sandy Lane remain "neutral" relative to the existing approved zoning.

The subject property lies within the Lee County Utilities franchise area for central sewer and potable water which has adequate capacity available to serve the proposed residential uses and density. Additional existing community facilities and public services which are currently available include:

Fire Protection:	**The property is within the Estero Fire District. Fire Station 41 is located at 8631 County Road, approximately 0.4 miles away. Fire Station 43 is located at 18743 Corkscrew Road, approximately 0.7 miles away.**
Police Protection:	**A Lee County Sheriff's Substation is located at 8350 Hospital Drive, approximately 2.6 miles away.**
Emergency Medical:	**Medic Station 21 is located at 18743 Corkscrew Road, approximately 0.7 miles away.**
Solid Waste:	**The property is within Lee County Solid Waste Franchise Area 3 and is served by Waste Pro.**

The entire project will be designed as a Tier 1 development and will comply with all applicable design criteria and incentives as outlined in the Land Development Code.

The proposed townhome development will provide a townhome housing type that is lacking in the Village of Estero as a whole, and will also serve as a transition between the commercial areas to the south and east and more traditional single-family residential areas to the north. This townhome housing type is along Sandy Lane and the north side of Corkscrew Road. The surrounding developments to the north and east of the subject property are dominated by single-family housing types with a small area containing mobile homes along Corkscrew Road.

The Tiered Development Plan depicts vehicular and pedestrian connections through the development from Sandy Lane to Design Parc Lane. All internal roadways will have 5' wide sidewalks at minimum along one side of the road. Design Parc Lane connection will provide interconnectivity to the adjacent Galleria office park. A 6-foot sidewalk will front the development along Corkscrew Road interconnecting sidewalks along Design Parc Land and Sandy Lane. As shown on the Illustrative Landscape Plan Exhibit the Applicant canopy trees from this development will create a shaded experience along Corkscrew Road.

Additionally, the development will provide pedestrian interconnectivity to two proposed public use areas via the connecting sidewalk along Corkscrew Road and sidewalks along Sandy Lane. The development will provide enhanced visual drive by experience along Corkscrew Road. The pedestrian experience will be heightened through the provided interactions along Corkscrew Road and shaded and landscaped areas to rest and reflect within the public areas provided on the southwest and southeast corner of the development.

All proposed uses are consistent with those allowed within the Village Center Future Land Use Category. The proposed gross residential density of 8 dwelling units per acre complies with base density allowed in Tier 1 of up to 9 du/ac (191 du/21.4 acres).

FLU-1.11.1 RESIDENTIAL DEVLOPMENT FORM. *New residential development should accommodate the mix and variety of housing types and configurations suitable to meet the needs and desires of current and future residents, with emphasis on safe means for residents to connect by walking or bicycling within neighborhoods and to the larger community.*

The proposed townhouse development provides an alternative housing type that is needed within these areas of the Village of Estero which are dominated by existing single-family homes and a mobile home and condominium development. Furthermore, internal interconnectivity and external connectivity is provided through sidewalks to sidewalk along Corkscrew Road and Sandy Lane.

FLU-1.11.2 RESIDENTIAL DEVELOPMENT STANDARDS. *Support and enhance Estero's residential character by ensuring that development proposals address how they:*

A. Are compatible with adjacent uses, public facilities, and infrastructure systems;
B. Impact surrounding environmental and natural resources, with specific controls to ensure preserved areas that are designated preserve through the development permitting process are not encroached upon and are only able to be altered or changed upon approval of amendments or modifications to applicable development orders and permits;
C. Access, where applicable, nearby parks, public spaces, recreational facilities, greenways, blueways, and natural open spaces;

D. Connect to adjacent residential developments, mixed-use centers, economic areas, public facilities, natural resources, and other community facilities; and
E. Contribute to the overall design, landscaping, and aesthetics that make up the community's character as a harmonious place with beauty, spaciousness, and a diversity of high quality residential and commercial development that positively contributes to the quality of life of Estero's residents.

The proposed townhome development is compatible with the adjacent single-family use, and office uses. The height has been reduced from the current PD approval of 45 feet to 35 feet for further compatibility with the neighborhood. The development will be adequately serviced by existing public facilities and public infrastructure in place. The development provides internal connectivity to adjacent sidewalks and sidewalks fronting Design Parc Lane, Sandy Lane, and Corkscrew Road allowing for access to the proposed public use areas from the multiple modes. Access controlled pedestrian points will be provided should the development be gated as identified in the MCP. Furthermore, the development is across the street of the Estero Community Park and office parks which offer various recreation opportunities, professional and medical services, and employment opportunities for residents of the development. The development will feature high-quality Toll Brother townhomes with a private amenity center. As can be seen from the MCP the project will feature a lake adjacent to the amenity center and public use area providing an expansive scenic lake view for the residents of this development and the public. As can be seen from the submitted Pattern Book the buffering and landscaping visible from adjacent properties and interior to the site shall be designed in character with the community aesthetic.

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

The proposed project will continue to provide pedestrian and vehicular access to Design Parc Lane through a safe interconnection to the property to the east. The development of the internal pedestrian system will connect to the sidewalks along Corkscrew Road and Sandy Lane.

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

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

The project has been designed to promote compatibility with the existing residential uses to the north protecting them from encroachment or detrimental impacts from the existing entitlements; in addition to compatibility of the proposed use. The development will provide a 6-foot-tall wall to the along the northern property line. The proposed wall will provide enhanced screening in addition to the required Type B buffer along the northern property line.

The private amenity areas for the development are located a distance away from the northern property line with the basin area and the development's entry road being in between the northern residential development and the proposed amenity center. The residential neighborhood is also buffered from the proposed public use area along the southwest corner of the site by a lake and the proposed development.

INF-1.3.1 *No building permit will be issued unless potable water supply will be available to meet*

current and projected growth demands, or surety is given that it will be available prior to occupancy.

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

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

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

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

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

The proposed development will include a 0.38-acre public use area at the southwest corner of the development along the frontage of Corkscrew Road and Sandy Lane. A public area with a shaded structure has also been proposed along the southeast corner of the development along the frontage of Design Parc Lane and Corkscrew Road.

Compliance with the EPD Standards of the Land Development Code

The Land Development Code (LDC) requires that any rezoning or zoning amendment within the Village Center Area shall be to either Compact Community Planned Development (CCPD) or Estero Planned Development (EPD). The proposed rezoning request includes a Tiered Development Plan depicting a Tier 1 residential project that will comply with the following requirements for EPD zoning district established pursuant to Section 3-707 of the Estero Land Development Code:

Density: The proposed gross residential density is 8 dwelling units per acre. Tier 1 developments permit a maximum base density of up to 6 dwelling units per acre and a maximum density of 9 dwelling units per acres with incentive offers providing public benefits. Thus, the EPD is below the maximum allowable density.

Building Height: The proposed maximum building height is 35 feet. Tier 1 developments permit a maximum height of 45 feet.

Pattern Books: A Pattern Book illustrating the anticipated visual character of the proposed development is included as part of the EPD rezoning application. The Pattern Book meets the standards outlined in LDC Section 3-707.G.1.

Accessibility: The site has been designed to maximize pedestrian and bicycle accessibility to the proposed public space on the site over vehicularly oriented accessibility. The location a shaded public area along the northwest intersection of Design Parc Lane and Corkscrew Road and a public use area along the northeast interconnection of Sandy Land and Corkscrew Road provided for greater capture of more Village residents along Sandy Lane and the north side of Corkscrew Road. Pedestrian connections from the development to proposed sidewalks along Sandy Lane and Corkscrew Road will be provided within the subject property but outside of the development. Ownership and maintenance responsibility for these sidewalks shall be taken over by the Village of Estero once the developer has built the sidewalks.

Streets: The project provides a network of Type C connecting streets. Proposed private streets are depicted on the Master Concept Plan. Allowing the road to be public or semi-public through a residential community would not provide any benefit to the public but would only serve to increase safety concerns within the development. During our meeting with the Galleria Condominium Association concerns where brought up regarding the amount of traffic traversing Design Parc Lane from this development. The discussion included if the entrance along Design Parc Lane would be limited to residents and a request for this to be so. If the internal road to the development were to be proposed as a semi-public (Type B) or public road (Type A) then the Galleria's concerns regarding increased traffic to Design Parc Lane would not be addressed. The Applicant is providing a public sidewalk that is traversing within the subject property along Sandy Lane and Corkscrew Road to provide an appropriate level of multi-modal access through the property without negatively impacting compatibility both internally and externally.

Surface Water Management: Proposed surface water management facilities consist of lakes and basin areas providing dry detention. These facilities are located along the perimeter of the site to minimize impacts on connectivity and walkability.

Access Control: The proposed development is intended to be gated. The MCP delineates areas where access will be controlled by a wall, and gates. The distance from connecting streets of entry gates and areas where limited pedestrian access will be provided has also been provided and meets the LDC requirements for stacking. The distinction of "Private" vs "Public" interconnectivity is further identified within the pattern book, interconnectivity plan.

The gated entry will ensure security is maintained for future residents of this development and the existing residents to the north, therefore this development is intended to be gated.

The acreage outside of the intended gated residential townhome development connections to sidewalks within the subject property boundary and along Corkscrew Road and sidewalks along Sandy Lane and Design Parc, a 0.38-acre public use area and a shaded public area.

Abutting Arterial or Collector Roads: No access points are proposed along Corkscrew Road, an arterial roadway and one access point is proposed along Sandy Lane, a collector roadway. The distance from adjacent access points and abutting arterial and collector roads have been identified in the MCP.

Tier 1 Incentive Offers:

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- **Public civic spaces** (Tier 1 Med.-High Value) The development provides two public space areas. One public space is proposed on the southeast corner containing a shaded structure as conceptually identified within the Pattern book. First being a 0.38 acre public use area located at the southwest corner of the site. The proposed public area is envisioned to serve as a place making area for this intersection. The proposed development provides pedestrian connectivity to the proposed sidewalk along Corkscrew Road and the sidewalk proposed along Sandy Lane. The Pattern Book provides a better illustration of what is being proposed for this this public use area which will feature a path with lush landscaping, benches, and a specimen character tree. The intent is to convey this public area to the Village of Estero once built.

Compliance with the Decision Making Guidelines

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

- The request is consistent with and furthers the goals, objectives, and policies of the comprehensive plan as enumerated above and all other applicable Village adopted plans.
- The request is not in conflict with any portion of the LDC. The requested deviations improve the quality of the proposed development; promote the intent of the Code to protect the health, safety and general welfare of the public; contribute to compatibility with surrounding property and cause no undue burdens on essential public facilities.
- The request addresses a demonstrated community need for a townhome/multifamily type development at this location. Furthermore, the proposed development serves as a transitional development from the Genova Condominiums, the Estero Park Commons across Corkscrew Road and the Estates at Estero River subdivision. Furthermore, the development will provide a park located at the intersection of Sandy Lane and Corkscrew Road. Pedestrian and bicycle access for residents along Sandy Lane and along the north side of Corkscrew Road will be directly provided via proposed sidewalks. The park will serve the neighborhood's need for additional accessible open space of a different variety and scale than the Estero Community Park.
- The request is compatible with existing and proposed uses surrounding the subject land and is the appropriate zoning district for the land.
- The request will result in a logical and orderly development pattern.
- The request will not adversely affect the property values in the area.
- The request will result in development that is adequately served by public facilities (roads, potable water, wastewater, solid waste, storm water, schools, parks, police, and fire and emergency medical facilities.
- The request will not result in significantly adverse impacts on the natural environment—including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, environmentally critical areas, and the natural functioning of the environment.
- The proposed development will be a reduction to the visual and traffic impacts that would accompany the development of the property as currently approved for an assisted living facility. The proposed development proposes a reduction in height, building massing, higher quality architectural design and reduced traffic impacts. As identified in the submitted TIS the proposed will decrease the traffic impacts of the development by approximately 28% in the AM peak hour and by approximately 33% in the PM peak hour from what is currently approved.

Summary

Based on the documentation provided above, the EPD rezoning request is consistent with the Comprehensive Plan, complies with the Land Development Code and meets the required criteria established as a basis for granting a rezoning. The proposed uses are compatible with the uses and residential densities permitted in the Village Center Area and will not adversely impact environmentally critical areas or natural resources. The proposed density and residential type provide an appropriate transition from single family, to townhomes, to commercial and multifamily across Corkscrew Road. The development will provide a public benefit along Corkscrew Road featuring two public areas along the southeastern and southwestern corner of the development. Furthermore, the area has the necessary infrastructure and public facilities available to support the proposed development. Given these factors, the requested zoning change from RPD to EPD is appropriate at this location.

ESTERO TOWN HOMES – ESTERO PLANNED DEVELOPMENT
SCHEDULE OF DEVIATIONS & JUSTIFICATIONS

Deviation 1: A request to deviate from Land Development Code (LDC) Appendix C, Table C-(A)2 specifications for privately maintained roads and illustration Appendix D Section D.1 which requires privately maintained local street with closed drainage to have a minimum right-of-way width of 60 feet to allow for a minimum right-of-way width of 45 feet.

Justification: A reduction to the roadway width will provide traffic calming and allow for increased open space areas for the development, while accommodating standard 11-foot-wide travel lanes and appropriate infrastructure.

The additional land area gained by the right-of-way reduction will allow for more expansive green areas/yard space and reduced impervious surfaces and runoff. The demand for larger yards and the maximization of "outdoor living" is a continuing factor that influences a community's quality of life that the applicant is seeking to accommodate in this small, infill community. Studies have determined that reduced right-of-way widths act as a traffic calming feature and will assist in maintaining public health, safety, and welfare within the community. Furthermore, the Estero Fire Department has provided an email of no objection to this deviation that has been provided with this application.

Please also refer to cross-section on the MCP, which demonstrates that the proposed right-of-way width can accommodate a sidewalk, utilities, and drainage in full compliance with the LDC requirements.

Deviation 2: A request to deviate from Land Development Code (LDC) Section 3-707.B.4, streets, which identifies dead-ends, cul-de-sacs, hammerheads or other forms of which do not connect with others streets shall not be permitted within the Estero Planned Development District to allow dead end parking areas.

Justification: Typically fire trucks pull up to a fire hydrant and service the emergency by foot. As a condition of this deviation request, the applicant agrees to prohibit fire hydrants on streets ending in dead end parking areas. By locating fire hydrants only on the main streets, the fire trucks will stop at the hydrant and not enter a street ending in dead end parking areas. The prohibiting fire hydrants on the dead ends and hammerhead turn arounds as proposed by this deviation will not create a detriment to public health, safety, or welfare. The dead ends are less than 150 feet in length and therefore compliant with the NFPA standards. Furthermore, the Estero Fire Department has provided an email of no objection to this deviation that has been provided with this application.

Deviation 3: A request to deviate from Land Development Code (LDC) Section 5-406, which requires a 20-foot Type D buffer external right-of-way, to allow for an enhanced 15-foot Type D buffer with a maximum 6-foot-tall wall along the Corkscrew Road right-of-way.

Justification: The southern property line contains a 45-foot-wide drainage and right-of-way easement which shifts most of the development to the north by 45 feet. In addition to the code required number of buffer plantings, the Applicant proposes a 6-foot-tall wall along the Corkscrew Road right-of-way to help better address noise and light pollution from both the interior of the development and outside of the development.

The following enhancements are proposed to mitigate the impact of the deviation:

- Two (2) additional trees per 1000 linear feet, enhanced to 14 feet in height at the time of planting; and
- Five (5) additional palm trees enhanced to 10-14 feet CT (Clear Trunk); and
- Additional accent plantings consisting of ten (10) flowering small trees and groundcover per 100 linear feet.

In sum, 17 additional trees per 100 linear feet are proposed, above and beyond code minimum requirements, which is more than double the required plantings.

The above enhancements are shown in the Type D Buffer Visualization Exhibit located within the Pattern Book. All setbacks from the property line will remain 45 feet or greater due to the existing easements along this property line. The reduction of 5 feet of the buffer width along the southern property line not negatively impact public health, safety or welfare and the proposed landscaping enhancements will serve as a betterment to the project and the general public.

Furthermore, as requested by staff, the Applicant has worked to allow for a 6-foot sidewalk to the north of the drainage ditch along Corkscrew Road which has very limited space due to grading. This further justifies the reduced buffer width.

Deviation 4: A request to deviate from Land Development Code (LDC) Section 5-406, which requires a 15-foot Type B buffer when multi-family residential is adjacent to single-family residential, to allow an enhanced 10-foot Type B buffer with a 6-foot-tall wall along the northern property line.

Justification: The request for a reduced buffer width is due to various easements on the property and narrow rectangular shape of the developable area, and generally the infill nature of the site.

As requested by the residents to the north, a minimum 6-foot-tall wall is being proposed along the northern property line for security and to enhanced visual screening from the proposed development, which offsets the requested deviation and will serve to mitigate noise and light from the proposed development.

The following enhancements are proposed in addition to the code required Type B buffer planting requirements will be met in addition to as shown on the Type B Buffer Visualization Exhibit within the Pattern Book:

- Two (2) additional canopy trees per 100 linear feet; and
- Ten (10) additional palms per 100 linear feet with a palm height enhanced to 10-14 feet CT.

In sum, 12 additional trees per 100 linear feet are proposed, above and beyond code minimum requirements, which is more than double the required plantings.

Furthermore, as requested by staff, the Applicant has provided the required 6-foot wide Corkscrew Road sidewalk internal to the site, which further reduces buildable area due to grading further justifying the need for a reduced buffer width.

Deviation 5: A request to deviate from the Land Development Code (LDC) Section 5-411.D.8, which requires the required buffer plantings to be installed along the exterior side of a proposed wall that is not required by code, to allow for 50 percent of the required buffer plantings to be installed along the interior side of the wall along the northern property line.

Justification: The request will allow for the softening of the wall on both sides with enhanced landscaping. The proposed wall is being provided in replacement of an existing fence that was placed on the property at the request of the Estates at Estero River residents. The proposed wall will be of greater aesthetic quality than the existing conditions. The proposed deviation is not requesting any reduction to the required number of buffer plantings along the northern property line, but rather to allow half of the required buffer plantings to be located on the interior side of the wall therefore meeting the intent of the LDC to soften a hardscape, break up a solid surface, and provide a view that is aesthetically pleasing to the neighboring properties through the use of plantings. Additionally, the provision of half the required plantings along the interior of the wall will allow for greater articulation in perspective from the interior and exterior of the wall due to greater depth of the location of staggered trees. As noted above, significant additional plantings are proposed in this buffer, which will be split evenly on each side of the wall to offset the request, including additional palm and canopy trees.

Deviation 6: A request to deviate from the Land Development Code (LDC) Section 5-510.C, which requires the requires a minimum of 5 trees per 100 linear feet and shrubs to be located on the exterior side of a residential project fence or wall, to allow 50 percent of the required landscaping to be placed on the interior side of the wall along the northern property line.

Justification: Please see Justification 5 above.

Deviation 7: A request to deviate from the Land Development Code (LDC) Section 5-204.B.6 , which requires driveways used to satisfy minimum off-street parking requirements to have a minimum of 20 feet of driveway length outside a street right-of-way or sidewalk; to allow a minimum of 18 feet of driveway length outside a street right-of-way on the side of the road where sidewalks are located and a minimum of 15 feet driveway length outside a street right-of-way where no sidewalk are located.

Justification: The site itself has a rectangular shape and various easements which make the developable space narrow. As shown on the Driveway Cross Section of the Perimeter Cross Sections document, the driveways will provide sufficient length to park vehicles without overhanging onto the sidewalk or into the travel lane.

Furthermore, LDC Table 5-204.C – Dimensional Standards for Parking Spaces and Aisles identifies the stall as 18 feet like the deviation request for driveway length contain a sidewalk are able to properly fit within the minimum 20 feet back of the curb requirement.

Estero Townhomes EPD
PD Rezone
Public Information Meeting Summary

Tuesday, December 12, 4:30 p.m.

The applicant and the project consulting team were present at the Planning, Zoning and Design Board on December 12, 2023, and presented the request to rezone a 21.4+/- acre site from Residential Planned Development to Estero Planned Development Rezone. They identified the request for the development of up to 171 Townhomes with amenities and a passive public park for the property located at the northwest corner of Corkscrew Road and Sandy Lane.

Three members of the public spoke. Nancy Foley representing the Groves residential subdivision was concerned with the traffic to be produced by the development. Chloe Maros with the Galleria Condo Association spoke in support of the project and expressed the initial concerns of the Association being the Design Parc Lane, shared drainage and utilities that are being discussed with the Applicant. Dan O'Berski with Trinity Commercial Group, LLC representing the owners of the property for the sale of the site explained that the previous offers for this property included apartments at a higher density then the proposed townhome product type being requested by the Applicant.

Comments from the Planning, Zoning, and Design Board suggested providing Elevations that showed the true character and quality that was being proposed for this development including a color pattern that did not include Grey. The preliminary master concept plan shown made the townhomes were identified as not providing the articulation that is desired within the Village. Comments were made that the pre-liminary master concept plan did not show open areas or green space within the development. Comments were brought up regarding the Public Park and the true public benefit it would provide with the Estero Community Park being right across the street. It was suggested that the southeast corner be more of a statement corner with a possible specimen character tree and possibly some art as well as lush landscaping. The view from Corkscrew Road to the site was also an item of concern.

To address the comments provided at the meeting the Applicant has demonstrated within the Traffic Impact Statement the proposed development is anticipated to generate fewer trips than the currently approved Assisted Living Facility.

The pattern book provides elevations of townhomes in line with the high-quality homes and architecture Toll Brothers is known for; additional articulation of the homes/building footprints; landscaping, open space and placemaking elements. The public area at the southwest corner of the site has been updated from a recreational park concept to a public area that creates a sense of place along the multi-use trails proposed along

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Corkscrew Road and Sandy Lane. The public use area proposed will provide a visual enhancement of the corner through a character specimen tree and a lush variety native landscape plantings.

Traffic Impact Statement

Estero Townhomes – Rezone

Village of Estero, Lee County
1/25/2024

Prepared for:

Toll Brothers
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Bonita Springs, FL 34134
Phone: 239.949.2308

Prepared by:

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2800 Davis Boulevard, Suite 200
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Statement of Certification

I certify that this Traffic Impact Statement has been prepared by me or under my immediate supervision and that I have experience and training in the field of Traffic and Transportation Engineering.

Norman J. Trebilcock, AICP, PTOE, PE
FL Registration No. 47116
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Company Cert. of Auth. No. 27796

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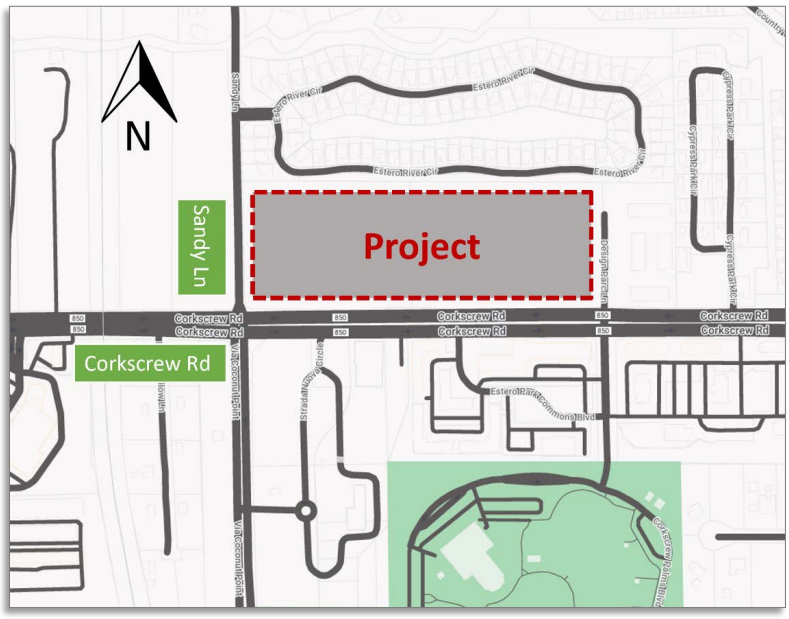
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Project Description

The Estero Townhomes project is a proposed residential development located north of Corkscrew Road (County Road 850) and east of Sandy Lane, in Village of Estero, Lee County, Florida.

For location and layout of the project refer to **Figure 1 – Project Location Map**, which follows, and **Appendix A: Project Master Site Plan**.

Figure 1 – Project Location Map



The subject parcel is currently vacant and has a total area of approximately 21.4 acres. The site is currently zoned Residential Planned Development (RPD) which was approved subject to the conditions illustrated in the Village of Estero Ordinance No. 2015-21. The current zoning allows a maximum of 340 beds/units of assisted living/ independent living/ continuing care (referenced in the Ordinance as assisted living) and up to 15,000 square feet (sf) of medical office use.

The project proposes to rezone the property to allow development of up to 171 residential townhomes.

The purpose of this report is to document the potential transportation impacts associated with the proposed zoning application.

The project provides the highest and best use scenario with respect to the project's proposed trip generation. Traffic projections associated with the proposed development are evaluated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition and ITE Trip Generation Handbook, 3rd Edition. In agreement with the ITE Land Use Code (LUC) descriptions, the ITE land use designations are illustrated in **Table 1.**

Table 1
Development Program

Development	Land Use	ITE Land Use Code	Size
Approved Zoning	Assisted Living	#254 – Assisted Living	340 beds[(1)]
	Medical Office	#720 – Medical-Dental Office Building	15,000 square feet
Proposed Zoning	Multifamily	#220 – Multifamily Housing (Low-Rise)	171 dwelling units

Note(s): (1) Per Ordinance 2015-21, Section 2.1, "so long as the density does not exceed 128 standard dwelling units".

For the purposes of this report, the study horizon year is the first full peak season when the development is expected to be built-out and generating traffic. The project build-out year is 2028. In order to account for peak season traffic conditions, the future traffic conditions with project reflect the build-out year plus one year (planning horizon year 2029).

A methodology memorandum was transmitted via email to the Village of Estero Transportation Planning staff on October 20, 2023, as depicted in **Appendix B: Initial Meeting Checklist (Methodology).**

As illustrated in the proposed Master Site Plan, the project access connection to the surrounding roadway network consists of one full movement access on Sandy Lane and one full movement access on Design Parc Lane.

Trip Generation

The software program Online Traffic Impact Study Software (OTISS) is used to create the trip generation for the project. The ITE rates or equations are used for the trip generation calculations, as applicable. Detailed calculations can be found in **Appendix C: ITE Trip Generation Calculations**.

The internal capture accounts for a reduction in external traffic because of the interaction between the multiple land uses in a site. The pass-by trips account for traffic that is already on the external roadway network and stops at the project on the way to a primary trip destination. No internal capture or pass-by traffic reductions are considered in this report.

Approved Zoning

Table 2A outlines the anticipated weekday trip generation of the development as currently approved.

In agreement with the requirements illustrated in the approved Ordinance 2015-21, **Appendix C** provides a trip generation comparison between the allowed Assisted Living intensity (340 beds) and the traffic generated by the 128 standard dwelling units. Traffic generated by the Assisted Living use does not exceed the traffic generated by 128 standard dwelling units.

Table 2A
Approved Zoning – Trip Generation – Average Weekday

Development	Size	24 Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Assisted Living	340 beds	884	37	24	61	32	50	82
Medical-Dental Office Building	15,000 square feet	537	35	9	44	17	41	58
Total Traffic		1,421	72	33	105	49	91	140

Proposed Zoning

The estimated weekday trip generation associated with the subject development as currently proposed is depicted in **Table 2B**.

Table 2B
Proposed Zoning – Trip Generation – Average Weekday (1)

Development	Size	24 Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
			Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Low-Rise)	171 dwelling units	1,171	18	58	76	**59**	35	94

Note(s): (1) Project peak hour, peak season, peak direction traffic is **underlined** and **bold**.

Proposed Zoning versus Approved Zoning

Table 2C illustrates the trip generation comparison of the proposed uses to the trip generation of the approved uses (**Table 2B** versus **Table 2A**).

Table 2C
Proposed Zoning vs Approved Zoning – Trip Generation – Average Weekday (1)

Development	24 Hour Two-Way Volume	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Proposed Zoning	1,171	18	58	76	59	35	94
Approved Zoning	1,421	72	33	105	49	91	140
	-250	**-54**	**25**	**-29**	**10**	**-56**	**-46**

Note(s): (1) Negative numbers represent a decrease in Trip Generation.

Based on the data illustrated in **Table 2C**, the requested zoning **will decrease the traffic impacts** of the development by approximately 28% in the AM peak hour and by approximately 33% in the PM peak hour from what is currently approved.

Concurrency Level of Service and Site Access Operations

The proposed project is expected to add less than 300 peak hour vehicle trips to the adjacent road system (**Table 2B**).

The concurrency Level of Service (LOS) evaluation for the impacted roadway network is based on the project weekday AM and PM peak hour, peak direction net external traffic. Consistent with the traffic data illustrated in **Table 2B**, the estimated PM peak hour, peak direction project trips (PM Enter trips) are more intensive than the AM peak hour, peak direction project trips, and are conservatively utilized for LOS impact determinations.

The site access operational evaluation reflects the project weekday AM and PM peak hour external traffic (**Table 2B**).

Trip Distribution and Assignment

The traffic generated by the development is assigned to the adjacent road network based on the knowledge of the area and utilizing the Florida Standard Urban Transportation Model Structure (FSUTMS) modeling program. A proposed distribution pattern was produced by placing the proposed development in one new centroid connected to the Florida Department of Transportation (FDOT) District One Regional Planning Model (D1RPM) at the project location and modeled with the year 2045 background traffic. For details, see **Appendix D: Project Traffic Distribution – D1RPM Run**.

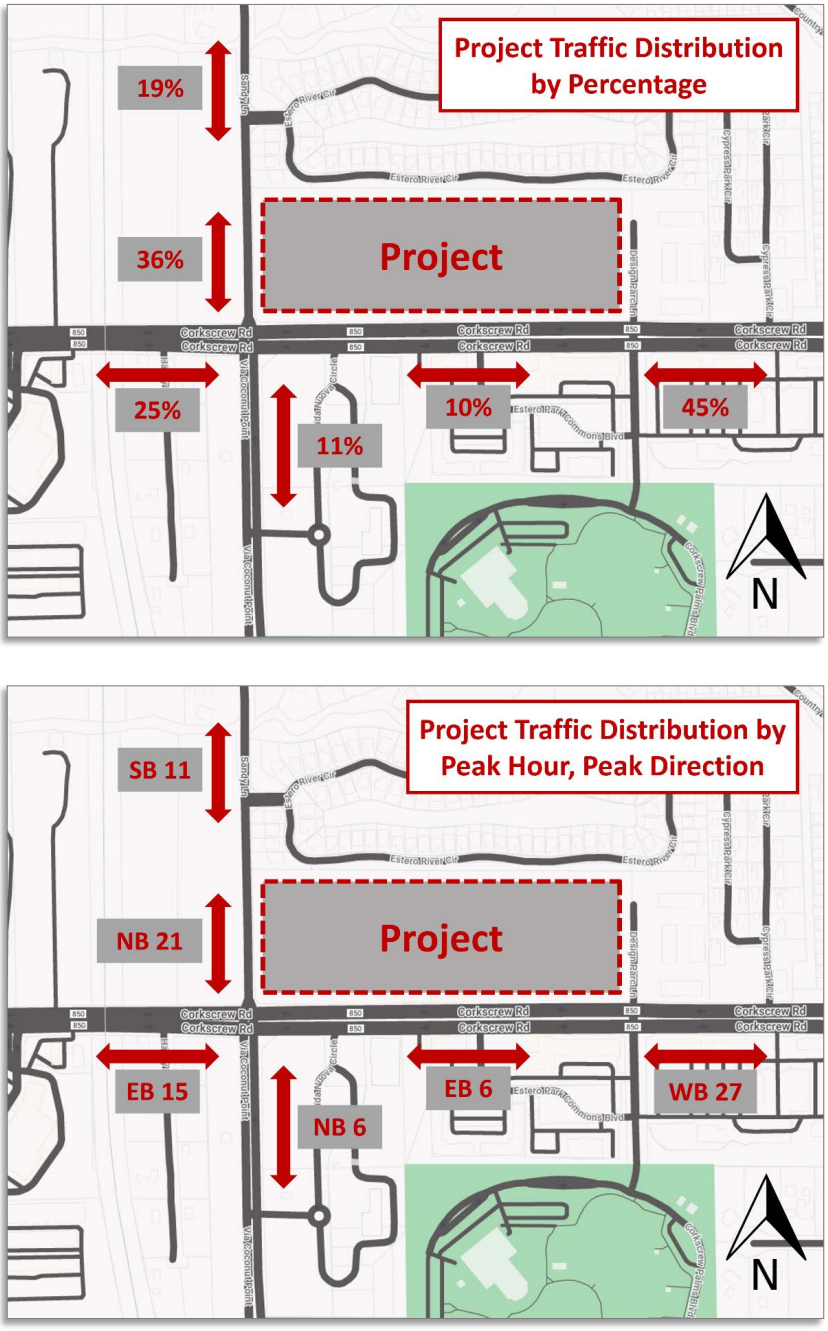
Based on the above considerations and engineering judgement, **Table 3** and **Figure 2** depict the project peak hour, peak direction traffic volumes as a percentage of the total net external project traffic (**Table 2B**).

Table 3
Project Traffic Distribution – Peak Hour, Peak Direction [(1)]

Roadway	Roadway Segment Location	Distribution of Project Traffic	Peak Hour, Peak Direction Project Volume[(1)]
Sandy Ln [(2)]	Broadway Ave E to Project	19%	11
Sandy Ln [(2)]	Project to Corkscrew Rd	36%	21
Via Coconut Point [(2)]	South of Corkscrew Rd	11%	6
Corkscrew Rd [(3)]	West of Via Coconut Point	25%	15
Corkscrew Rd [(3)]	Via Coconut Point to Design Parc Ln	10%	6
Corkscrew Rd [(3)]	East of Design Parc Ln	45%	27

Note(s): (1) Refer to **Table 2B**;
(2) Village of Estero monitored roadway;
(3) Lee County monitored roadway.

Figure 2 – Project Traffic Distribution – Peak Hour, Peak Direction



Background Traffic

Roadway Functional Classification

The functional classification of the impacted roadways is depicted in the Village Comprehensive Plan – Map TR-1 Roadway Classification Map.

Corkscrew Road – County Maintained Arterial

Sandy Lane – Village Maintained Minor Collector

Via Coconut Point – Village Maintained Major Collector

Design Parc Lane – Privately Maintained Local Road

Village and Lee County Transportation LOS Standards

Village of Estero

Based upon the LOS standards set forth in the Village of Estero Comprehensive Plan – Policy TRA – 1.8.1, a concurrency LOS analysis is required to be submitted demonstrating the LOS of the nearest arterial or collector streets to which the proposed project will discharge its traffic. As established by the state of Florida and Lee County, the minimum acceptable motorized vehicle LOS standards within the Village limits are as follows:

- LOS D – for I-75
- LOS E for arterials and collectors.
- Local roads will be maintained in good order and repair.

The minimum acceptable LOS standard is determined based on the peak season, peak hour, peak direction traffic flow which is defined as the 100th highest volume hour of the year in the predominant direction of traffic flow. It is noted that the 100th highest volume hour approximates the typical peak hour during the peak season.

Lee County

Transportation LOS standards are found in The Lee Plan Policy 95.1.3 which states that LOS "E" is the standard LOS for principal and minor arterials, and major collectors on county maintained transportation facilities. Level of service standards for the State Highway System during peak travel hours are "D" in urbanized areas and "C" outside urbanized areas.

Due to scenic, historic, environmental, aesthetic, and right-of-way characteristics and considerations, Lee County has determined that certain roadway segments will not be widened. Therefore, reduced peak hour levels of service will be accepted on those constrained roads within unincorporated Lee County as a trade-off for the preservation of the scenic, historic, environmental, and aesthetic character of the community.

Transportation network LOS standards are further detailed in the most current adopted 2022 Lee County Public Facilities Level of Service and Concurrency Report ("Concurrency Report"). The inventory

contained in this report measures the LOS standard based on the 100th highest volume hour of the year in the predominant direction of traffic flow.

Future Growth Rates Determination

Historic growth rates are estimated for the segments of the roadway network in the study area using a general guidance of a minimum 2% growth rate, or historical growth rates from available traffic counts. Based on acceptable standard practice, calculated growth rates are capped to a maximum rate of 4%.

Sandy Lane/ Via Coconut Point

An Average Daily Traffic (ADT) growth trend summary of the 24-hour traffic counts from the year 2019 to the year 2023 for the Count Station #9 (Sandy Lane/Via Coconut Point – Broadway Avenue East to Williams Road) is illustrated in the Village of Estero 2023 Traffic Count Report , Table 2.16. The annual growth rate at this location is 1.5%. Refer to **Appendix E: Village 2023 Traffic Count Report (Excerpts)**. As such, a 2.0% growth rate is selected for calculating the future background traffic for the analyzed segments located on Sandy Lane and Via Coconut Point.

Corkscrew Road

Traffic information has been gathered for the analyzed roadway segments from the Lee County 2022 Traffic Count Report Refer to **Appendix F: Lee County 2022 Traffic Count Report (Excerpt)**.

For the analyzed segments along Corkscrew Road, the calculated growth rate for the period 2015 (AADT 16,600) through 2021 (AADT 20,800) is 4.2%. As such, a 4.0% growth rate is selected for calculating the future background traffic for the impacted roadway links along Corkscrew Road.

Background Traffic Determination – Village and Lee County Traffic Data

For the purposes of this report, the surrounding roadway network is analyzed under 2029 traffic conditions.

Current traffic information has been gathered for the analyzed roadway segments from the Village 2023 Traffic Count Report (**Appendix E**) and the Lee County 2022 Public Facilities Level of Service and Concurrency Report (**Appendix G**).

Existing Level of Service (LOS) determination – The 100th highest-hour traffic volume in the peak direction is compared to the maximum peak direction service volume at the adopted LOS standard. If traffic volume exceeds the maximum service volume at the adopted LOS standard, then the road segment is considered an existing transportation deficiency. Road segments with a constrained designation are noted in the inventory. Peak-hour LOS "F" is accepted on constrained road segments.

In agreement with Florida Statutes, the developer is not responsible to address transportation deficiencies which occur regardless of the project's traffic. The improvement necessary to correct the transportation deficiency is the funding responsibility of the entity that has maintenance responsibility for the facility.

Per Florida Statutes, the term transportation deficiency means a facility or facilities on which the adopted LOS standard is exceeded by the existing, committed, and vested trips, plus additional projected background trips from any source other than the development project under review, and trips that are forecast by established traffic standards, including traffic modeling.

As illustrated in the 2022 Lee County Concurrency Report, the "Existing" LOS determination for the roadway network reflects the year 2021 traffic conditions. The 2021 base year traffic volumes are factored by the appropriate annual growth rate in order to determine the background 100th highest hour traffic volumes for the year 2029.

The Village 2023 Traffic Count Report reflect the year 2023 traffic conditions for the Village maintained roadways. The Village Count Station #9 is utilized for current traffic volumes on Sandy Lane and Via Coconut Point.

The traffic service volumes for the analyzed roadway segments are in agreement with the data published in the Lee County 2015 Link Specific Service Volumes on Arterials and Collectors. Refer to **Appendix H: Lee County Link Specific Service Volumes**.

Table 4 illustrates the projected 2029 background traffic (without project) and the Level of Service for the roadway links within the study area.

Table 4
Background Traffic without Project – Village and Lee County Traffic Data

Roadway	Roadway Segment Location	Existing Backgr. Traffic Volume - LOS(1)	Traffic Annual Growth Rate	Growth Factor(2)	2029 Backgr. Traffic Volume - LOS(3)
Sandy Ln	Broadway Ave E to Project	Year 2023; 468–C	2.0%	1.1262	527-C
Sandy Ln	Project to Corkscrew Rd	Year 2023; 468–C	2.0%	1.1262	527-C
Via Coconut Point	South of Corkscrew Rd	Year 2023; 468–C	2.0%	1.1262	527-C
Corkscrew Rd	West of Via Coconut Point	Year 2021; 1,047–C	4.0%	1.3686	1,433–C
Corkscrew Rd	Via Coconut Point to Design Parc Ln	Year 2021; 1,047–C	4.0%	1.3686	1,433–C
Corkscrew Rd	East of Design Parc Ln	Year 2021; 1,047–C	4.0%	1.3686	1,433–C

Note(s): LOS = Level of Service; Backgr. = Background.
(1) 100th highest hour traffic volumes; Refer to **Appendix E** and **Appendix G**; LOS – refer to **Appendix H;**
(2) Growth Factor = $(1 + \text{Annual Growth Rate})^{N}$; N = 6 for Sandy Ln and Via Coconut Point; N = 8 for Corkscrew Rd.
(3) 2029 Projected Volume = Current Volume x Growth Factor; LOS – refer to **Appendix H**.

Based on the traffic data illustrated in **Table 4**, the analyzed roadway segments are projected to operate with acceptable LOS "C" or better under 2029 background traffic conditions.

Existing and Future Roadway Network

The adopted level of service performance standard for the analyzed roadway network is extracted from the Lee County 2015 Link Specific Service Volumes on Arterials and Collectors (**Appendix H**).

Roadway improvements that are currently under construction or are scheduled to be constructed within the five years of the current Capital Improvement Program (CIP) are considered to be committed

improvements for the purposes of this study. As no capacity improvements were identified for the evaluated roadway segments, no changes to the study network are anticipated in the year 2029.

Table 5 illustrates current and future 2029 roadway conditions, as well as the adopted Standard LOS.

Table 5
Existing and Future Roadway Conditions

Roadway	Roadway Segment Location	Current Roadway Conditions	Current Standard Capacity Volume–LOS(1)	2029 Roadway Conditions	2029 Standard Capacity Volume–LOS(1)
Sandy Ln	Broadway Ave E to Project	2LU	860–E	2LU	860–E
Sandy Ln	Project to Corkscrew Rd	2LU	860–E	2LU	860–E
Via Coconut Point	South of Corkscrew Rd	4LD	1,790–E	4LD	1,790–E
Corkscrew Rd	West of Via Coconut Point	4LD	1,900–E	4LD	1,900–E
Corkscrew Rd	Via Coconut Point to Design Parc Ln	4LD	1,900–E	4LD	1,900–E
Corkscrew Rd	East of Design Parc Ln	4LD	1,900–E	4LD	1,900–E

Note(s): 2LU = 2-lane undivided roadway; 2LN = 2-lane narrow roadway; 2LD, 4LD, 6LD = 2-lane, 4-lane, 6-lane divided roadway, respectively; 6LF = 6-lane freeway; LOS = Level of Service.
(1) Refer to **Appendix H**.

Project Impacts to Area Roadway Network

In accordance with Florida Statutes, only those road segments and intersections that were forecasted to be adversely impacted by the proposed project, but which were not identified as transportation deficient under background traffic, are required to be addressed by the developer (the developer is not responsible to address preexisting deficiencies).

The level of service of the analyzed roadway segments is determined by adding the peak hour, peak season, peak direction traffic from the proposed development to the existing peak hour, peak season, peak direction traffic on the affected roadway link.

Future 2029 background traffic volumes are combined with project peak hour, peak direction traffic, as illustrated in **Table 6.**

A roadway is considered significantly impacted if the proposed development is expected to increase the traffic volume on that roadway by 10% or more of adopted Level of Service "C" threshold. Based on the traffic data illustrated in **Table 6**, none of analyzed segments are expected to be significantly impacted by the project in 2029.

A roadway link is considered to be adversely impacted if the total traffic exceeds the adopted peak hour level of service volume for that link.

Table 6
Roadway Link Level of Service Analysis

Roadway Link	Roadway Segment Location	PH, PD Service Volume at LOS C[(1)]	PH, PD Project Volume Added[(2)]	PH, PD Project Volume as % of LOS C	Significant Impact at 10% of LOS C Yes/No	2029 Backgr. Traffic Volume - LOS[(3)]	2029 Backgr. Traffic w/Project Volume - LOS[(4)]	2029 Standard Capacity Volume– LOS[(1)]	2029 Total Vol exceeds Standard Capacity? Yes/No
Sandy Ln	Broadway Ave E to Project	550	11	2.0%	**No**	527-C	538-C	860 – E	**No**
Sandy Ln	Project to Corkscrew Rd	550	21	3.8%	**No**	527-C	548-C	860 – E	**No**
Via Coconut Point	South of Corkscrew Rd	1,310	6	0.5%	**No**	527-C	533-C	1,790 – E	**No**
Corkscrew Rd	West of Via Coconut Point	1,900	15	0.8%	**No**	1,433–C	1,448–C	1,900 – E	**No**
Corkscrew Rd	Via Coconut Point to Design Parc Ln	1,900	6	0.3%	**No**	1,433–C	1,439–C	1,900 – E	**No**
Corkscrew Rd	East of Design Parc Ln	1,900	27	1.4%	**No**	1,433–C	1,460–C	1,900 – E	**No**

Note(s): PH = Peak Hour; PD = Peak Direction; LOS = Level of Service; Backgr. = Background.
(1) Refer to **Appendix H;**
(2) Refer to **Table 3**;
(3) Refer to **Table 4**.
(4) 2029 Total Traffic = 2029 Background + Project Volume Added; LOS – refer to **Appendix H**.

None of the analyzed links are projected to operate below the adopted LOS Standard (LOS "E") with or without the project at 2029 future conditions. All roadway segments under study operate at a LOS "C" or better.

Based on these criteria, this project does not create any significant or adverse impacts to the area roadway network.

Access Management Considerations

Sandy Lane and Design Parc Lane are the roadway facilities directly accessed by the project. As previously illustrated in this report, these roadways are functionally classified as: Sandy Lane – collector, and Design Parc Lane – local roadway.

Motor vehicle connections to a road from privately-maintained streets, access roads or access ways must be separated in accordance with the minimum standards illustrated in Village LDC Sec. 5-304.

The minimum connection separation is 125 feet for the access located on Design Parc Lane and 330 feet for the access located on Sandy Lane.

Separation distance is measured from the edge of the outermost lane of the nearest roadway/connection to the nearest edge of pavement of the proposed intersecting connection.

The proposed access locations exceed the adopted minimum connection separation.

Site Access Turn Lane Analysis

As illustrated in the proposed Master Site Plan, the project access connection to the surrounding roadway network consists of one full movement access on Sandy Lane and one full movement access on Design Parc Lane (**Appendix A**).

Turn lane recommendations coincident with the project build-out conditions have been reviewed based on Lee County Turn Lane Policy AC-11-4 criteria. According to the Lee County Turn Lane Policy, left- and/or right-turn lanes are required when any two or more warrants are satisfied.

Project traffic turning movements at access locations are provided in **Appendix I**.

Project Entrance on Sandy Lane

Sandy Lane – two-lane undivided collector with a posted speed limit of 30 mph.

Southbound Left-turn Lane

- Project entering traffic – 11 left turns;
- Warrant 1 – posted speed limit is equal or greater than 35 mph – not satisfied;
- Warrant 2 – the number of left turning vehicles exceeds 20 – not satisfied;
- A left-turn lane is not warranted.

Northbound Right-turn Lane

- Project entering traffic – 21 right turns;
- Warrant 1 – posted speed limit is equal or greater than 35 mph – not satisfied;
- Warrant 2 – the number of right turning vehicles exceeds 30 – not satisfied;
- A right-turn lane is not warranted.

Project Entrance on Design Parc Lane

Design Parc Lane – two-lane divided local road with an assumed posted speed limit of 30 mph.

Northbound Left-turn Lane

- Project entering traffic – 27 left turns;
- Warrant 1 – posted speed of 30 mph and 60 or more left turning vehicles – not satisfied;
- Warrant 2 – the number of left turning vehicles exceeds 60 – not satisfied;
- A left-turn lane is not warranted.

According to the Lee County Turn Lane Policy requirements, dedicated turn lanes are not required at the project access locations.

Improvement Analysis

Based on the results illustrated in this traffic analysis, the proposed project is not a significant traffic generator for the analyzed roadway network. There is adequate and sufficient roadway capacity to accommodate the proposed development at build-out conditions.

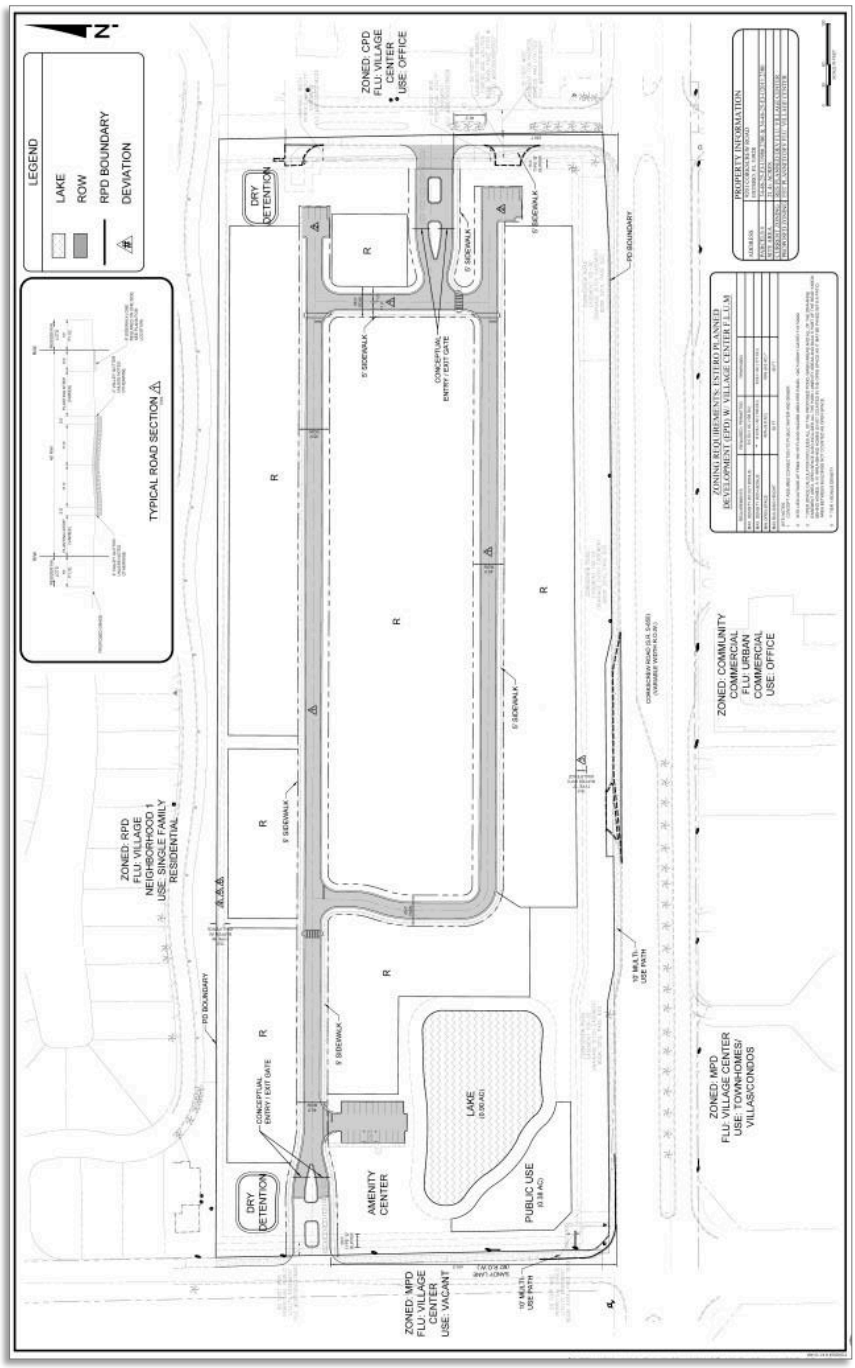
Turn lane improvements are not recommended at the project access locations.

Mitigation of Impact

The developer proposes to pay the appropriate Village of Estero transportation impact fees as building permits are issued for the project.

Appendix A:

Project Master Site Plan


N
LEGEND
LAKE
ROW
RPD BOUNDARY
DEVIATION
TYPICAL ROAD SECTION
ZONED: CPD
FLU: VILLAGE CENTER
USE: OFFICE
DRY DETENTION
5' SIDEWALK
CONCEPTUAL ENTRY / EXIT GATE
PD BOUNDARY
PROPERTY INFORMATION
ZONING REQUIREMENTS: ESTERO PLANNED DEVELOPMENT (EPD) W. VILLAGE CENTER F.L.U.M.
ZONED: COMMUNITY COMMERCIAL
FLU: URBAN COMMERCIAL
USE: OFFICE
ZONED: RPD
FLU: VILLAGE NEIGHBORHOOD 1
USE: SINGLE FAMILY RESIDENTIAL
10' MULTI-USE PATH
LAKE
AMENITY CENTER
PUBLIC USE
ZONED: MPD
FLU: VILLAGE CENTER
USE: TOWNHOMES/ VILLAS/CONDOS
ZONED: MPD
FLU: VILLAGE CENTER
USE: VACANT

Appendix B:

Initial Meeting Checklist (Methodology)

METHODOLOGY - INITIAL MEETING CHECKLIST

Date: October 20, 2023 Time: N/A

Location: N/A – Via Email

People Attending:
Name, Organization, and Telephone Numbers

1) James Hart, The Village of Estero Development Review
2) Norman Trebilcock, TCS
3) Ciprian Malaescu, TCS

Study Preparer:
Preparer's Name and Title: Norman Trebilcock, AICP, PTOE, PE
Organization: Trebilcock Consulting Solutions, PA
Address & Telephone Number: 2800 Davis Boulevard, Suite 200, Naples, FL 34104; ph. 239-566-9551

Reviewer(s):
Reviewer's Name & Title: James Hart, PE, Development Review Manager
Organization: The Village of Estero, Department of Community Development
Address: 9401 Corkscrew Palms Circle, Estero, FL 33928
Telephone Number: 239-221-5036

Applicant:
Applicant's Name: Atwell, LLC
Address: 28100 Bonita Grande Drive, Suite 305, Bonita Springs, FL 34135
Telephone Number: 239-405-777

Proposed Development:
Name: Toll Estero Property – Rezone
Location: In the northeast quadrant of the Corkscrew Road and Sandy Lane/Via Coconut Point intersection, in the Village of Estero – **Figure 1**
Land Use Type: Residential Multi-Family - Townhomes
ITE Land Use Code # and Type: LUC #220 – Multifamily Housing (Low-Rise).

Description: The project site is currently vacant. The rezone application requests to allow a change in land use to Residential Multi-Family (RM-2) for up to 170 townhomes. The development proposes one full movement access onto Sandy Lane and one full movement access onto Design Parc Lane.
Zoning
Existing: Residential Planned Development (RPD); Ordinance 2015 – 21.
Comprehensive plan recommendation: N/A
Requested: To allow proposed development.

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Figure 1 – Location Map



Findings of the Preliminary Study:
The estimated net new external traffic is less than 300 peak hour trips.
Trip Generation – ITE Trip Generation Manual 11th Edition; ITE Trip Generation Handbook 3rd Edition
Internal capture and pass-by traffic reductions are not considered for this project.
Zoning Traffic Comparison – Trip generation comparison of the approved uses to the trip generation of the proposed uses.
Area of influence (significant impact) – roadway segments determined to be significantly impacted – 10% or more of the Level of Service (LOS) "C".
Concurrency/Roadway LOS determination - based on peak season, peak hour, peak direction new external trips within the area of influence.
Performance standard – LOS E for Village and County maintained arterial and collectors. Performance standard volumes are based on the Lee County DOT Link –Specific Service Volumes.
Sandy Lane – 2-lane undivided collector
Via Coconut Point – 4-lane divided collector
Corkscrew Road - 4-lane divided arterial
Operational - Site access turn lanes analysis based on Lee County Turn Lane Policy AC-11-4, and access management considerations.
No other intersections will be analyzed as part of this report.
Sandy Lane – posted speed limit = 30 mph; Design speed limit = 35 mph (assumption)

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Design Parc Lane – private road – is considered a local roadway for the TIS purposes. The speed limit is not posted. The traffic report assumes a 30 mph speed limit. Design speed considered is 35 mph.

Study Area:
Roadway Links: all significantly impacted road segments.
Additional intersections to be analyzed: N/A
Build Out Year: 2028
Horizon Year: 2029 (build-out plus one year)
Analysis Time Period(s): LOS – peak season, peak hour, peak direction; Operational – AM/ PM peak hour of the adjacent street traffic.
Future Off-Site Developments: to be determined
Source of Trip Generation Rates: ITE Trip Generation Manual, 11th Edition

Reductions in Trip Generation Rates:
None: N/A
Pass-by trips: N/A
Internal trips: N/A
Transit use: N/A
Horizon Year Roadway Network Improvements: 2029

Methodology & Assumptions:
Non-site traffic estimates: Lee County 2022 Public Facilities Level of Service and Concurrency Report; 2022 Lee County Traffic Count Report; 2023 Village of Estero Traffic Count Report
Site-trip generation: ITE Trip Generation Manual, 11th Edition
Trip distribution method – Based on FDOT District 1 Regional Planning Model (D1RPM) and engineering judgment, see **Figure 2**.
Traffic assignment method: Project trip generation with background growth.
Traffic growth rate: Traffic growth rate based on historical growth rate or 2.0% minimum, as applicable.
Turning Movements: Engineer's estimate, see **Figure 3**.

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Figure 2 – Project Traffic Distribution by Percentage

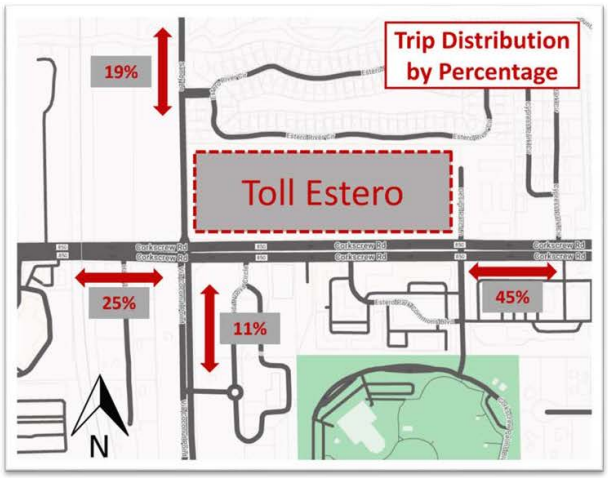
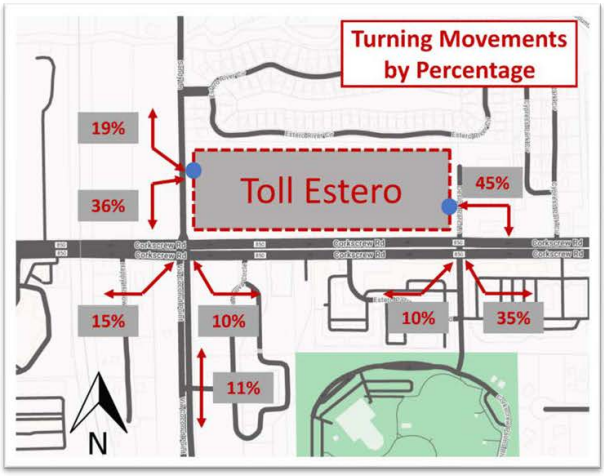


Figure 3 – Project Traffic Turning Movements by Percentage



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Special Features: (from preliminary study or prior experience)
Accident locations: N/A
Sight distance: N/A
Queuing: to be determined
Access location & configuration: N/A
Traffic control: MUTCD
Signal system location & progression needs: N/A
On-site parking needs: N/A
Data Sources: ITE Trip Generation Manual, 11th Edition
Base maps: N/A
Prior study reports: N/A
Access policy and jurisdiction: N/A
Review process: N/A
Requirements: N/A
Miscellaneous: N/A

SIGNATURES

Norman Trebilcock

Study Preparer—Norman Trebilcock

Page **5** of **5**

Appendix C:

ITE Trip Generation Calculations

Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual.*

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.
- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.
- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.
- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Land Use: 254
Assisted Living

Description

An assisted living complex is a residential setting that provides either routine general protective oversight or assistance with activities necessary for independent living to persons with mental or physical limitations. The typical resident has difficulty managing in an independent living arrangement but does not require nursing home care. Its centralized services typically include dining, housekeeping, social and physical activities, medication administration, and communal transportation.

The complex commonly provides separate living quarters for each resident. Alzheimer's and ALS care are commonly offered at an assisted living facility. Living quarters for these patients may be located separately from the other residents.

Assisted care commonly bridges the gap between independent living and a nursing home. In some areas of the country, an assisted living residence may be called personal care, residential care, or domiciliary care. Staff may be available at an assisted care facility 24 hours a day, but skilled medical care—which is limited in nature—is not required. Congregate care facility (Land Use 253), continuing care retirement community (Land Use 255), and nursing home (Land Use 620) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Connecticut, New Jersey, New York, Oregon, Pennsylvania, Tennessee, Texas, and Utah.

Source Numbers

244, 573, 581, 611, 725, 876, 877, 912, 1016, 1029

Land Use: 720
Medical-Dental Office Building

Description

A medical-dental office building is a facility that provides diagnoses and outpatient care on a routine basis but is unable to provide prolonged in-house medical and surgical care. One or more private physicians or dentists generally operate this type of facility. General office building (Land Use 710) and clinic (Land Use 630) are related uses.

Land Use Subcategory

Analysis of medical-dental office building data found that trip generation rates are measurably different for sites located within or adjacent to a hospital campus and sites that are stand-alone. Data plots are presented for these two land use subcategories.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Connecticut, Kentucky, Maryland, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Dakota, Texas, Virginia, Washington, and Wisconsin.

Source Numbers

104, 109, 120, 157, 184, 209, 211, 253, 287, 294, 295, 304, 357, 384, 404, 407, 423, 444, 509, 601, 715, 867, 879, 901, 902, 908, 959, 972

Project Information	
Project Name:	Toll Estero-RPD-Use Comparison
No:	
Date:	10/20/2023
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	WX
Edition:	Trip Generation Manual, 11th Ed

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
254 - Assisted Living (General Urban/Suburban)	340 Beds	442	442	37	24	32	50
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		442	442	37	24	32	50
210 - Single-Family Detached Housing (General Urban/Suburban)	128 Dwelling Units	633	633	23	70	79	46
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		633	633	23	70	79	46

PERIOD SETTING

Analysis Name :	Daily		
Project Name :	Toll Estero-RPD-Use Comparison	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
254 - Assisted Living (General Urban/Suburban)	Beds	340(0)	Weekday	Average 2.6	442(1) 50%	442(1) 50%	884(1)
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	128	Weekday	Best Fit (LOG) Ln(T) = 0.92Ln(X) +2.68	633 50%	633 50%	1266

(0) indicates size out of range.
(1) indicates small sample size, use carefully.

PERIOD SETTING

Analysis Name :	AM Peak Hour		
Project Name :	Toll Estero-RPD-Use Comparison	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
254 - Assisted Living (General Urban/Suburban)	Beds	340(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.18	37 61%	24 39%	61
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	128	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.91Ln(X) +0.12	23 25%	70 75%	93

(0) indicates size out of range.

PERIOD SETTING

Analysis Name :	PM Peak Hour		
Project Name :	Toll Estero-RPD-Use Comparison	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
254 - Assisted Living (General Urban/Suburban)	Beds	340(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.24	32 39%	50 61%	82
210 - Single-Family Detached Housing (General Urban/Suburban)	Dwelling Units	128	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LOG) Ln(T) = 0.94Ln(X) +0.27	79 63%	46 37%	125

(0) indicates size out of range.

Project Information	
Project Name:	Toll Estero-AL-MED
No:	
Date:	10/20/2023
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	WX
Edition:	Trip Generation Manual, 11th Ed

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
254 - Assisted Living (General Urban/Suburban)	340 Beds	442	442	37	24	32	50
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		442	442	37	24	32	50
720 - Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	15 1000 Sq. Ft. GFA	269	268	35	9	17	41
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		269	268	35	9	17	41
Total		711	710	72	33	49	91
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		711	710	72	33	49	91

PERIOD SETTING

Analysis Name :	Daily		
Project Name :	Toll Estero-AL-MED	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
254 - Assisted Living (General Urban/Suburban)	Beds	340(0)	Weekday	Average 2.6	442(1) 50%	442(1) 50%	884(1)
720 - Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday	Best Fit (LIN) T = 42.97 (X)+-108.01	269 50%	268 50%	537

(0) indicates size out of range.
(1) indicates small sample size, use carefully.

PERIOD SETTING

Analysis Name :	AM Peak Hour		
Project Name :	Toll Estero-AL-MED	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
254 - Assisted Living (General Urban/Suburban)	Beds	340(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Average 0.18	37 61%	24 39%	61
720 - Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LOG) Ln(T) = 0.9Ln(X) +1.34	35 80%	9 20%	44

(0) indicates size out of range.

PERIOD SETTING

Analysis Name :	PM Peak Hour		
Project Name :	Toll Estero-AL-MED	**No :**	
Date:	10/20/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
254 - Assisted Living (General Urban/Suburban)	Beds	340(0)	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Average 0.24	32 39%	50 61%	82
720 - Medical-Dental Office Building - Stand-Alone (General Urban/Suburban)	1000 Sq. Ft. GFA	15	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 4.07 (X)+-3.17	17 29%	41 71%	58

(0) indicates size out of range.

Project Information	
Project Name:	Toll Estero Rezone - 171DU
No:	
Date:	10/27/2023
City:	
State/Province:	
Zip/Postal Code:	
Country:	
Client Name:	
Analyst's Name:	WX
Edition:	Trip Generation Manual, 11th Ed

Land Use	Size	Daily		AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit	Entry	Exit
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	171 Dwelling Units	586	585	18	58	59	35
Reduction		0	0	0	0	0	0
Internal		0	0	0	0	0	0
Pass-by		0	0	0	0	0	0
Non-pass-by		586	585	18	58	59	35
Total		586	585	18	58	59	35
Total Reduction		0	0	0	0	0	0
Total Internal		0	0	0	0	0	0
Total Pass-by		0	0	0	0	0	0
Total Non-pass-by		586	585	18	58	59	35

PERIOD SETTING

Analysis Name :	Daily		
Project Name :	Toll Estero Rezone - 171DU	**No :**	
Date:	10/27/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	171	Weekday	Best Fit (LIN) T = 6.41 (X)+75.31	586 50%	585 50%	1171

PERIOD SETTING

Analysis Name :	AM Peak Hour		
Project Name :	Toll Estero Rezone - 171DU	**No :**	
Date:	10/27/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	171	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.31 (X)+22.85	18 24%	58 76%	76

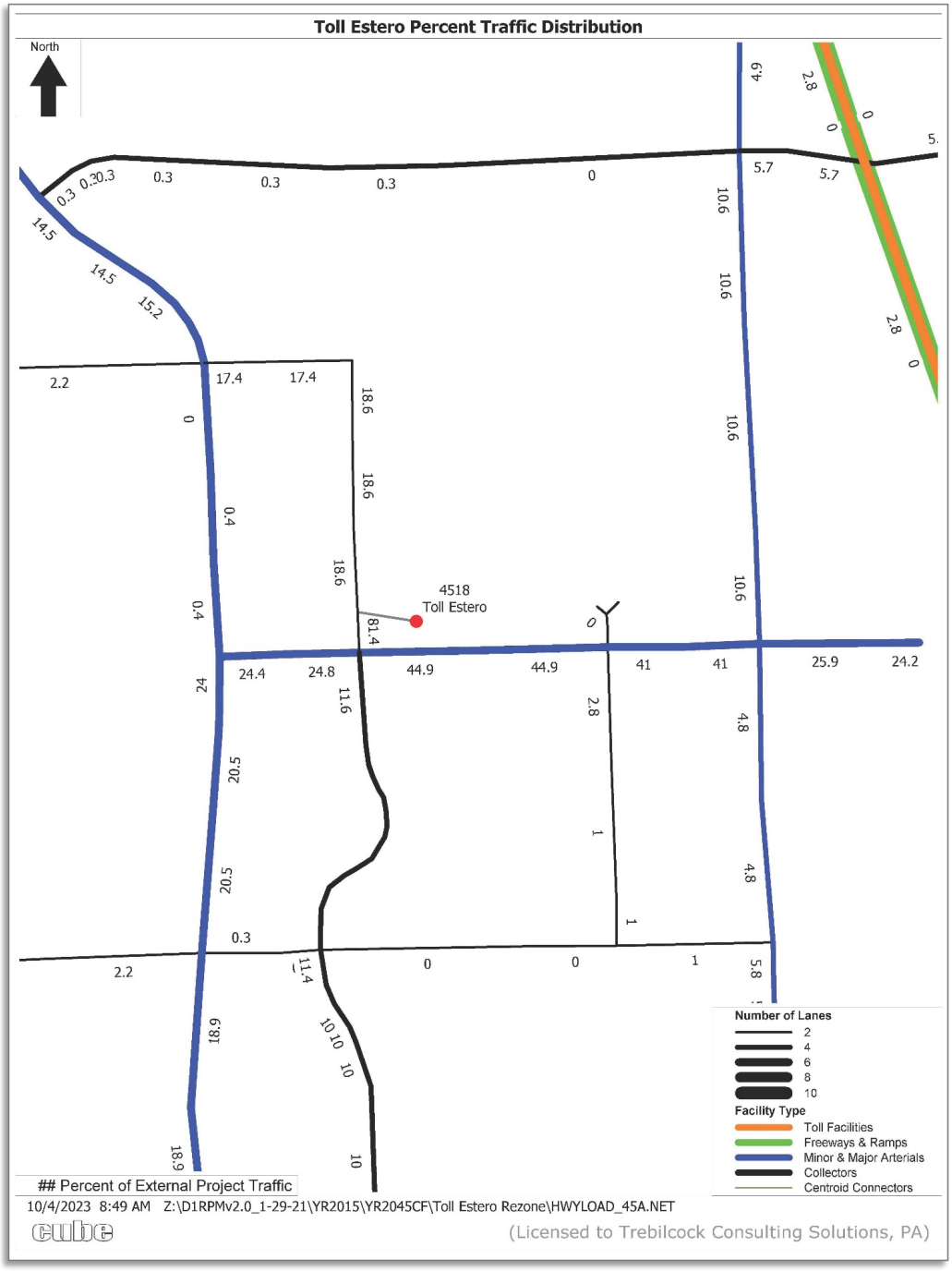
PERIOD SETTING

Analysis Name :	PM Peak Hour		
Project Name :	Toll Estero Rezone - 171DU	**No :**	
Date:	10/27/2023	**City:**	
State/Province:		**Zip/Postal Code:**	
Country:		**Client Name:**	
Analyst's Name:	WX	**Edition:**	Trip Generation Manual, 11th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	171	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) T = 0.43 (X)+20.55	59 63%	35 37%	94

Appendix D:

Project Traffic Distribution – D1RPM Run


Toll Estero Percent Traffic Distribution
North
4518
Toll Estero
Number of Lanes
2
4
6
8
10
Facility Type
Toll Facilities
Freeways & Ramps
Minor & Major Arterials
Collectors
Centroid Connectors
Percent of External Project Traffic
10/4/2023 8:49 AM Z:\D1RPMv2.0_1-29-21\YR2015\YR2045CF\Toll Estero Rezone\HWYLOAD_45A.NET
(Licensed to Trebilcock Consulting Solutions, PA)

Appendix E:

Village 2023 Traffic Counts Report (Excerpts)

THE VILLAGE OF ESTERO
2023 TRAFFIC COUNTS

Table 2-16: Growth Trend Summary for All Locations from 2019 to 2023

Locations	2019 Average Daily Traffic Volume[1]	2020 Average Daily Traffic Volume[2]	2021 Average Daily Traffic Volume[3]	2022 Average Daily Traffic Volume[4]	2023 Average Daily Traffic Volume	Percent Change (%) (2019-2020)	Percent Change (%) (2020-2021)	Percent Change (%) (2021-2022)	Percent Change (%) (2022-2023)	Overall Percent Change (%) (2019-2023)
Village of Estero No. 1: Via Coconut Point - Pelican Colony Boulevard to Coconut Road	2,629	3,129	2,834	3,358	3,534	19.0	-9.4	18.5	5.2	8.6
Village of Estero No. 2: Coconut Road - Spring Creek Road to Tamiami Trail	11,018	11,282	9,332	10,154	11,587	2.4	-17.3	8.8	14.1	1.3
Village of Estero No. 3: Coconut Road - Tamiami Trail to Via Coconut Point	15,157	15,818	13,395	14,356	15,220	4.4	-15.3	7.2	6.0	0.1
Village of Estero No. 4: Via Coconut Point - Williams Road to Coconut Road	9,042	12,291	10,095	12,960	12,575	35.9	-17.9	28.4	-3.0	9.8
Village of Estero No. 5: Williams Road - Via Coconut Point to Three Oaks Parkway	8,395	8,739	7,887	9,104	10,045	4.1	-9.7	15.4	10.3	4.9
Village of Estero No. 6: Williams Road - West Way Boulevard to U.S. 41	6,838	6,346	5,845	6,312	6,293	-7.2	-7.9	8.0	-0.3	-2.0
Village of Estero No. 7: Williams Road - U.S. 41 to Via Coconut Point	6,869	6,206	5,825	6,685	7,384	-9.6	-6.1	14.8	10.5	1.9
Village of Estero No. 8: River Ranch Road - Corkscrew Road to North of Estero High School	2,708	3,434	2,426	2,733	2,388	26.8	-29.3	12.6	-12.6	-3.0
Village of Estero No. 9: Sandy Lane / Via Coconut Point - Broadway Avenue East to Williams Road	2,513	2,506	2,065	2,412	2,664	-0.3	-17.6	16.8	10.4	1.5
Village of Estero No. 10: Broadway West Avenue - Yellow Trail to Tanglewood Lane	6,705	8,454	5,810	6,352	2,253	26.1	-31.3	9.3	-64.5	-16.6
Village of Estero No. 13: Coconut Road - Via Coconut Point to Three Oaks Parkway	-	-	-	13,319	13,669	-	-	-	2.6	-
Village of Estero No. 14: Coconut Road - Weeks Street to Spring Creek Road	-	-	-	7,308	6,616	-	-	-	-9.5	-
Village of Estero No. 15: Spring Creek Road at Coconut Road	-	-	-	1,630	1,531	-	-	-	-6.1	-
Village of Estero No. 16: El Dorado Boulevard at Coconut Road	-	-	-	1,568	1,483	-	-	-	-5.4	-
Village of Estero No. 17: Via Veneto at Coconut Road	-	-	-	2,641	3,625	-	-		37.3	-
Average	**7,187**	**7,820**	**6,551**	**6,726**	**6,724**	**10.2**	**-16.2**	**14**	**-0.3**	**0.5**

Footnotes:
(1) From the Village of Estero - 2019 Traffic Counts Report prepared by Johnson Engineering
(2) From the Village of Estero - 2020 Traffic Counts Report prepared by Johnson Engineering
(3) From the Village of Estero - 2021 Traffic Counts Report prepared by Johnson Engineering
(4) From the Village of Estero - 2022 Traffic Counts Report prepared by Johnson Engineering

MAY 2023 - 22 - JOHNSON ENGINEERING

Village of Estero
Location: VOE 9
Via Coconut Point

JOHNSON ENGINEERING

Start Date: 3/8/2023
End Date: 3/14/2023

3/13/2023 Time	Southbound	Northbound		Total
12:00 PM	17	30		47
12:15	17	32		49
12:30	20	33		53
12:45	22	39		61
1:00	12	38		50
1:15	15	38		53
1:30	10	40		50
1:45	18	30		48
2:00	10	44		54
2:15	15	35		50
2:30	12	34		46
2:45	16	48		64
3:00	11	46		57
3:15	26	48		74
3:30	18	52		70
3:45	31	52		83
4:00	32	78		110
4:15	32	127	Peak Hour	159
4:30	27	119	570	146
4:45	24	108	Peak Hour Peak Direction	132
5:00	19	114	468	133
5:15	24	110		134
5:30	15	123		138
5:45	10	116		126
6:00	14	138		152
6:15	16	78		94
6:30	16	33		49
6:45	4	23		27
7:00	3	12		15
7:15	5	10		15
7:30	5	8		13
7:45	1	4		5
8:00	8	8		16
8:15	10	3		13
8:30	2	4		6
8:45	0	1		1
9:00	3	8		11
9:15	1	1		2
9:30	0	1		1
9:45	0	1		1
10:00	0	2		2
10:15	0	1		1
10:30	1	1		2
10:45	0	0		0
11:00	1	2		3
11:15	0	1		1
11:30	0	0		0
11:45	0	0		0
Total	543	1874		2417
Percent	22.5%	77.5%		
Peak	3:45	5:15		4:15
Volume	122	487		570
Peak Factor	0.953	0.882		0.896

12

Appendix F:

Lee County 2022 Traffic Counts Report (Excerpt)

Updated 5/3/2023			Daily Traffic Volume (AADT)									
STREET	LOCATION	Station #	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
COCONUT RD	W OF US 41	495	7600		9200		10600		9600		8500	
COCONUT RD	E OF US 41	490	12200		12200		15700				12000	
COLLEGE PKWY	W OF SOUTH POINTE BLVD	83			38000	40900						
COLLEGE PKWY	E OF WINKLER RD	43	31700	32300	36100	37600	37100	37200	37500			37300
COLLEGE PKWY	W OF NEW BRITTANY	87			33500	33300			32200	28900		32300
COLLEGE PKWY	E OF KENWOOD LN	237		26900								
COLONIAL BLVD	E OF McGREGOR BLVD	243										
COLONIAL BLVD	E OF SUMMERLIN RD	14	52500	53100	54600	55600	55900	56900	56500	51100	57700	58300
COLONIAL BLVD	W OF TREELINE AVE	91			45100	45500			48300	53400		58300
COLONIAL BLVD	W OF IMMOKALEE RD	246	35400	39500	41500		43000				44500	
COLONIAL BLVD	W OF PLANTATION RD	1606										57000
CORKSCREW RD	E OF US 41	247	14300		16600		17000		20000		20800	
CORKSCREW RD	E OF VIA COCONUT POINTE	260										
CORKSCREW RD	E OF I - 75		13000									
CORKSCREW RD	E OF I-75	70	21900	21900	22000	22200	22000	22900	20300	16900	17600	
CORKSCREW RD	E OF BEN HILL GRIFFIN PKWAY	249			15600		18900		20900			
CORKSCREW RD	E OF ALICO RD	250		3100		4400		6700				11000
CRYSTAL DR	E OF US 41	254	8600	11200		12300		12100		8200		12000
CRYSTAL DR	E OF METRO PKWY	255		6100		6400		7900		5500		8700
CYPRESS LAKE DR	E OF SOUTH POINTE BLVD	81			20300	22300	22300		20900	18200	20000	20500
CYPRESS LAKE DR	E OF OVERLOOK DR	73	29400	24700	25800	24200	27100	27200	27100	22600	25400	26100
CYPRESS LAKE DR	W OF SUMMERLIN RD	259	27800				27700		29000		28900	
CYPRESS LAKE DR	E OF REFLECTION PKWY	82			42300	38900	39900	40700		35100	39800	40700
CYPRESS LAKE DR	W OF US 41	258	34000	35900	35200				36000		35400	

Appendix G:

Lee County 2022 Concurrency Report (Excerpt)

Table 21 b): Link-Level Service Volumes and LOS Table

Table 21 b) 2 of 7

LEE COUNTY ROAD LINK VOLUMES (County- and State-Maintained Roadways)

Link No.	NAME	ROADWAY LINK FROM	ROADWAY LINK TO	F. Class	ROAD TYPE	PERFORMANCE STANDARD LOS	PERFORMANCE STANDARD DIRECTIONAL CAPACITY	2021 100TH HIGHEST HOUR LOS	2021 100TH HIGHEST HOUR VOL	2021 100TH HIGHEST HOUR V/C	FUTURE FORECAST (2026) LOS	FUTURE FORECAST (2026) VOL	FUTURE FORECAST (2026) V/C	Notes
04800	CEMETERY RD	BUCKINGHAM RD	HIGGINS AVE	Maj. Col	2LN	E	860	C	308	0.36	C	323	0.38	
04900	CHAMBERLIN PKWY	AIRPORT ENT	DANIELS PKWY	Maj. Col	4LN	E	1,790	C	105	0.06	C	150	0.08	Port Authority maintained
05000	COCONUT RD	WEST END	VIA VENETTO BLVD	Maj. Col	2LN	E	860	C	268	0.31	C	420	0.49	Estero maintains to east
05100	COLLEGE PKWY	McGREGOR BLVD	WINKLER RD	P. Art	6LD	E	2,980	D	2,292	0.77	D	2,409	0.81	*
05200	COLLEGE PKWY	WINKLER RD	WHISKEY CREEK DR	P. Art	6LD	E	2,980	D	2,059	0.69	D	2,164	0.73	
05300	COLLEGE PKWY	WHISKEY CREEK DR	SUMMERLIN RD	P. Art	6LD	E	2,980	D	2,059	0.69	D	2,164	0.73	
05400	COLLEGE PKWY	SUMMERLIN RD	US 41	P. Art	6LD	E	2,980	D	1,898	0.64	D	1,995	0.67	
05500	COLONIAL BLVD	McGREGOR BLVD	SUMMERLIN RD	P. Art	6LD	E	2,840	F	3,049	1.07	F	3,204	1.13	*
05600	COLONIAL BLVD	SUMMERLIN RD	US 41	P. Art	6LD	E	2,840	D	2,650	0.93	D	2,785	0.98	
06200	COLONIAL BLVD	DYNASTY DR	SR 82	P. Art	6LD	D	3,040	B	2,070	0.68	C	2,175	0.72	*
06300	COLUMBUS BLVD	SR 82	MILWAUKEE BLVD	Maj. Col	2LN	E	860	C	100	0.12	C	105	0.12	old count
06400	CONSTITUTION BLVD	US 41	CONSTITUTION CIR	Maj. Col	2LN	E	860	C	217	0.25	C	245	0.28	old count projection(2010)
06500	CORBETT RD	SR 78 (PINE ISLAND RD)	LITTLETON RD	Maj. Col	2LN	E	860	C	22	0.03	C	226	0.26	old count, added VA clinic(2009)
06600	CORKSCREW RD	US 41	THREE OAKS PKWY	P. Art	4LD	E	1,900	C	1,047	0.55	C	1,312	0.69	Galleria at Corkscrew
06700	CORKSCREW RD	THREE OAKS PKWY	W OF I-75	P. Art	4LD	E	1,900	F	2,129	1.12	F	2,368	1.25	Estero Crossing
06800	CORKSCREW RD	E OF I-75	BEN HILL GRIFFIN BLVD	P. Art	4LD	E	1,900	C	1,069	0.56	C	1,281	0.67	
06900	CORKSCREW RD	BEN HILL GRIFFIN BLVD	ALICO RD	P. Art	4LD	E	1,960	C	1,186	0.61	C	1,398	0.71	
07000	CORKSCREW RD	ALICO RD	COUNTY LINE	P. Art	2LN	E	1,140	C	464	0.41	F	1,244	1.09	EEPCO Study, The Place
07100	COUNTRY LAKES BLVD	LUCKETT RD	TICE ST	Maj. Col	2LN	E	860	C	143	0.17	C	293	0.34	old count projection(2010)
07200	CRYSTAL DR	US 41	METRO PKWY	Maj. Col	2LN	E	860	C	360	0.42	C	379	0.44	
07300	CRYSTAL DR	METRO PKWY	PLANTATION RD	Maj. Col	2LN	E	860	C	242	0.28	C	254	0.30	
07400	CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	P. Art	4LD	E	1,940	D	1,129	0.58	D	1,186	0.61	
07500	CYPRESS LAKE DR	SOUTH POINT BLVD	WINKLER RD	P. Art	4LD	E	1,940	D	1,419	0.73	D	1,491	0.77	
07600	CYPRESS LAKE DR	WINKLER RD	SUMMERLIN RD	P. Art	4LD	E	1,940	D	1,419	0.73	D	1,491	0.77	
07700	CYPRESS LAKE DR	SUMMERLIN RD	US 41	P. Art	6LD	E	2,940	D	2,085	0.71	D	2,191	0.75	
07800	DANIELS PKWY	US 41	METRO PKWY	Controlled xs	6LD	E	2,680	D	2,288	0.85	D	2,405	0.90	
07900	DANIELS PKWY	METRO PKWY	SIX MILE PKWY	Controlled xs	6LD	E	2,680	D	2,109	0.79	E	2,520	0.94	Constrained
08000	DANIELS PKWY	SIX MILE PKWY	PALOMINO LN	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,256	1.07	Constrained
08100	DANIELS PKWY	PALOMINO LN	I-75	Controlled xs	6LD	E	3,040	E	2,985	0.98	F	3,137	1.03	Constrained
08200	DANIELS PKWY	I-75	TREELINE AVE	Controlled xs	6LD	E	3,260	B	2,996	0.92	B	3,149	0.97	
08300	DANIELS PKWY	TREELINE AVE	CHAMBERLIN PKWY	Controlled xs	6LD	E	3,260	B	2,996	0.92	B	3,149	0.97	
08400	DANIELS PKWY	CHAMBERLIN PKWY	GATEWAY BLVD	Controlled xs	6LD	E	3,260	B	2,765	0.85	B	2,906	0.89	
08500	DANIELS PKWY	GATEWAY BLVD	SR 82	Controlled xs	4LD	E	2,160	F	2,163	1.00	F	2,307	1.07	SKY Walk *
08600	DANLEY DR	US 41	METRO PKWY	Maj. Col	2LN	E	860	C	255	0.30	C	286	0.33	
08700	DAVIS RD	McGREGOR BLVD	IONA RD	Maj. Col	2LN	E	860	C	15	0.02	C	29	0.03	old count projection(2010)
08800	DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	P. Art	6LD	E	2,660	C	1,404	0.53	C	1,586	0.60	old count projection(2009)
08900	DEL PRADO BLVD	SE 46TH ST	CORONADO PKWY	P. Art	6LD	E	2,660	C	1,404	0.53	C	1,586	0.60	old count projection(2009)
09000	DEL PRADO BLVD	CORONADO PKWY	CORNWALLIS PKWY	P. Art	6LD	E	2,660	D	1,869	0.70	D	1,964	0.74	
09100	DEL PRADO BLVD	CORNWALLIS PKWY	CORAL POINT DR	P. Art	6LD	E	2,660	D	2,565	0.96	F	2,696	1.01	
09200	DEL PRADO BLVD	CORAL POINT DR	HANCOCK B. PKWY	P. Art	6LD	E	2,800	D	1,997	0.71	D	2,098	0.75	
09300	DEL PRADO BLVD	HANCOCK B. PKWY	SR 78	P. Art	6LD	E	2,800	C	1,642	0.59	C	1,725	0.62	*
09400	DEL PRADO BLVD	US 41	SLATER RD	M. Art	2LN	E	860	C	489	0.57	D	742	0.86	Crane Landing
09700	EAST 21ST ST	JOEL BLVD	GRANT AVE	Min. Col	2LN	E	860	C	31	0.04	C	33	0.04	*
09800	ESTERO BLVD	BIG CARLOS PASS BRIDGE	PESCADORA AVE	M. Art	2LN	E	726	A	356	0.49	A	374	0.52	Constrained*
09900	ESTERO BLVD	PESCADORA AVE	VOORHIS ST	M. Art	2LN	E	726	B	602	0.83	C	633	0.87	Constrained*
10000	ESTERO BLVD	VOORHIS ST	TROPICAL SHORES WAY	M. Art	2LN	E	726	B	602	0.83	C	633	0.87	Constrained*
10100	ESTERO BLVD	TROPICAL SHORES WAY	CENTER ST	M. Art	2LN	E	671	F	716	1.07	F	779	1.16	Constrained, old count(2010)
00007	ESTERO PKWY	US 41	THREE OAKS PKWY	P. Art	4LD	E	2,000	B	861	0.43	B	1,154	0.58	Not County Mntnd

County-Maintained Collector Roadway - Unincorporated Lee County

State-Maintained Arterial Roadway - Unincorporated Lee County

County-Maintained Collector Roadway - Incorporated Lee County

County Maintained Controlled Access Aterial Facility

County-Maintained Arterial Roadway - Unincorporated Lee County

County Maintained Expressway

County-Maintained Arterial Roadway - Incorporated Lee County

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Public Facilities Level of Service and Concurrency Report 2022 – Inventory and Projections

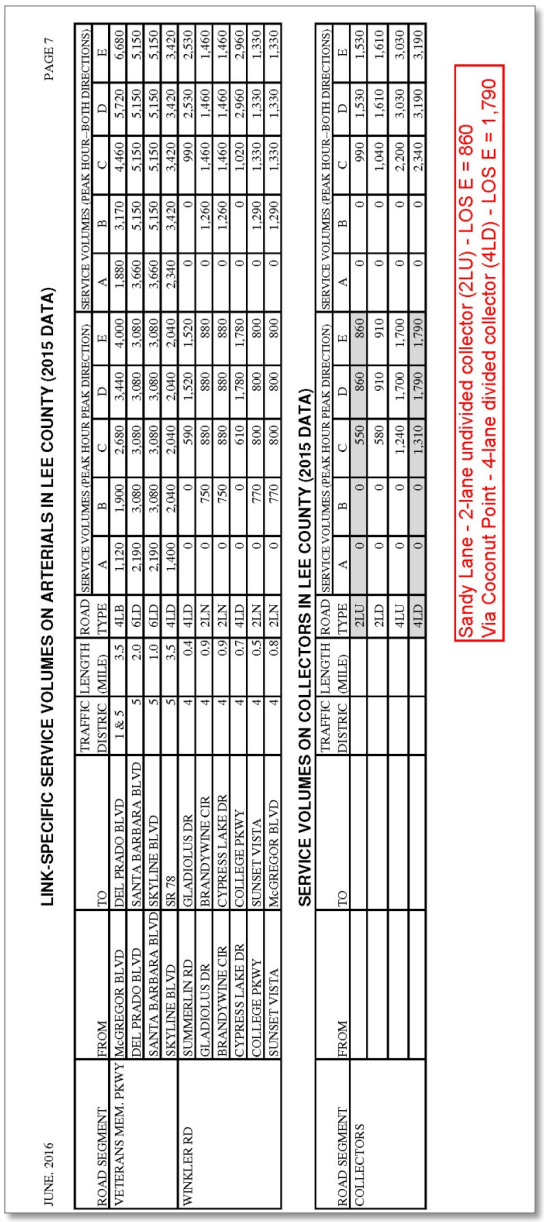
Appendix H:

Lee County Link Specific Service Volumes

JUNE, 2016

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLONIAL BLVD	SIX MILE PKWY	I-75	1	0.5	6LD	0	2,630	3,100	3,100	3,100	0	4,390	5,180	5,180	5,180
	I-75	SR 82	1	2.4	6LD	0	2,280	3,040	3,040	3,040	0	3,800	5,070	5,070	5,070
CORKSCREW RD	US 41	SANDY LN	4	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	SANDY LN	THREE OAKS PKWY	4	0.7	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	THREE OAKS PKWY	I-75	4	0.8	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	I-75	BEN HILL GRIFFIN PKWY	3	0.5	4LD	0	390	1,900	1,900	1,900	0	760	3,670	3,670	3,670
	BEN HILL GRIFFIN PKWY	WILDCAT RUN DR	3	1.7	2LD	0	820	1,200	1,200	1,200	0	1,580	2,310	2,310	2,310
	WILDCAT RUN DR	ALICO RD	3	2.6	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
	ALICO RD	COUNTY LINE	3	10.4	2LN	90	310	570	790	1,140	180	600	1,100	1,520	2,200
CYPRESS LAKE DR	McGREGOR BLVD	SOUTH POINT BLVD	4	0.4	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SOUTH POINT BLVD	WINKLER RD	4	0.6	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	WINKLER RD	SUMMERLIN RD	4	0.7	4LD	0	0	890	1,880	1,940	0	0	1,590	3,360	3,480
	SUMMERLIN RD	US 41	4	0.9	6LD	0	0	1,360	2,890	2,940	0	0	2,430	5,170	5,240
DANIELS PKWY	US 41	BIG PINE WAY	4	0.5	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	BIG PINE WAY	METRO PKWY	4	0.6	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	METRO PKWY	SIX MILE PKWY	4	0.8	6LD	0	0	590	2,480	2,680	0	0	1,100	4,600	4,980
	SIX MILE PKWY	PALOMINO DR	4	2.2	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	PALOMINO DR	I-75	4	0.6	6LD	210	2,830	3,040	3,040	3,040	390	5,250	5,650	5,650	5,650
	I-75	TREELINE AVE	3	0.5	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	TREELINE AVE	CHAMBERLIN PKWY	3	0.8	6LD	2,510	3,260	3,260	3,260	3,260	4,190	5,420	5,420	5,420	5,420
	CHAMBERLIN PKWY	SR 82	3	3.8	4LD	1,620	2,160	2,160	2,160	2,160	2,700	3,600	3,600	3,600	3,600
DEL PRADO BLVD	CAPE CORAL PKWY	SE 46TH ST	5	0.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	SE 46TH ST	CORONADO PKWY	5	0.7	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORONADO PKWY	CORNWALLIS PKWY	5	1.3	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	CORNWALLIS PKWY	VETERANS PKWY	5	0.8	6LD	0	0	1,660	2,660	2,660	0	0	3,140	5,000	5,000
	VETERANS PKWY	HANCOCK B. PKWY	5	3.0	6LD	0	0	1,640	2,800	2,800	0	0	3,160	5,390	5,390
	HANCOCK B. PKWY	NE 6TH ST	5	0.7	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
	NE 6TH ST	SR 78	5	0.4	6LD	0	0	2,770	2,800	2,800	0	0	5,330	5,370	5,370
ESTERO BLVD	HICKORY BLVD	AVENIDA PESCADORA	4	2.9	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	AVENIDA PESCADORA	MID ISLAND DR	4	1.2	2LN	571	616	644	685	726	1,120	1,208	1,264	1,344	1,424
	MID ISLAND DR	SAN CARLOS BLVD	4	1.8	2LD	500	568	593	632	671	980	1,113	1,162	1,239	1,316
ESTERO PKWY	US 41	BEN HILL GRIFFIN PKWY	4	2.6	4LD	0	2,000	2,000	2,000	2,000	0	3,850	3,850	3,850	3,850
FOWLER ST	US 41	N AIRPORT RD	1	1.0	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
	N AIRPORT RD	COLONIAL BLVD	1	0.3	6LD	0	0	0	2,040	2,300	0	0	0	3,710	4,180
GLADIOLUS DR	McGREGOR BLVD	PINE RIDGE RD	4	0.5	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	PINE RIDGE RD	BASS RD	4	1.6	4LD	0	190	1,840	1,840	1,840	0	360	3,430	3,430	3,430
	BASS RD	WINKLER RD	4	0.8	6LD	0	290	2,780	2,780	2,780	0	540	5,160	5,160	5,160
	WINKLER RD	SUMMERLIN RD	4	0.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,240	5,240	5,240
	SUMMERLIN RD	US 41	4	1.5	6LD	0	2,060	2,780	2,780	2,780	0	3,890	5,210	5,240	5,210



JUNE. 2016

LINK-SPECIFIC SERVICE VOLUMES ON ARTERIALS IN LEE COUNTY (2015 DATA)

PAGE 7

ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
VETERANS MEM. PKWY	McGREGOR BLVD	DEL PRADO BLVD	1 & 5	3.5	4LB	1,120	1,900	2,680	3,440	4,000	1,880	3,170	4,460	5,720	6,680
	DEL PRADO BLVD	SANTA BARBARA BLVD	5	2.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SANTA BARBARA BLVD	SKYLINE BLVD	5	1.0	6LD	2,190	3,080	3,080	3,080	3,080	3,660	5,150	5,150	5,150	5,150
	SKYLINE BLVD	SR 78	5	3.5	4LD	1,400	2,040	2,040	2,040	2,040	2,340	3,420	3,420	3,420	3,420
WINKLER RD	SUMMERLIN RD	GLADIOLUS DR	4	0.4	4LD	0	0	590	1,520	1,520	0	0	990	2,530	2,530
	GLADIOLUS DR	BRANDYWINE CIR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	BRANDYWINE CIR	CYPRESS LAKE DR	4	0.9	2LN	0	750	880	880	880	0	1,260	1,460	1,460	1,460
	CYPRESS LAKE DR	COLLEGE PKWY	4	0.7	4LD	0	0	610	1,780	1,780	0	0	1,020	2,960	2,960
	COLLEGE PKWY	SUNSET VISTA	4	0.5	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330
	SUNSET VISTA	McGREGOR BLVD	4	0.8	2LN	0	770	800	800	800	0	1,290	1,330	1,330	1,330

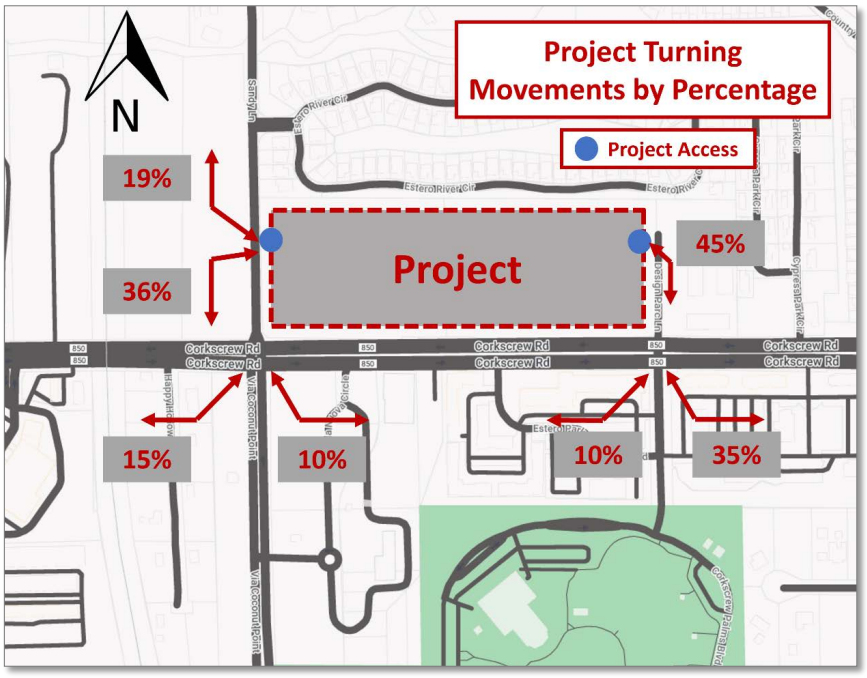
SERVICE VOLUMES ON COLLECTORS IN LEE COUNTY (2015 DATA)

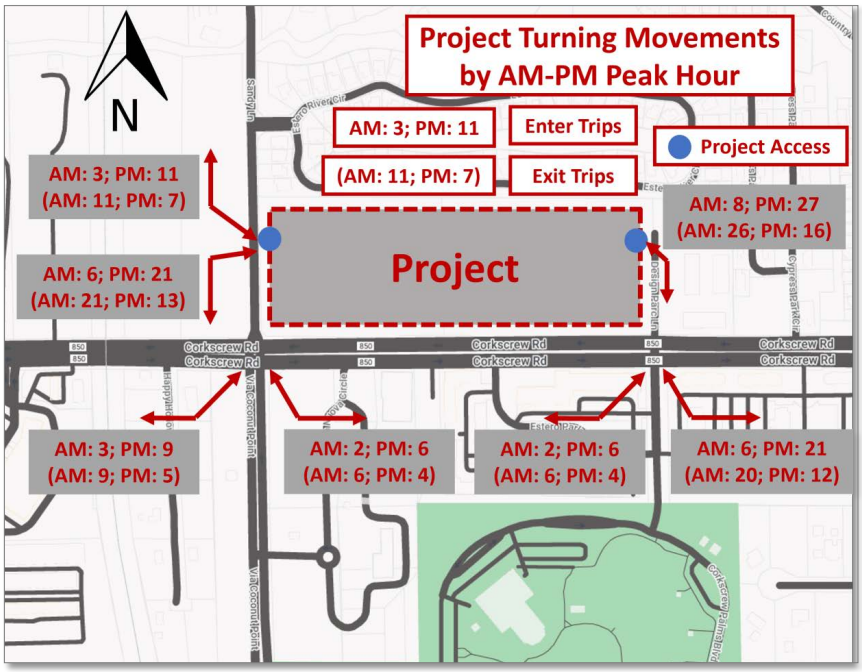
ROAD SEGMENT	FROM	TO	TRAFFIC DISTRIC	LENGTH (MILE)	ROAD TYPE	SERVICE VOLUMES (PEAK HOUR PEAK DIRECTION)					SERVICE VOLUMES (PEAK HOUR--BOTH DIRECTIONS)				
						A	B	C	D	E	A	B	C	D	E
COLLECTORS					2LU	0	0	550	860	860	0	0	990	1,530	1,530
					2LD	0	0	580	910	910	0	0	1,040	1,610	1,610
					4LU	0	0	1,240	1,700	1,700	0	0	2,200	3,030	3,030
					4LD	0	0	1,310	1,790	1,790	0	0	2,340	3,190	3,190

Sandy Lane - 2-lane undivided collector (2LU) - LOS E = 860
Via Coconut Point - 4-lane divided collector (4LD) - LOS E = 1,790

Appendix I:

Project Traffic Turning Movements


Project Turning Movements by Percentage
Project Access
N
19%
36%
Project
45%
Corkscrew Rd
15%
10%
10%
35%


Project Turning Movements by AM-PM Peak Hour
AM: 3; PM: 11
Enter Trips
(AM: 11; PM: 7)
Exit Trips
Project Access
N
AM: 3; PM: 11
(AM: 11; PM: 7)
AM: 8; PM: 27
(AM: 26; PM: 16)
Project
AM: 6; PM: 21
(AM: 21; PM: 13)
Corkscrew Rd
AM: 3; PM: 9
(AM: 9; PM: 5)
AM: 2; PM: 6
(AM: 6; PM: 4)
AM: 2; PM: 6
(AM: 6; PM: 4)
AM: 6; PM: 21
(AM: 20; PM: 12)

June 28, 2024

Ms. Mary Gibbs, FAICP
The Village of Estero
Department of Community Development
9401 Corkscrew Palms Circle
Estero, Florida 33928

RE: Estero Townhomes Estero Planned Development
DCI2022-E003 - 8-Day Letter

Dear Ms. Gibbs:

In advance of the Planning, Zoning and Design Board hearing on July 9, 2024, the applicant has reviewed the Staff Report with attachments, including the proposed conditions, and is in agreement with the Staff's recommendation of approval. The Applicant offers the following information and/or revisions relating to Condition 6:

6. The development must be consistent with the Pattern Book "Estero Townhomes" dated June 12, 2024, except that the Pattern Book must be modified prior to scheduling the Village Council first reading to incorporate the following:

   a. Any changes recommended by the Planning Zoning and Design Board.

      RESPONSE: So noted.

   b. Changes to the rear elevation flat roof.

      RESPONSE: Please refer to Sheets 5, 19 & 21 of the revised Pattern Book demonstrating an articulated rear elevation with parapets.

   c. Recommended color scheme for buildings and wall.

      RESPONSE: So noted. The Applicant has worked diligently to include a variety of color swatches in the revised Pattern Book, Sheets 7-12, to provide a color palette consistent with the LDC.

   d. Revision of page 22 to be more legible and to more accurately represent the view of the rear of the building from Corkscrew Road.

      RESPONSE: Please see revised Sheets 21 & 22 of the Pattern Book. The view of the rear of the townhomes from Corkscrew Road has been updated to more accurately represent the buildings as well as the enhanced landscape buffer, and provide a line of sight version of the drawing.

   e. Provide detail on the wall/fence along the project perimeter.

RVi Planning + Landscape Architecture • 28100 Bonita Grande Drive, Sutie 305 • Bonita Springs, FL 34135 • 239.405.7777 • www.rviplanning.com

RESPONSE: Please refer to Sheets 19-20 of the revised Pattern Book. The renderings demonstrate more accurately the landscape enhancements that screen the proposed wall.

f. Monument sign design is not consistent with architecture of buildings.

RESPONSE: Please refer to Sheet 16 of the revised Pattern Book. The sign design has been updated for consistency with the architecture of the buildings.

Thank you for consideration of the above information. If you have questions or concerns, please do not hesitate to contact me at (239) 850-8525 or Acrespo@RViPlanning.com.

Thank you,

RVi Planning + Landscape Architecture



Alexis Crespo, AICP
Vice President of Planning

RVi Planning + Landscape Architecture

ESTERO TOWNHOMES EPD REZONE

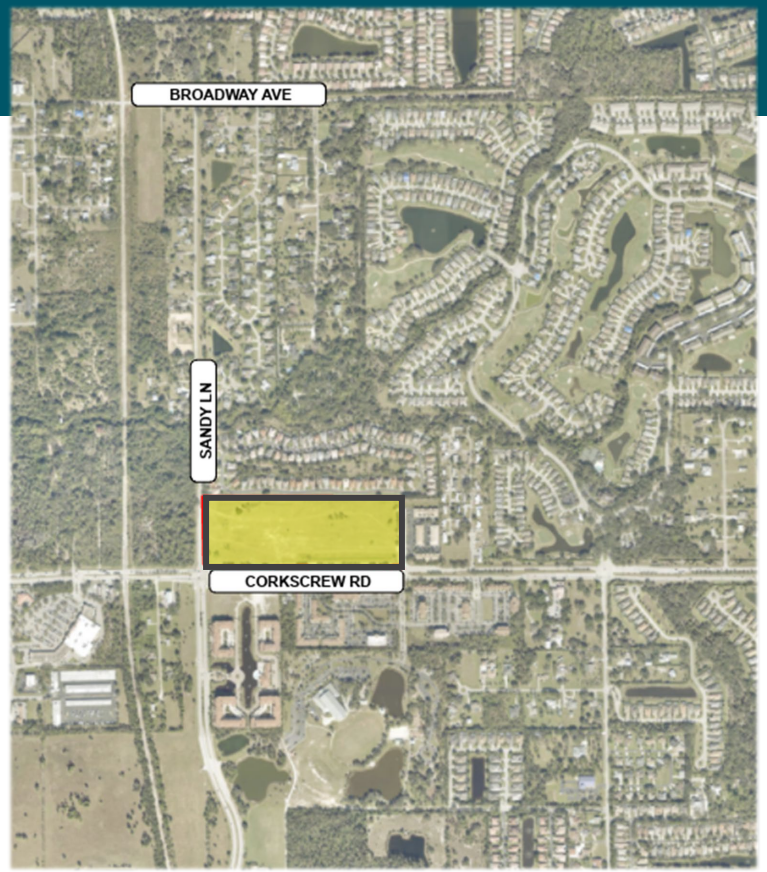
PLANNING ZONING DESIGN REVIEW BOARD
JULY 9, 2024

WELCOME & INTRODUCTIONS

- Jim Hepler – Toll Brothers
- Richard Yovanovich & Francesca Passidomo - Coleman, Yovanovich & Koester
- Alexis Crespo, AICP & Sabrina McCabe, PLA – RVi Planning + Landscape Architecture
- Noelle Vilim, P.E. - Atwell
- Norm Trebilcock, AICP, PTOE, PE - Trebilcock Consulting Solutions
- Andrew McAuley– Earth Tech Environmental

PROPERTY OVERVIEW

- 21.4 +/-acres
- Northeast corner of Corkscrew Road & Sandy Lane
- Future Land Use: Village Center
- Zoning: Residential Planned Development (RPD) for Continuing Care/ALF



REQUEST

Rezone 21.4+/-acres from
Residential Planned Development (RPD) to
Estero Planned Development (EPD)
to allow for 171 townhomes, private on-site
recreational amenities and public amenities

Toll Brothers
AMERICA'S LUXURY HOME BUILDER®

Experienced developers of high-quality communities in Southwest Florida

1 Luxury Brand

- 50+ Years as America's Luxury Home Builder
- Fortune Magazine's World's Most Admired Companies
  - #1 Homebuilder 9 years in a row: 2015-2023



100+
Communities Developed

TOLL BROTHERS' COMMITMENT TO QUALITY

REPRESENTATIVE HOME ELEVATIONS







Toll Brothers

TOLL BROTHERS' COMMITMENT TO QUALITY

REPRESENTATIVE HOME INTERIORS



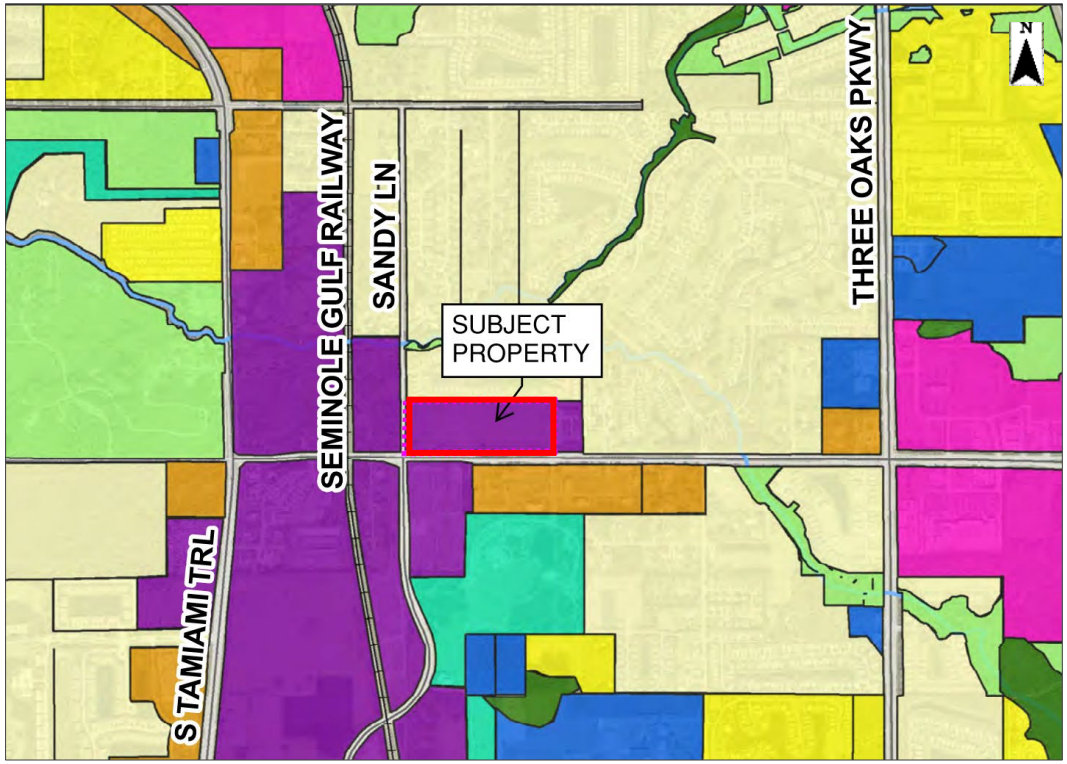


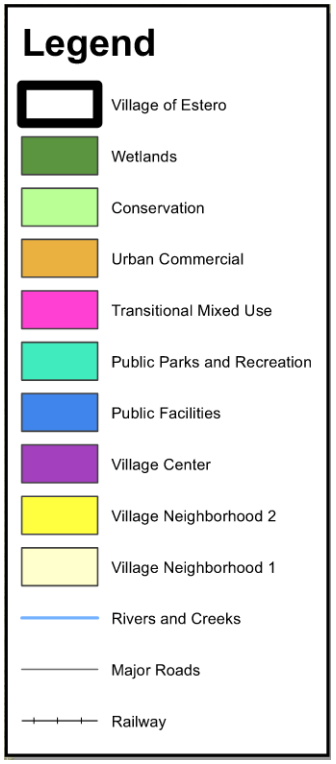


Toll Brothers

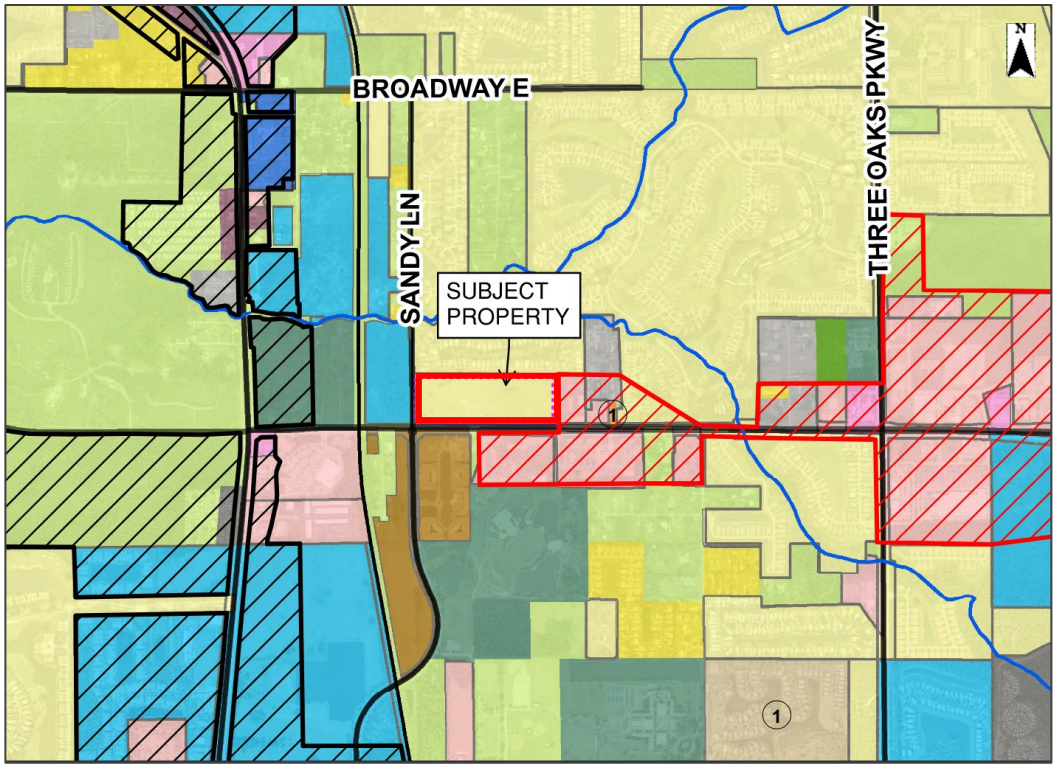
ESTERO TOWNHOMES EPD - REZONE

FUTURE LAND USE DESIGNATION





EXISTING ZONING

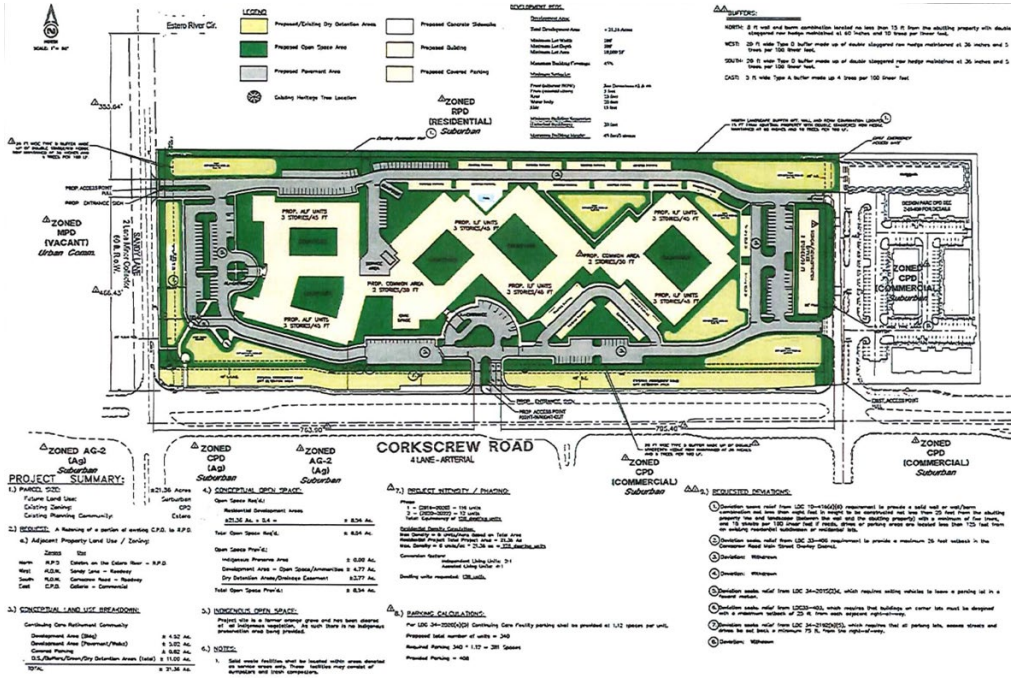


Village of Estero Zoning

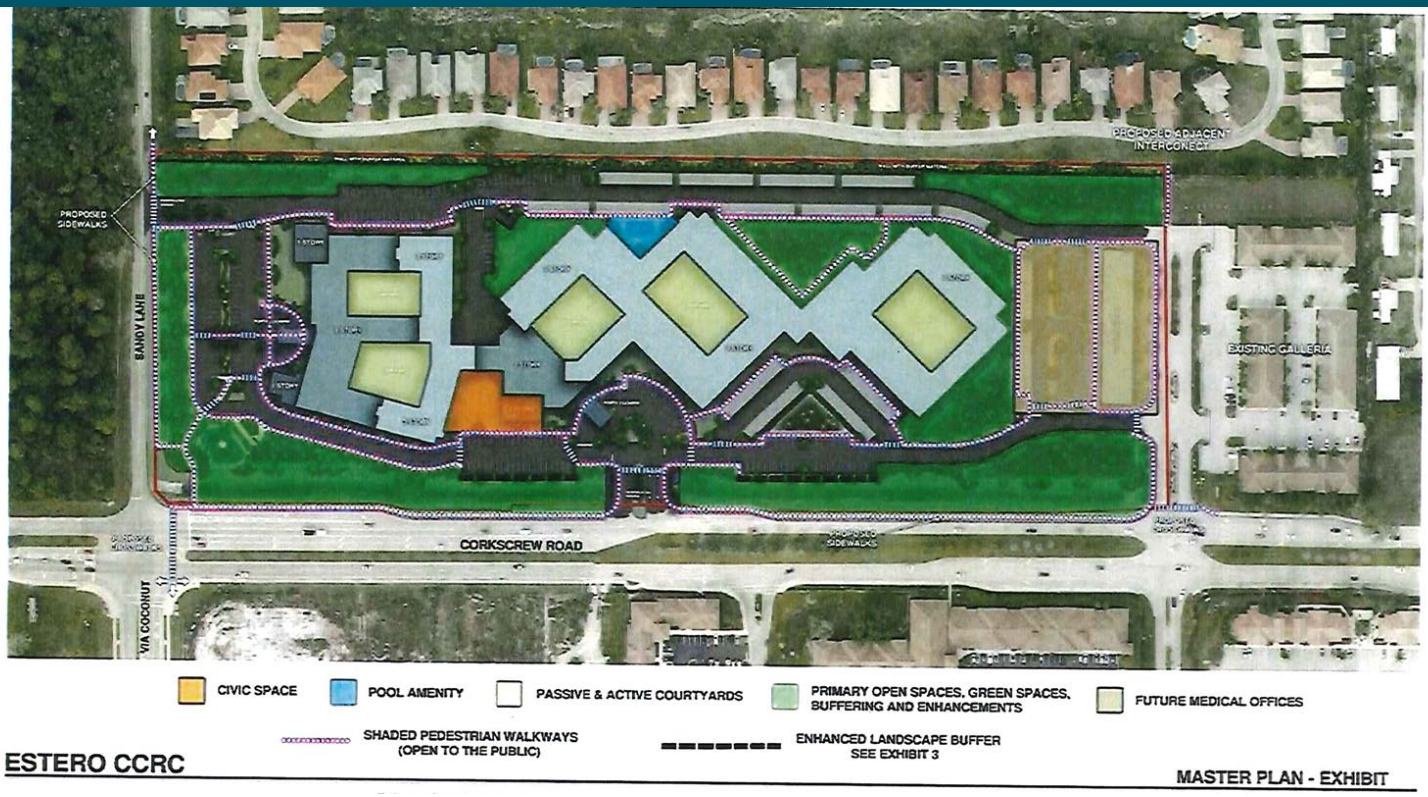
- US41 Overlay
- Corkscrew Rd Overlay
- Residential Planned Development (RPD)
- Residential Single Family (RSF)
- Residential Multi-Family (RM-2)
- Mixed Use Planned Development (MPD)
- Estero Planned Development (EPD)
- Residential Planned Development/ Commercial Planned Development (RPD-CPD)
- Agriculture (AG)
- Environmentally Critical (EC)
- Planned Unit Development (PUD)
- Community Commercial (CC)
- Commercial Special Office (CS)
- Urban Commercial Redevelopment (UCR)
- Commercial Planned Development (CPD)
- Mobile Home (MH)
- Recreational Vehicle (RV)
- Parks & Community Facilities (PCF)
- Community Facilities Planned Development

VOLUNTEERS OF AMERICA RPD

- Approved in 2015, via Ordinance 2015-21 to allow a Continuing Care/Assisted Living Facility
- Maximum of 340 Beds
- Required 15,000 SF Commercial
- Maximum Height of 45 feet/3 stories



APPROVED MASTER CONCEPT PLAN



SUMMARY OF EPD REZONE REQUEST

- Rezone to Estero Planned Development per Village Center requirements
- Maximum of 171 Dwelling Units (8 DU/A)
- Maximum Height of 35 feet/2-story
- Enhanced Type "D" buffer with wall and additional/larger plantings along southern property line/Corkscrew Road
- No commercial component resulting in 30% (+/-) decrease in peak hour trips
- Access from Design Parc Lane and Sandy Lane for improved flow on Corkscrew Road
- Public space at southwest corner to enhance sense of place and create beautiful public amenity

ILLUSTRATIVE MASTER CONCEPT PLAN



SUMMARY OF REQUEST VS APPROVAL

	Volunteers of America RPD	Estero Townhomes EPD
Density	340 beds	171 dwelling units
Intensity	15,000 sf	0 sf
Height	45'/3 stories	35'/2 stories
Corkscrew Buffer	Type "D" with enhanced shrubs	Type "D" buffer with enhanced trees
Open Space	8.5 acres	8.6 acres
Public Amenities	None	2 public use areas
Access	Sandy Lane & Corkscrew Road	Design Parc Lane & Corkscrew Road
Traffic/Trip Generation	----------	28% AM Peak Hour & 33% PM Peak Hour Decrease

KEY CHANGES FOLLOWING PIM

- ✓ Relocate & re-envisioned the public amenity at Sandy Lane/Corkscrew Road
- ✓ Relocated the private amenity site to the southwest corner
- ✓ Added an additional public use area at the southeast corner of site
- ✓ Added Internal streetscape enhancements & increased architectural features to beautify community & add visual interest
- ✓ Formalized landscape buffer enhancements to Corkscrew Road, Design Parc & buffer abutting Estates at Estero River
- ✓ Formalized sidewalks and pathways along Corkscrew Road and Sandy Lane
- ✓ Conducted multiple neighborhood meetings with The Groves, Estates at Estero River & Galleria POA

TOWNHOME ELEVATIONS

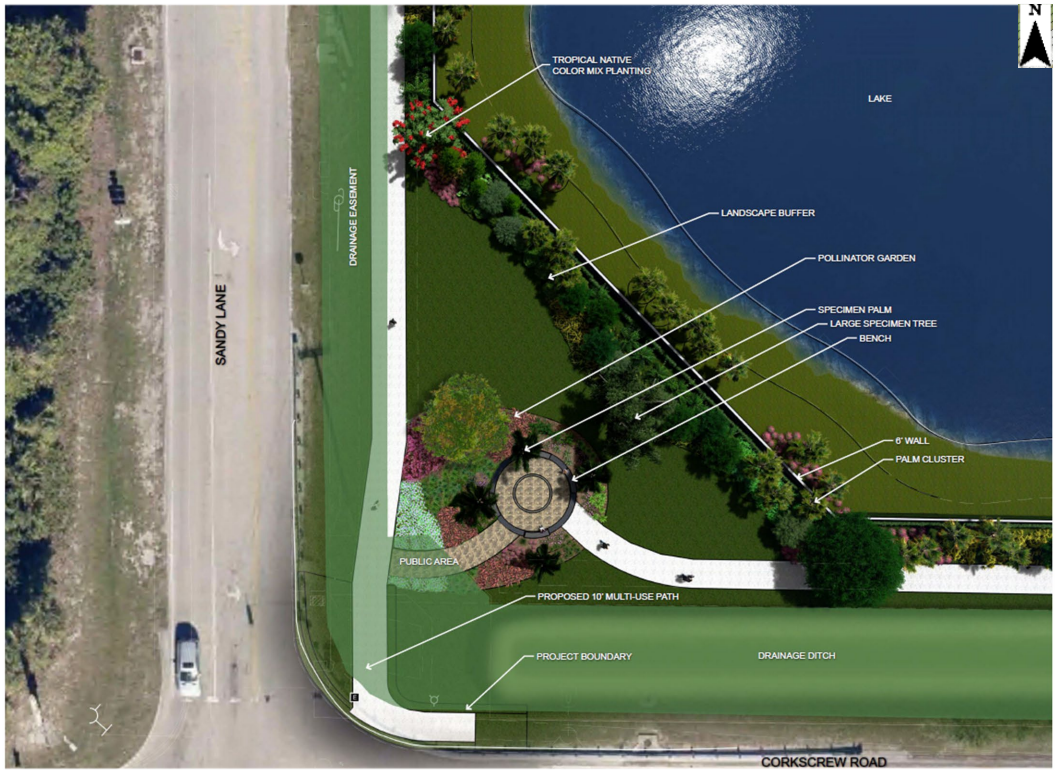




INTERCONNECTIVITY PLAN



SOUTHWEST PUBLIC AMENITY AREA



PUBLIC AMENITY DESIGN ELEMENTS

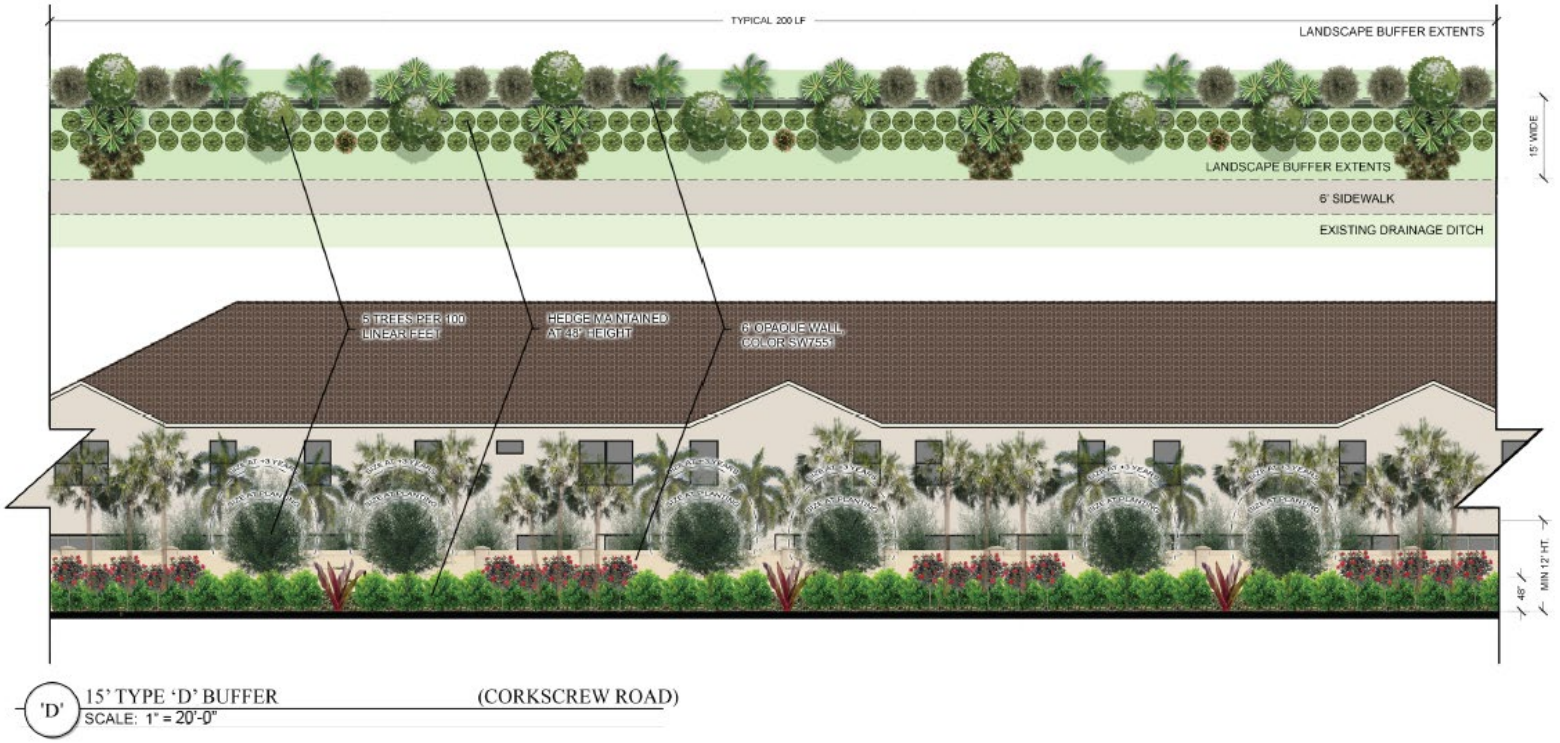




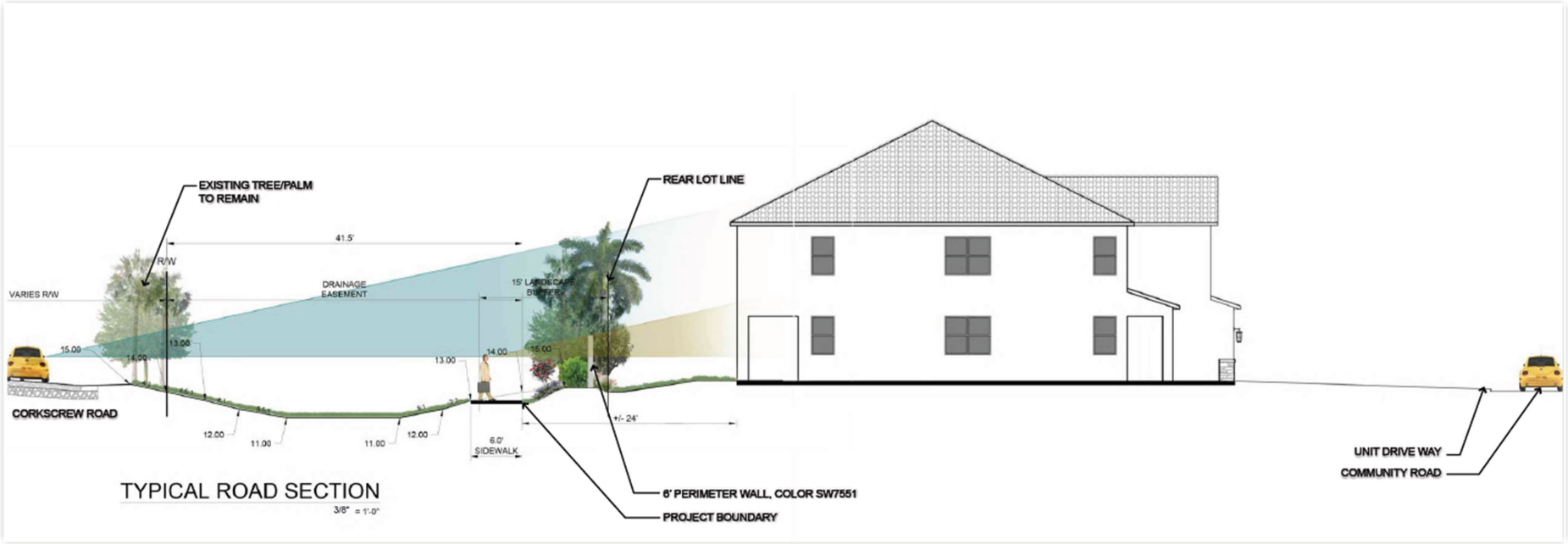

VIEW FROM ESTATES AT ESTERO RIVER



VIEW FROM CORKSCREW ROAD



LINE OF SIGHT FROM CORKSCREW ROAD



REQUESTED DEVIATIONS

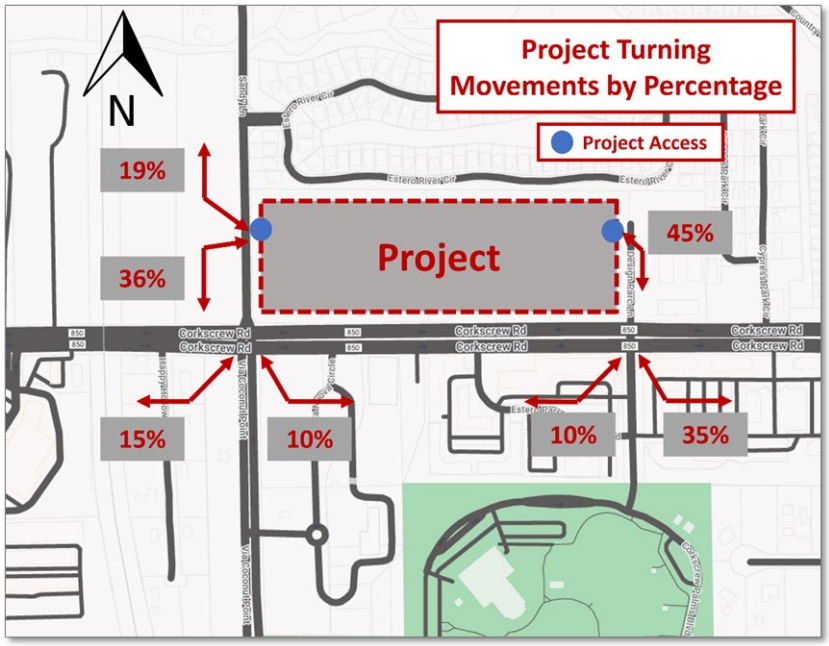
1. 45′ wide right-of-way
2. Two (2) dead end streets
3. 15′ Type "D" Corkscrew Road Buffer with 6′ wall and additional trees/plantings
4. 10′ Type "B" Northern Buffer with 6′ wall and additional trees/plantings

5. & 6. Locate 50% of required plantings to be located on interior of northern wall

7. Reduced driveway length

TRANSPORTATION

- Overall trip generation reduction to the currently approved development:
  - 28% decrease in AM Peak Hour (reduction of 29 peak hour trips)
  - 33% decrease in PM Peak Hour (reduction of 46 peak hour trips)
- Removes Corkscrew Road access point and a single access on Parc Lane:
  - Prior Corkscrew Road access was a right in/right out on an arterial roadway.
  - Project accesses are on a minor collector (Sandy Lane) and local road Design (Parc Lane).
- Although the prior project had it "primary" access on Corkscrew it had access to Sandy Lane that would have had significant traffic because it provided access to a light.
- Project is not a significant traffic generator for the roadway network.
- There is adequate and sufficient roadway capacity to accommodate the project at buildout.



COMPREHENSIVE PLAN & LDC CRITERIA

- Village Center Future Land Use Category
- FLU-1.11.1: Residential Development Form
- FLU-1.11.2: Residential Development Standards
- HOU-1.1.3: Residential Compatibility
- REC-1.6.1: Public Park Space
- LDC Section 3-707: Estero Planned Development & Tier 1 Density Criteria



CONCLUSIONS

- ✓ Staff recommendation of *APPROVAL*
- ✓ More compatible, less intense and less traffic vs. Volunteers of America RPD
- ✓ Infill, quality for-sale townhome product by trusted homebuilder
- ✓ Public amenity areas and landscaping enhancements
- ✓ Compatible with single-family communities along Sandy Lane
- ✓ Consistent with Estero Comprehensive Plan & LDC