VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
NOVEMBER 12, 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

November 12, 2024, 04:30 pm

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

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

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

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

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

   a. **Woodfield Mixed-Use Development Order -- DOS2024-E002 (District 6) ±46 vacant acres on the northwest corner of US 41 and Coconut Road.**

      Applicant is seeking to construct Phase I of the residential and commercial development, which includes infrastructure (roads, utilities, stormwater and landscaping), as well as two multi-family buildings, two parking garages, and mixed-use in the southeast area of the site.

      Public Information Meeting was held February 13, 2024.

      See Staff Report

Planning Zoning and Design Board will make a decision on this Development Order.

Attachment: 1.1. Staff Report - Woodfield.pdf
Attachment: 1.a. Attachment A - Woodfiled Traffic Memo - US41-Coconut.pdf
Attachment: 1.b. Attachment B - Woodfield Estero Deviations and Justifications.pdf
Attachment: 2. Woodfiled - Phasing Plan.pdf
Attachment: 3. Woodfield - Master Site Plan.pdf
Attachment: 4. Woodfield - Civil Plans.pdf
Attachment: 5. Woodfield - Elevations.pdf
Attachment: 6. Woodfield - Floor Plans.pdf
Attachment: 7. Woodfield - LandscapeMaster Plan.pdf
Attachment: 8. Landscape Plans.pdf
Attachment: 9. Woodfield - Presentation.pdf

b. Coconut Trace Planned Development -- Zoning Amendment (DCI2024-E006) (District 1) Continued from October 29th meeting. 22910 Lyden Drive, located west of US 41 across from the Coconut Point Mall.

A Public Information Meeting was held April 9, 2024

See Staff Report

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

Attachment: 1. Coconut Trace - Staff Report.pdf
Attachment: 1.a Zoning Map _ FLUM.pdf
Attachment: 1.b. Staff Report Attachment - Master Concept Plan.pdf
Attachment: 1.c. Staff Report Attachment - Zoning Conditions.pdf
Attachment: 1.d. Staff Report Attachment - Supplemental Pattern Book.pdf
Attachment: 1.e. Staff Report Attachment - Applicant Information.pdf

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

8. BOARD COMMUNICATIONS

a. Next meeting - December 10, 2024

9. ADJOURN

General Attachments

- Transcript.pdf

PLANNING ZONING AND DESIGN BOARD MEETING
TUESDAY, NOVEMBER 12, 2024, 4:30 P.M.

DISCLAIMER:
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ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

04:31:32 >>Anthony Gargano: I WOULD LIKE TO CALL TO ORDER THE MEETING
04:31:36 OF THE VILLAGE OF ESTERO PLANNING ZONING AND DESIGN BOARD.
04:31:40 AS WE START EACH MEETING WITH THE PLEDGE OF ALLEGIANCE, I
04:31:44 WOULD LIKE TO ASK EVERYONE TO RISE AND DO THAT.
04:31:46 YESTERDAY BEING VETERANS DAY, PROBABLY SOME OTHER VETERANS
04:31:53 HERE BESIDES MIKE AND I.
04:31:55 THREE VETERANS HERE.
04:31:57 PLEASE JOIN US IN THE PLEDGE OF ALLEGIANCE.
04:32:01 [PLEDGE OF ALLEGIANCE]
04:32:26 >>Anthony Gargano: TAMMY, CAN WE HAVE A CALL OF THE ROLL,
04:32:28 PLEASE?
04:32:29 >>Tammy Duran: YES.
04:32:30 BOARD MEMBER JEANNIN?
04:32:37 >>Kristin Jeannin: HERE.
04:32:38 >>Barry Jones: HERE.
04:32:40 >>Al Paivandy: HERE.
04:32:42 >>Michael Sheeley: HERE.
04:32:43 >>James Tatooles: HERE.

04:32:45 >>Jim Wallace: HERE.
04:32:47 >>Dan Williams: HERE.
04:32:48 >>Anthony Gargano: HERE.
04:32:49 >>Tammy Duran: OUR ATTORNEY, NANCY STROUD IS HERE TODAY.
04:32:56 >>Anthony Gargano: I'LL ENTERTAIN A MOTION FOR APPROVAL OF
04:32:58 THE AGENDA.
04:33:00 >>Michael Sheeley: SO MOVED.
04:33:01 >>Dan Williams: SECOND.
04:33:03 >>Anthony Gargano: IT'S BEEN APPROVED AND SECONDED.
04:33:06 DO WE HAVE ANY DISCUSSION ON THE MOTION?
04:33:07 ALL IN FAVOR?
04:33:08 AYE. ANY OPPOSED?
04:33:11 THE MOTION HAS CARRIED.
04:33:13 THIS EVENING, LADIES AND GENTLEMEN, THIS BOARD WILL BE
04:33:20 SITTING IN BOTH CASES.
04:33:22 WE'LL BE SITTING IN A QUASI-JUDICIAL POSITION.
04:33:29 WHEN THE AGENDA DOES INCLUDE QUASI-JUDICIAL APPLICATIONS,
04:33:37 THE BOARD SITS IN A QUASI-JUDICIAL CAPACITY.

04:33:42 IF YOU INTEND TO PROVIDE TESTIMONY ON EITHER OF THESE
04:33:46 APPLICATIONS THIS EVENING, YOU MUST BE SWORN IN BY THE BOARD
04:33:51 ATTORNEY IN A MOMENT, AND YOU SHOULD ALSO FILL OUT A PUBLIC
04:33:56 SPEAKER'S CARD AND GIVE IT TO THE DEPUTY VILLAGE CLERK
04:33:59 BEFORE THE ITEM IS CALLED.
04:34:02 IN GENERAL ON EACH APPLICATION, WE WILL FIRST HEAR AN
04:34:06 INTRODUCTION FROM THE VILLAGE COMMUNITY DEVELOPMENT DIRECTOR

04:34:09 AND THEN A PRESENTATION FROM THE APPLICANT.
04:34:12 THE DIRECTOR MAY THEN MAKE A PRESENTATION.
04:34:16 AFTER THIS, I WILL ALLOW ANYONE FROM THE AUDIENCE WHO HAS
04:34:19 BEEN SWORN TO PROVIDE TESTIMONY.
04:34:22 PLEASE BE CONCISE IN YOUR COMMENTS, NOT EXCEEDING FIVE
04:34:26 MINUTES.
04:34:27 YOU CAN SEE THE TIME -- THE RUNNING TIME ON THE CLOCK WHEN
04:34:30 YOU DO SPEAK.
04:34:31 THE APPLICANT HAS THE RIGHT TO CROSS-EXAMINE ANY WITNESS AND
04:34:35 PROVIDE REBUTTAL.
04:34:36 NOW, ABOUT CROSS-EXAMINATION, WITNESSES, INCLUDING THE
04:34:41 PUBLIC, MAY BE SUBJECT TO CROSS-EXAMINATION.
04:34:46 THE PUBLIC WILL NOT BE PERMITTED TO CROSS-EXAMINE WITNESSES,
04:34:49 BUT THE PUBLIC MAY REQUEST THE BOARD TO DIRECT QUESTIONS ON
04:34:53 THEIR BEHALF TO EITHER STAFF OR THE APPLICANT.
04:34:58 PERSONS WHO HAVE BEEN DETERMINED BY THE BOARD TO BE
04:35:01 INTERESTED PARTIES MAY CROSS-EXAMINE WITNESSES.
04:35:05 IF A PERSON REPRESENTS AN ORGANIZATION, EVIDENCE OF THEIR
04:35:09 AUTHORITY TO SPEAK FOR THE ORGANIZATION MUST BE PROVIDED.
04:35:12 IN ADDITION, BEFORE THE PRESENTATION ON THE APPLICATION
04:35:16 BEGINS, ANY WRITTEN COMMUNICATIONS THAT HAVE BEEN RECEIVED
04:35:19 IN THE QUASI-JUDICIAL MATTER WILL BE PLACED INTO THE PUBLIC
04:35:23 RECORD.
04:35:24 I WILL ALSO ASK EACH BOARD MEMBER TO DISCLOSE ANY EX PARTE
04:35:28 COMMUNICATIONS REGARDING THE PARTICULAR APPLICATION BEFORE

04:35:32 IT IS HEARD.
04:35:32 WILL ALL THOSE WHO INTEND TO TESTIFY IN THIS HEARING, IN
04:35:45 EITHER OF THESE HEARINGS TONIGHT, PLEASE RAISE YOUR RIGHT
04:35:48 HAND AND THE BOARD ATTORNEY WILL ADMINISTER THE OATH.
04:35:52 >>Nancy Stroud: I'LL JUST REMIND CITIZENS WHO INTEND TO MAKE
04:35:56 PUBLIC COMMENTS MIGHT WANT TO BE SWORN AS WELL.
04:36:00 AND APPLICANTS, OF COURSE, AND STAFF.
04:36:04 PLEASE STAND AND RAISE YOUR RIGHT HANDS.
04:36:10 DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY THAT YOU ARE ABOUT
04:36:13 TO GIVE WILL BE THE TRUTH, THE WHOLE TRUTH, AND NOTHING BUT
04:36:16 THE TRUTH?
04:36:16 THANK YOU.
04:36:26 >>Anthony Gargano: OKAY.
04:36:28 FIRST OFF ON TONIGHT'S AGENDA IS THE WOODFIELD MIXED USE

04:36:37 DEVELOPMENT.
04:36:37 MARY, YOU WANT TO KICK THAT OFF?
04:36:43 >>Mary Gibbs: NANCY DOES.
04:36:44 >>Nancy Stroud: FIRST, WE SHOULD ASK IF ANY OF THE BOARD
04:36:48 MEMBERS --
04:36:49 >>Anthony Gargano: I'M SORRY.
04:36:50 HAVE ANY OF THE BOARD MEMBERS HAD EX PARTE COMMUNICATIONS?
04:36:55 >> NO.
04:36:55 >> NO.
04:36:56 >>Anthony Gargano: DOES ANY BOARD MEMBER HAVE A CONFLICT?
04:36:59 >> NO.

04:37:00 >>Anthony Gargano: CONFLICT OF INTEREST?
04:37:01 >> NO.
04:37:02 >> NO.
04:37:02 >>Anthony Gargano: THANK YOU.
04:37:16 >>Mary Gibbs: CAN EVERYBODY HEAR ME IN THE AUDIENCE?
04:37:18 GREAT.
04:37:19 THIS CASE TONIGHT IS WOODFIELD.
04:37:22 IT IS THE PROJECT AT THE CORNER OF COCONUT ROAD AND U.S. 41
04:37:26 ACROSS FROM COCONUT MALL.
04:37:27 THIS IS A REQUEST FOR THE DEVELOPMENT ORDER FOR THE FIRST
04:37:30 PHASE OF THE PROJECT.
04:37:32 IT'S 46 ACRES FOR THE TOTAL PROJECT, AND IT'S A MIXED USE
04:37:38 DEVELOPMENT.
04:37:38 SO SOME OF US CALL IT LIKE A LITTLE MINI-MERCADO BECAUSE
04:37:43 IT'S GOT VERTICAL MIXED USE AND SOME SHOPPING AND
04:37:47 ENTERTAINMENT AREAS AND PARKS AND APARTMENTS AND A POSSIBLE
04:37:50 HOTEL AS WELL.
04:37:51 THE COUNCIL APPROVED THE ZONING LAST YEAR, 2023.
04:37:56 SO, IS AGAIN, THIS IS THE DEVELOPMENT ORDER FOR THE FIRST
04:37:58 PHASE.
04:37:58 THEY ARE PLANNING TO HAVE TWO PHASES FOR THIS.
04:38:01 THIS IS THE FIRST PHASE IS THE CORNER PIECE THAT'S CLOSEST
04:38:03 TO U.S. 41 AND COCONUT ROAD.
04:38:07 THE APPLICANT IS ALSO ASKING FOR SOME TECHNICAL DEVIATIONS.
04:38:12 A FEW TECHNICAL DEVIATIONS WE ARE WORKING OUT THE DETAILS

04:38:17 ON.
04:38:17 WE MENTIONED IN THE STAFF REPORT THERE ARE A FEW LITTLE
04:38:19 THINGS WE'RE TRYING TO WORK OUT THE ACTUAL WORDING OF THE
04:38:23 STIPULATIONS.
04:38:23 NOTHING MAJOR.
04:38:24 AND THEN I JUST WANTED TO NOTE TOO THAT WHAT YOU APPROVE, IF
04:38:28 YOU APPROVE THIS TONIGHT, THIS IS NOT APPROVING ANY SIGNAGE
04:38:32 BECAUSE THE SIGNAGE WILL COME BACK AS A SEPARATE PACKAGE.
04:38:35 WE CALL A UNIFIED SIGN PLAN THAT WILL COME BACK WHEN THEY
04:38:40 HAVE MORE SPECIFICS ABOUT THE SIGNAGE.

04:38:41 THE COUNCIL WAS VERY INTERESTED IN THE SIGNAGE, MAKING KIND
04:38:44 OF A STATEMENT AT THE CORNER AND HAVING IT BE SOMETHING KIND
04:38:48 OF UNIQUE AND INTERESTING.
04:38:49 AND THE SIGNAGE THAT THEY HAD SHOWED US WAS JUST CONCEPTUAL
04:38:53 IDEAS OF SIGNS.
04:38:54 WE WANT THE SIGNAGE TO COME BACK AS A PACKAGE FOR YOU ALL TO
04:38:58 REVIEW, SOMETHING THAT THE COUNCIL AND EVERYBODY WILL BE
04:39:01 EXCITED ABOUT.
04:39:01 SO THAT IS NOT PART OF TONIGHT'S APPROVAL.
04:39:04 THERE ARE A FEW THINGS IN THE STIPULATIONS THAT WE'RE
04:39:09 WORKING OUT.
04:39:09 FOR EXAMPLE, BSU HASN'T FINISHED THEIR FINAL APPROVAL
04:39:12 BECAUSE THEY ARE A LITTLE BIT BEHIND.
04:39:14 SO WE HAVE SOME MINOR DETAILS TO WORK OUT, BUT NOTHING
04:39:17 THAT'S GOING TO AFFECT THE DESIGN.

04:39:19 AND THEN SOME DRAINAGE -- THE DRAINAGE EASEMENT ZONING
04:39:22 CONDITION IS BEING WORKED OUT.
04:39:23 TONIGHT, WE HAVE ASKED THE APPLICANT -- THEY ARE GOING TO
04:39:29 SHOW YOU THE ARCHITECTURE AND LANDSCAPING BUT ALSO ADDRESS
04:39:31 THE TRAFFIC BECAUSE THE TRAFFIC IS ALWAYS THE BIG CONCERN OF
04:39:34 THE NEIGHBORS.
04:39:35 WHAT'S GOING TO HAPPEN AT THAT CORNER.
04:39:38 AND WE HAVE -- I THINK EVERYBODY HAS DECIDED THAT THE
04:39:41 ROUNDABOUT IS THE BEST SOLUTION FOR THE TRAFFIC AT THE
04:39:45 CORNER OF COCONUT AND 41.
04:39:49 BUT WE DID GET A LOT OF QUESTIONS --
04:39:51 >>Barry Jones: NOT COCONUT AND 41.
04:39:54 COCONUT -- [INAUDIBLE]
04:39:57 >>Mary Gibbs: OH, EXCUSE ME.
04:39:58 I NEED TO BE SLAPPED.
04:40:00 >>Barry Jones: [INAUDIBLE]
04:40:01 >>Mary Gibbs: I WANT TO MAKE SURE PEOPLE ARE PAYING
04:40:03 ATTENTION.
04:40:04 THANK YOU VERY MUCH.
04:40:04 THEY ARE.
04:40:07 OKAY.
04:40:07 WE WANT TO TALK ABOUT THE ROUNDABOUT A LITTLE BIT TO MAKE
04:40:09 SURE THAT PEOPLE UNDERSTAND, INCLUDING MYSELF, APPARENTLY.
04:40:13 WE DID GET A COUPLE OF E-COMMENTS.
04:40:18 ONE OF THEM ADDRESSED THE ROUNDABOUT AND THOUGHT THERE

04:40:21 SHOULD BE LIKE AN EXTRA LANE, SO THAT WILL BE DISCUSSED BY
04:40:24 THE APPLICANT AND WE'LL WEIGH IN ON THAT AS WELL.
04:40:27 WE GOT SOME KIND OF RANDOM PHONE CALLS FROM PEOPLE TODAY
04:40:30 BECAUSE I THINK THERE WAS SOMETHING ON TV THIS MORNING ABOUT
04:40:33 THE HEARING COMING UP.
04:40:34 THAT'S WHY I WOULD LIKE THE APPLICANT TO ADDRESS THE TRAFFIC

04:40:37 IN ADDITION TO THE OTHER THINGS.
04:40:39 IF YOU DON'T HAVE ANY QUESTIONS FOR ME, I THINK I WOULD LIKE
04:40:43 TO TURN IT OVER TO THE APPLICANT BECAUSE THEY HAVE A PRETTY
04:40:46 EXTENSIVE PRESENTATION.
04:40:48 ROSS ABRAMSON FROM WOODFIELD DEVELOPMENT WILL KICK IT OFF.
04:41:02 >>Ross Abramson: ROSS ABRAMSON WITH WOODFIELD DEVELOPMENT.
04:41:04 GOOD TO SEE MOST OF YOU AGAIN --
04:41:07 >> COULD YOU SPEAK CLOSER TO THE MICROPHONE?
04:41:09 >>Ross Abramson: ROSS ABRAMSON WITH WOODFIELD DEVELOPMENT.
04:41:11 GOOD TO SEE MOST OF YOU AGAIN.
04:41:13 NICE TO MEET THE FEW NEW BOARD MEMBERS.
04:41:19 IF YOU RECALL, WE DID AN INITIAL PRESENTATION TO YOU GUYS IN
04:41:23 FEBRUARY.
04:41:23 WHAT YOU'LL SEE TODAY IS LARGELY SIMILAR.
04:41:26 WE WORKED WITH STAFF DILIGENTLY OVER THE LAST SEVERAL MONTHS
04:41:30 TO MAKE SURE THAT OUR PROJECT COMPLIED WITH LAND DEVELOPMENT
04:41:33 CODE AND THE ZONING ORDINANCE THAT WAS APPROVED LAST YEAR.
04:41:35 I'LL BRING UP OUR ARCHITECT TO GO THROUGH SOME OF THE
04:41:41 ARCHITECTURAL DESIGN, OUR LANDSCAPE ARCHITECT AND THEN OUR

04:41:44 TRAFFIC CONSULTANT TO GO THROUGH THE ROUNDABOUT AND THE
04:41:47 LIGHT AT COCONUT AND 41.
04:41:49 OVERALL AERIAL OF THE PROJECT AT THE NORTHWEST CORNER OF
04:42:00 COCONUT ROAD AND 41.
04:42:03 SO AS MARY MENTIONED, THIS IS THE FIRST PHASE OF A
04:42:06 MULTI-PHASED PROJECT.
04:42:08 THIS PHASE IS THE SOUTHEAST KIND OF QUADRANT OF THE PROJECT.
04:42:12 IT ALSO INCLUDES ALL OF THE MASTER INFRASTRUCTURE, THE
04:42:15 ROADWAYS, THE SIDEWALKS, THE MAJOR PARKS IN THE CENTER OF
04:42:19 THE PROJECT, THE PARK ABUTTING U.S. 41.
04:42:24 ALL THE STORMWATER RETENTION, SO THE PONDS, AND THEN ALL OF
04:42:29 THE LANDSCAPE BUFFERS THAT GO AROUND THE PROJECT AS WELL,
04:42:32 AND THEN THE BUILDINGS IN THIS ARE JUST THE ONES THAT ARE
04:42:35 COLORED THERE IN THE SOUTHEAST CORNER.
04:42:38 SO THE PROJECT DENSITY IS 296 UNITS AND 25,000 SQUARE FEET
04:42:42 OF RETAIL.
04:42:43 HERE IS A COLOR PALETTE AND SOME OF THE PAINT SWATCHES.
04:42:52 [PHONE RINGING]
04:42:55 HERE IS A MAIN RENDERING ALMOST IDENTICAL TO WHAT YOU GUYS
04:43:06 SAW LAST TIME.
04:43:07 THIS IS REALLY THE FEATURE RESTAURANTS AT THE CORNER OF U.S.
04:43:12 41 AND COCONUT ROAD, DOUBLE HEIGHT RESTAURANT SPACE, A LOT
04:43:16 OF GLASS.
04:43:17 SOME TYPE OF STONE TILE ELEMENT CLADDING TO ELEVATE THE LOOK
04:43:23 OF THAT.

04:43:23 ARCHED WINDOWS.
04:43:24 SO WE'RE EXCITED TO GET SOME FEATURE RESTAURANTS IN THERE AS

04:43:28 OUR TENANTS.
04:43:29 MARK, DO YOU WANT TO COME UP AND GO THROUGH SOME OF THE --
04:43:36 IT'S BASICALLY -- THE PRESENTATION HAS SOME OF THE STYLE
04:43:40 PRECEDENTS FIRST AND THEN THE FINAL RENDERINGS.
04:43:45 >> WALTER HUGHES WITH HUMPHREY AND PARTNERS ARCHITECTS.
04:43:49 THESE ARE SOME OF THE PRECEDENTS WE USED.
04:43:51 THE ARCHITECTURE IS MEDITERRANEAN WITH A LITTLE BIT OF
04:43:54 SPANISH COLONIAL REVIVAL AS WELL.
04:43:56 WHAT THIS USE IS TYPICALLY -- INSPIRED BY WHAT YOU SEE ON
04:44:02 THE COAST OF SOUTHERN SPAIN, ITALY, GREECE, MAYBE EVEN
04:44:07 MOROCCO.
04:44:08 A LITTLE BIT OF STUCCO, SOME STONE AS WELL.
04:44:11 TILE ROOF WITH SOME DETAILS.
04:44:17 A LOT OF ARCHES.
04:44:21 VERY INVITING ARCHITECTURE.
04:44:23 LARGE EXPANSES OF GLASS.
04:44:27 BALCONIES TYPICALLY WITH A LOT OF DETAIL.
04:44:31 WROUGHT IRON.
04:44:32 COURTYARDS AND WATER.
04:44:35 IT WAS A CENTRAL PIECE.
04:44:37 NOW, IF YOU GO THROUGH THEM, YOU CAN SEE IN SOME OF THE
04:44:39 RENDERINGS, TOO, THEY USE A LOT OF CORNER TOWERS OR IN
04:44:45 LOCATIONS TO MARK THE ENTRY, FOR EXAMPLE.

04:44:47 THAT'S WHAT WE'VE USED.
04:44:48 WE HAVE THE VERTICAL ELEMENT AT BOTH CORNERS.
04:44:56 EVERY BUILDING, ACTUALLY.
04:44:57 IN THIS CASE, JUST TO SHOW YOU, BECAUSE THAT WAS BROUGHT UP
04:45:00 IN FEBRUARY, I THINK.
04:45:03 ON THIS ELEVATION, WE WERE ASKED KIND OF TO SPLIT IT IN TWO
04:45:07 TO SHORTEN THE BUILDINGS WHICH WE'VE DONE, AND WE USED A
04:45:11 TOOL SIMILAR TO THE LOWER LEFT.
04:45:13 WE BROKE IT INTO, YOU CAN SEE IN THE ELEVATION, SO YOU CAN
04:45:19 READ IT AS TWO DIFFERENT BUILDINGS.
04:45:21 ON THE OUTSIDE AND I THINK LANDSCAPING IS GOING TO TALK A
04:45:27 LOT ABOUT IT, TOO, BUT WE HAVE THE PASEO, LOT OF INVITING
04:45:32 SPACES, PLACES TO SIT, WALK, ET CETERA.
04:45:36 THIS IS A COMMUNITY VERY INVITING FOR EVERYONE.
04:45:39 THE GARAGE HAS BEEN REWORKED AS WELL.
04:45:42 THERE WERE SOME COMMENTS ABOUT ADDING MORE DETAIL TO THE
04:45:46 EXTERIOR OF THE GARAGES.
04:45:47 SO WE WENT THROUGH SOME EXTENSIVE WORK TO ADD ARCHITECTURAL
04:45:52 DETAILS TO ALL LEVELS OF THE GARAGES, WHEREVER IT'S EXPOSED.
04:45:57 JUST ONE MORE THING TO MENTION AS WELL, ANOTHER COMMENT WE
04:46:06 HAD LAST TIME WAS REGARDING THE COLORS OF THE BUILDING.
04:46:12 THEY WERE CALLED TO BE A LITTLE TOO MUTED.
04:46:15 WE WERE ASKED TO REVAMP THEM A BIT.
04:46:18 SO WE NOW HAVE TWO, CALL THEM PRIMARY COLORS.

04:46:22 A CREAM AND A TAUPE AND THREE ACCENT COLORS.

04:46:29 THEY GO FROM A DARK BRONZE, LIGHTER BROWN TO A PURE WHITE.
04:46:38 AND BY USING THAT IN SPECIFIC LOCATIONS, MOSTLY IN VERTICAL
04:46:43 ELEMENTS.
04:46:45 WE'RE ABLE TO EMPHASIZE THE ARTICULATION OF THE BUILDING.
04:46:49 IF YOU LOOK AT OUR TYPICAL MEDITERRANEAN ARCHITECTURE,
04:46:53 YOU'LL SEE THAT IT HAS VARYING HEIGHTS AND THE GABLES GO UP
04:46:56 AND TURRETS, IT'S UNEVEN AND VERY INTERESTING.
04:47:00 WE'VE USED COLOR TO FURTHER EMPHASIZE THIS.
04:47:04 HOPEFULLY IT WILL READ FOR YOU.
04:47:06 OTHER THAN THAT THE ARCHITECTURE IS BASICALLY THE SAME.
04:47:10 THE BIGGEST CHANGES THAT WE'VE HAD ARE COLORS AND THE
04:47:13 GARAGES.
04:47:16 THIS IS MOSTLY LANDSCAPING.
04:47:33 >> WE KIND OF HAVE IT REVERSED WITH THE ENLARGED IMAGE.
04:47:38 >> MARK JACOBSON WITH DS BOCA.
04:47:45 WE ARE LANDSCAPE ARCHITECTS.
04:47:48 SO WHAT WE HAVE DONE HERE IS A VERY WALKABLE COMMUNITY.
04:47:48 THE IDEA WAS THAT, YOU KNOW, OBVIOUSLY WE ALL LIVE IN
04:47:50 FLORIDA.
04:47:51 WE KNOW HOW HOT IT GETS.
04:47:53 WE KNOW IF WE DON'T PROVIDE SHADE, PEOPLE AREN'T GOING TO
04:47:55 WALK AROUND OUTSIDE IN OUR SITES, MYSELF INCLUDED.
04:47:58 THIS COMMUNITY IS SHADE TREE ORIENTED ON ALL THE PRIMARY
04:48:07 STREETS WE'VE GOT LIVE OAKS.
04:48:09 APPROXIMATELY PLUS OR MINUS 25 FEET ON CENTER.

04:48:14 OCCASIONALLY WE INTERSPERSE THEM WITH PALM TREES WHEN WE
04:48:17 HAVE STREETLIGHTS SO WE DON'T OBSCURE THE LIGHTING OF THE
04:48:21 VEHICLES AND THE PEDESTRIANS WALKING ON THE SIDEWALK.
04:48:24 AT THE INTERSECTIONS WE INTRODUCED CLUSTERS OF PALMS, SO WE
04:48:27 HAVE SOME DEFINITION AT INTERSECTIONS VERSUS STREETS.
04:48:32 THIS PARTICULAR SLIDE IS OUR MAIN PLAZA OR OUR VILLAGE
04:48:37 GREEN.
04:48:38 WE'VE GOT SEVERAL ACTIVITIES THAT CAN OCCUR HERE.
04:48:40 NORTH IS UP ON THE PLAN.
04:48:44 SO ALONG THE NORTH SIDE YOU CAN SEE ITEM NUMBER A IS AN
04:48:49 INTERACTIVE WATER FEATURE.
04:48:50 SO THAT ALLOWS FAMILIES TO COME OUT WITH KIDS AND VARYING
04:48:53 HEIGHTS OF JETS AND KIDS GET TO RUN AROUND IN THE WATER.
04:48:57 WE HAVE AMPLE SEATING AROUND THE PERIMETER AND SOME SHADE AS
04:49:00 WELL.
04:49:00 ITEM B IS A BIG FORMAL LAWN.
04:49:03 THAT LAWN CAN HOUSE JUST PEOPLE OUTSIDE PICNICKING OR, FOR
04:49:08 EXAMPLE, ITEM C IS AN AMPHITHEATER.
04:49:11 IF THERE IS A PLAY OR A CONCERT OR SOME EVENT, THERE IS
04:49:14 SEATING TO SIT FOR THE AMPHITHEATER.

04:49:18 IN THE BOTTOM LEFT-HAND CORNER IS D.
04:49:22 SORT OF A LITTLE TROPICAL GARDEN AREA WHERE WE HAVE RAISED
04:49:26 WALLS, TROPICAL PLANT MATERIAL.
04:49:28 AND ON THE RIGHT-HAND SIDE, AS YOU SEE COMING ON A 45-DEGREE
04:49:33 ANGLE FROM TOP LEFT TO BOTTOM RIGHT IS OUR MAIN SPINE.

04:49:36 THAT SPINE EVENTUALLY, AS YOU'LL SEE IN FUTURE SLIDES, WILL
04:49:41 CONTINUE ALL THE WAY OUT TO THE CORNER OF 41 AND COCONUT AT
04:49:46 WHAT WE CALL CRESCENT PARK.
04:49:48 WE HAVE VARYING SEATING AREAS.
04:49:50 WE'VE GOT LARGE TREES WITH SEATS UNDERNEATH THE CANOPIES.
04:49:54 WE'VE GOT STONE, COQUINA STONE BLOCKS THAT ARE BOTH
04:49:59 ARCHITECTURAL, AESTHETICALLY PLEASING AND ALSO USED FOR
04:50:03 BENCHES AS WELL.
04:50:04 AND ON THIS PARK, AROUND THE PERIMETER, WE HAVE PARALLEL
04:50:07 PARKING, SO IT'S EASILY ACCESSIBLE.
04:50:09 ALL THE INTERSECTIONS, CROSSWALKS AT EVERY INTERSECTION ARE
04:50:16 DECORATIVE PAVERS.
04:50:17 THIS SLIDE SORT OF SHOWS SOME IMAGES OF KIDS PLAYING,
04:50:22 AMPHITHEATER, FORMAL LAWN, LONG ALLEYS WHERE WE HAVE TREES
04:50:28 AND DECORATIVE BLOCKS FOR SEATING.
04:50:30 AND YOU CAN SEE THAT ON THE RIGHT-HAND SIDE HOW OUR CENTRAL
04:50:33 GREEN SITS RELATIVE TO THE ENTIRE SITE.
04:50:36 IT'S IN THE CENTER OF THE SITE AND IT HAS A STRONG ACCESS
04:50:39 OUT TO THE BOTTOM RIGHT-HAND CORNER, WHICH IS THE SOUTHEAST
04:50:43 CORNER OF COCONUT AND U.S. 41.
04:50:47 THIS IS STILL SOME MORE ELEMENTS OF THE SAME PARK.
04:50:57 FOR EXAMPLE, THE TOP LEFT-HAND CORNER YOU SEE FOOD TRUCKS.
04:51:00 SO WE HAVE ONE STREET ON THE NORTH SIDE OF THE PARK WHERE WE
04:51:03 CAN CLOSE OFF AT EACH END AND MAYBE A NIGHT WHERE THEY HAVE
04:51:08 FOOD TRUCKS AND THE STREET IS OPEN AND THERE'S SEATING

04:51:11 OUTSIDE AND PEOPLE CAN COME AND EAT.
04:51:13 BOTTOM LEFT-HAND CORNER KIND OF SHOWS WHAT WE CALL OUR SPINE
04:51:18 OR OUR PASEO WHERE WE HAVE DINING AND SHOPPING LEFT AND
04:51:22 RIGHT AND IT'S A PEDESTRIAN PROMENADE DOWN THE MIDDLE.
04:51:25 SO A LOT OF ACTIVITY TO THAT.
04:51:27 OF COURSE, WE HAVE BIKE RACKS AND THERE IS A PERIMETER
04:51:32 PEDESTRIAN CIRCULATION PATH THAT HAPPENS AROUND OUR
04:51:36 PRESERVE, AROUND OUR LAKE.
04:51:38 IT'S VERY TIGHT TO OUR LAKE, SO IT GOES ON TO THE WEST AND
04:51:42 NORTH SIDE OF OUR PROPERTY.
04:51:43 THIS IS JUST A DIAGRAM OF WHAT HAPPENS IN OUR PEDESTRIAN
04:51:49 PASEO.
04:51:50 WE CALL IT RESTAURANT ROW.
04:51:51 TOP LEFT WOULD BE OUR VILLAGE GREEN.
04:51:54 BOTTOM RIGHT WOULD BE OUR CRESCENT PARK WHERE THE LAKE IS AT
04:51:57 THE CORNER, AND ALL THESE ITEMS THAT CONNECT THE TWO,

04:52:01 RESTAURANTS, SHOPPING, ICE CREAM STORES, OUTDOOR SEATING,
04:52:05 ET CETERA.
04:52:06 THESE ARE SOME IMAGES OF THAT.
04:52:11 WHAT YOU MIGHT SEE THERE, STOREFRONT AWNINGS, TABLES AND
04:52:15 CHAIRS, UMBRELLAS, POTTED PLANTS, AGAIN, THE WHOLE IDEA IS
04:52:19 FOR SHADE AND COMFORTABLE INTERACTION BETWEEN PEOPLE WALKING
04:52:24 AND PEOPLE EATING.
04:52:26 >>Michael Sheeley: QUESTION, PLEASE.
04:52:27 CAN YOU GO BACK?

04:52:28 ALL OF THESE STREETS ARE OPEN TO THE PUBLIC, THERE'S NO
04:52:32 GATING OF THIS COMMUNITY AT ALL?
04:52:33 >> CORRECT.
04:52:34 IT'S ALL OPEN.
04:52:35 >>Michael Sheeley: IT'S ALL PUBLIC SPACE.
04:52:37 THANK YOU.
04:52:41 >> THIS IS JUST A SIMPLE SLIDE OF A TYPICAL STREET.
04:52:49 AND I BELIEVE THIS STREET -- OKAY.
04:52:52 THIS STREET IS THE NORTH SIDE OF OUR CENTRAL PARK.
04:52:55 A TYPICAL STREETSCAPE WHERE YOU SEE AT THE CORNERS OR
04:52:58 INTERSECTIONS WHERE WE HAVE GROUPINGS OF PALMS AND THEN DOWN
04:53:01 WHERE THE PEDESTRIANS WALK AND THE CARS PARK, WE'VE GOT
04:53:04 SHADE TREES.
04:53:05 LIVE OAKS PREDOMINANTLY.
04:53:09 THIS IS JUST SHOWING THAT STREET IN CONTEXT WHERE IT IS ON
04:53:16 OUR SITE.
04:53:17 IT'S OUR MAIN EAST-WEST STREET THAT COMES OFF 41 AND
04:53:21 EVENTUALLY ENDS UP AT THE CENTRAL GREEN.
04:53:23 THIS IS OUR NEIGHBORHOOD PARK.
04:53:26 THIS IS THE FIRST THING YOU SEE WHEN YOU COME OFF 41 COMING
04:53:29 SOUTH.
04:53:30 YOU MAKE A RIGHT-HAND TURN INTO OUR PROJECT, AND IT'S SORT
04:53:32 OF A WELCOMING ENTRY TO OUR COMMUNITY.
04:53:35 ON THE SOUTH SIDE OF THE ROAD, WE'VE GOT A FEATURE
04:53:40 RESTAURANT RIGHT ON THE CORNER, SO YOU IMMEDIATELY SEE

04:53:43 ACTIVITY.
04:53:43 ON THE NORTH SIDE, WE HAVE THIS SORT OF POCKET PARK OR OUR
04:53:46 ENTRY PARK.
04:53:48 IT'S GOT A GROVE OF TREES.
04:53:50 IT'S GOT A ONE GIANT CANOPY TREE WITH SEATING UNDERNEATH.
04:53:54 IT'S GOT SOME ARTIFICIAL DOMES FOR PEOPLE TO LAY AROUND AND
04:53:59 HANG OUT IN THE GRASS AND SHADE TO TALK.
04:54:01 IT'S GOT A DOG PARK, THIS PARTICULAR ONE I THINK HAS A
04:54:04 FORMAL LAWN IN THE MIDDLE.
04:54:07 YEAH, DOG PARK IN THE CENTER.
04:54:10 AGAIN, WITH ALL THE AMENITIES SURROUNDING IT, WE'VE GOT
04:54:14 PARALLEL PARKING AND EASILY ACCESSIBLE FROM MOST SPOTS IN

04:54:18 OUR COMMUNITY.
04:54:19 AND THIS IS HOW YOU SEE IT IN CONTEXT RELATIVE TO THE REST
04:54:25 OF THE SITE.
04:54:26 IT'S RIGHT ON 441 -- OR 41.
04:54:29 I'M SORRY.
04:54:30 I KEEP THINKING OF MY STREET, 441.
04:54:32 IT'S SEEN AS YOU COME SOUTH, AND THERE ARE SOME IMAGES OF
04:54:39 HAMMOCKS AND SCULPTURAL ELEMENTS WITH BOUGAINVILLEA AND
04:54:44 LITTLE GRASS DOME AREAS, ALL THINGS MADE FOR PEOPLE AND
04:54:48 INTERACTION WITH PEOPLE.
04:54:49 THIS IS OUR STREET ON THE SOUTH SIDE OF OUR PROJECT CALLED
04:54:56 LA RAMBLA.
04:54:59 YOU CAN SEE COCONUT ROAD OFF TO THE RIGHT.

04:55:02 YOU CAN START TO SEE THE ROUNDABOUT.
04:55:09 IT'S TWO SEPARATED LANES.
04:55:11 ONE COMING IN, ONE COMING OUT, ONE GOING NORTH, ONE GOING
04:55:14 SOUTH, PARALLEL PARKING ON BOTH SIDES.
04:55:16 WE HAVE THE SORT OF CENTER WALKWAY GOING DOWN THE MIDDLE
04:55:18 THAT CONNECTS PEOPLE COMING ON COCONUT ALL THE WAY TO OUR
04:55:22 CENTRAL GREEN ON THE LEFT.
04:55:25 THERE ARE A SERIES OF ARCHES WITH BOUGAINVILLEA, BENCHES,
04:55:28 AGAIN, SHADE TREE DOMINANT SO THAT PEOPLE CAN COME OUT AND
04:55:33 ENJOY WALKING UP AND DOWN THE STREET.
04:55:35 ON EITHER SIDE OF THE STREET, WE ACTUALLY HAVE GROUND FLOOR
04:55:39 UNITS.
04:55:39 SO PEOPLE WILL HAVE PATIOS ON THE GROUND FLOOR.
04:55:42 THEY'LL HAVE LITTLE GATED GROUND FLOOR PATIOS AND HAVE A
04:55:47 WALKWAY SO THEY CAN GO FROM THEIR UNIT AND ACCESS THE
04:55:50 WALKWAY IMMEDIATELY WITHOUT HAVING TO GO BACK THROUGH THE
04:55:53 BUILDING AND COME OUT THE FRONT DOOR.
04:55:55 SO WE FEEL LIKE A LOT OF THESE THINGS ARE GOING TO BE REALLY
04:55:58 DESIRABLE FOR PEOPLE LIVING ON THE GROUND FLOOR.
04:56:00 THESE ARE A FEW IMAGES SHOWING THE KINDS OF THINGS THAT
04:56:08 WE'RE LOOKING TO DO ON THAT MAIN RAMBLA ROAD.
04:56:14 MATCH TREES, CENTRAL WALKWAY, ARCHES WITH VINES AND TOP
04:56:18 RIGHT IS PROSPECTIVE SKETCH OF WHAT IT WILL LOOK LIKE WHEN
04:56:22 IT'S COMPLETE.
04:56:23 HOPEFULLY.

04:56:23 THIS IS WHAT WE'RE CALLING OUR CRESCENT PARK.
04:56:27 IT'S RIGHT AT THE CORNER OF U.S. 41 AND COCONUT.
04:56:31 IT'S GOT A BIG LAKE.
04:56:33 OBVIOUSLY, IT'S GOT A SIGNATURE FOUNTAIN IN THE CENTER.
04:56:36 YOU MIGHT SEE A LITTLE RADIUS CALLED C, E AND F.
04:56:41 LIKE A LITTLE PROMONTORY POINT THAT HAS A TRELLIS.
04:56:47 SITTING OUT OVER THE LAKE.
04:56:48 ALSO THE TERMINAL VIEW IF YOU'RE AT OUR CENTRAL PARK AND

04:56:51 YOU'RE LOOKING SOUTHEAST, YOU END UP SEEING THIS IN THE
04:56:56 BACKGROUND.
04:56:57 A NICE TERMINUS TO THE VIEW.
04:57:00 IT'S ALSO HIGHLY VISIBLE COMING SOUTH ON 41 AND ALSO COMING
04:57:04 EAST ON COCONUT.
04:57:06 THE WHOLE POINT OF THIS AND ONE OF OUR ASKS AND I THINK
04:57:13 STAFF AGREED WAS WE ARE MEETING OUR TREE REQUIREMENT AROUND
04:57:17 THE PERIMETER OF THE LAKE, BUT WE'VE ASKED IN THIS CASE TO
04:57:20 ELIMINATE OUR HEDGE.
04:57:21 AND THE REASON WE'VE ASKED THAT IS SO THAT PEOPLE WHEN THEY
04:57:25 ARE COMING DOWN THE STREET CAN ACTUALLY SEE INTO OUR
04:57:27 PROJECT.
04:57:27 IF YOU ARE IN A CAR AND YOU'RE SITTING THREE AND A HALF FEET
04:57:30 ABOVEGROUND AND YOU'RE LOOKING, WE WANT YOU TO SEE OUR
04:57:33 PROJECT.
04:57:34 WE WANT YOU TO SEE THE RESTAURANTS.
04:57:35 WE WANT YOU TO SEE THE SIGN, ALL THE ACTIVITY THAT'S GOING

04:57:38 ON.
04:57:38 WE JUST FELT LIKE THE HEDGE WAS OBSTRUCTION TO THAT.
04:57:41 EVERYWHERE ELSE TO THE EAST, TO THE NORTH, WHERE IT'S
04:57:46 REQUIRED, WE HAVE IT.
04:57:48 SO THAT WAS SOMETHING WE THOUGHT WAS IMPORTANT, THAT WAY
04:57:51 PEOPLE CAN SEE THE LAKE AND ALL THE NICE AMENITIES WE'RE
04:57:53 DOING.
04:57:53 AGAIN, THIS IS A CRESCENT ROAD.
04:57:55 IT GOES SORT OF A QUARTER OF A CIRCLE.
04:57:59 IT'S GOT PARALLEL PARKING ON BOTH SIDES.
04:58:01 WE HAVE TWO FEATURE RESTAURANTS IN THE CENTER CORE AS YOU'RE
04:58:06 GOING TO THE TOP LEFT, THAT'S OUR TWO MAIN RESTAURANTS.
04:58:08 A LOT OF OUTDOOR SEATING AND DINING.
04:58:13 AS YOU GO LEFT AND RIGHT FROM THAT, THAT'S WHERE THE
04:58:16 RESIDENTIAL STARTS.
04:58:16 YOU CAN KIND OF SEE THE LITTLE GREEN GAPS BETWEEN A AND D IN
04:58:21 BOTH AREAS.
04:58:23 THAT IS A BUILDING BREAK.
04:58:25 IT'S ALSO ACCESS TO COURTYARDS THAT LEAD TO OUR RESIDENTIAL
04:58:29 BUILDINGS.
04:58:31 >>Barry Jones: QUICK QUESTION.
04:58:32 YOU JUST SAID NORTH OF THIS YOU HAVE THE BUFFER ALL THE WAY
04:58:35 TO THE NORTH BUT A DEVIATION FOR THE BUFFER UP BY CRESCENT
04:58:38 PARK, RIGHT?
04:58:40 >> ONLY AT THIS -- OH, YES, AND --

04:58:46 [SPEAKING OVER ONE ANOTHER]
04:58:48 >> THAT'S ONLY THE HEDGE SO YOU CAN SEE ACTIVITY.
04:58:54 THE LAST THING I WILL SAY IS THAT WE HAVE A PRESERVE THAT
04:58:56 WRAPS AROUND OUR COMMUNITY BOTH ON THE NORTH AND THE WEST.

04:58:59 IN THAT PRESERVE, WE ARE MEETING -- IT'S CALLED BUFFER C AND
04:59:05 BUFFER D DEPICTED IN THIS AREA.
04:59:07 WE'RE REQUIRED TO HAVE A 50-FOOT BUFFER.
04:59:10 WE'RE REQUIRED TO HAVE A CERTAIN NUMBER OF TREES, A CERTAIN
04:59:13 NUMBER OF HEDGES, CERTAIN HEIGHTS, AND WE DO.
04:59:16 IN ADDITION TO THAT, ALL THE MATERIAL THAT WE CAN RELOCATE
04:59:19 OFF THE SITE, SEVERAL DOZENS AND DOZENS, MAYBE A HUNDRED OR
04:59:25 SO SABAL PALMS THAT WE'RE TAKING SO WE CAN GET SOME INSTANT
04:59:28 HEIGHT TOO.
04:59:29 NOT ONLY ARE WE DOING THE TREES, THE HEDGE, BUT WE'RE DOING
04:59:32 SOME TALL SABALS AS WELL SO INSTANTLY WE SHOULD HAVE A
04:59:37 BUFFER.
04:59:38 STAFF HAS ASKED US TO AND WE AGREED TO MOVE AS MANY OF THE
04:59:43 EXISTING RELOCATED TREES UP INTO THAT BUFFER SO WE CAN
04:59:46 ESTABLISH THAT DAY ONE WHILE WE'RE WORKING ON THE SITE.
04:59:49 AND THAT WORKS FOR US, TOO.
04:59:51 AND THEN ON THE RIGHT, YOU CAN SEE A COUPLE OF LITTLE IMAGES
04:59:58 OF WHAT A PATH MIGHT LOOK LIKE.
05:00:01 PATH IS LABELED E SO YOU CAN SEE HOW IT GOES AROUND OUR
05:00:06 PERIMETER.
05:00:07 >>Kristin Jeannin: HAS THERE BEEN A MATERIAL DETERMINED FOR

05:00:09 THAT PATH?
05:00:10 THE PATH THAT'S LABELED ON E, IS THAT GOING TO BE GRAVEL OR
05:00:14 CONCRETE OR ASPHALT?
05:00:16 >> IT'S CONCRETE.
05:00:19 >> CRUSHED SHELL?
05:00:20 >> IT'S CONCRETE UNTIL A CERTAIN POINT AND THEN AROUND THE
05:00:24 LAKE, IT'S SOME TYPE OF CRUSHED GRAVEL.
05:00:27 >> HARD-PACKED CRUSHED GRAVEL.
05:00:28 I FORGOT WE DID THAT.
05:00:30 YES.
05:00:36 >>Jim Wallace: ONE OF THE THINGS, IF I REMEMBER CORRECTLY,
05:00:42 WE TALKED ABOUT IT IN ONE OF THE SESSIONS, THE OPPORTUNITY
05:00:45 IN THAT PRESERVE AREA TO DO PLANTINGS THAT ARE HUNDRED
05:00:47 PERCENT NATIVE BUT DO IT ALMOST -- TREAT IT AS A BOTANICAL
05:00:54 WALK THAT THERE BE SMALL SIGNING SAYING THIS IS WHAT, SO
05:00:59 PEOPLE GET INVOLVED IN NOT JUST FOR WALKING OR WALKING YOUR
05:01:04 DOG OR WHATEVER, BUT CAN GET INVOLVED IN THE PARK AND IT
05:01:07 BECOMES EDUCATIONAL AND IT BECOMES MORE FUN.
05:01:10 WAS THAT CONSIDERED AT ALL OR IS THAT JUST PART OF A LOST
05:01:14 DISCUSSION?
05:01:21 >> AS PART OF THE REVEGETATION OF THE AREA OR I DON'T WANT
05:01:24 TO SEE REVEGETATION OR ADDITIONAL VEGETATION OR MITIGATION,
05:01:27 WE ARE PLANTING 100% NATIVE MATERIAL.
05:01:29 THAT'S NUMBER ONE.
05:01:30 TO THE EXTENT WE HAVE SIGNS, WE COULD, BUT THE PATH THAT YOU

05:01:33 SEE LABELED AS E IS THE ONLY PATH BEING PROPOSED RIGHT NOW.
05:01:37 >>Jim Wallace: I UNDERSTAND THAT.
05:01:39 >> WE COULD --
05:01:39 >>Jim Wallace: BUT ALONG THE PATH, DO YOU HAVE VEGETATION,
05:01:46 ALBEIT 100% NATIVE, TREES PEOPLE DON'T NORMALLY SEE.
05:01:50 I THOUGHT WE HAD A DISCUSSION AT ONE TIME, MAYBE I'M WRONG
05:01:53 ABOUT THAT, I'VE SEEN IT DONE BEFORE.
05:01:54 PEOPLE LIKE IT.
05:01:55 PARTICULARLY WITH PEOPLE FROM SO MANY PARTS OF THE COUNTRY
05:02:03 WHO COME HERE AND AREN'T FAMILIAR WITH THE VEGETATION.
05:02:06 VIRTUALLY NO COST OR NOMINAL COST.
05:02:09 >> WE'VE DONE THINGS IN THE PAST WHERE WE HAVE SOMETIMES
05:02:11 JUST A LITTLE SIGN THAT GETS THE BOTANIC AND COMMON NAME.
05:02:16 >>Jim Wallace: SOME OF THE SHORTER TREES.
05:02:19 >> SOMETIMES DO A LITTLE QR CODE AND PUT YOUR PHONE UP AND
05:02:22 NEW INFORMATION.
05:02:24 THERE ARE THINGS THAT CAN BE DONE.
05:02:28 >>Jim Wallace: I REMEMBER IN MY MIND THAT WE TALKED ABOUT
05:02:31 IT.
05:02:32 THERE IS AN OPPORTUNITY THERE.
05:02:35 IT WILL BE FUN AND ENTERTAINING, EDUCATION.
05:02:46 >>Barry Jones: TWO DEVIATIONS, ONE BY THE SIGN AND THE OTHER
05:02:51 BY THE PARK.
05:02:52 YOU ALSO REQUESTED ALONG C AND D I BELIEVE VERSUS THE
05:02:55 PRESERVE TO ELIMINATE THAT BUFFER PLANTING.

05:02:58 IS THAT CORRECT?
05:02:58 DOUBLE-ROW HEDGE?
05:03:03 >> THE SECOND PORTION OF THE DEVIATION WAS ON THE RIGHT-HAND
05:03:05 SIDE, YEAH, WHERE B IS, THE FIRST PORTION OF B, RIGHT ABOVE
05:03:13 A, THE LAND DEVELOPMENT CODE REQUIREMENT IS A 20-FOOT BUFFER
05:03:20 DURING THE PROCESS OF THE ZONING, WE COMMITTED TO ENLARGE
05:03:26 THAT B BUFFER TO 30 FEET AND THE DEVIATION IS TO ALLOW
05:03:31 PARALLEL PARKING IN THE BOTTOM PORTION OF B WITH LANDSCAPE
05:03:36 ISLANDS BREAKING UP EVERY FEW PARKING SPACES AND ADDITIONAL
05:03:41 LANDSCAPING ADDED TO B.
05:03:43 SO WE'RE STILL EXCEEDING THE 20-FOOT ATLANTA DEVELOPMENT
05:03:48 CODE, BUT WE'RE ASKING TO ALLOW PARALLEL PARKING IN A
05:03:52 PORTION OF THAT BOTTOM PORTION OF B.
05:03:58 >>Barry Jones: THE PLANTS IN THE SQUARE FOOTAGE, PROVIDING
05:04:00 COMPENSATING NUMBER OF PLANTS IN THE ADJACENT BUFFERS,
05:04:02 SURROUNDING AREA?
05:04:03 >> YES.
05:04:03 WE ALSO HAVE A REQUIREMENT IN THAT AREA FOR RIGHT TREE,
05:04:07 RIGHT PLACE.
05:04:08 THERE ARE POWER LINES ABOVE US ON THE EDGE.
05:04:10 WE ADDED MORE TREES BECAUSE WE'VE ADDED SMALLER TREES SINCE
05:04:14 IT'S RIGHT TREE, RIGHT PLACE.

05:04:15 WE'VE STILL GOT THE HEDGE REQUIREMENT.
05:04:18 AND THEN WE'VE ADDED -- STRATEGICALLY -- THERE IS A SETBACK
05:04:23 REQUIREMENT DEPENDING ON THE TYPE OF POWER LINES THAT THEY

05:04:26 ARE.
05:04:27 CANOPY TREES CAN ONLY BE CERTAIN DISTANCE FROM THE POWER
05:04:30 LINES, MEDIUM SIZE TREES, ET CETERA.
05:04:32 WE ADDED LARGER TREES IN THE PARKING ISLANDS JUST TO THE
05:04:38 WEST OF THAT BUFFER THAT ARE TALLER.
05:04:41 SO IN EFFECT WHAT WE HAVE, TALLER TREES, SMALLER TREES AS WE
05:04:46 GET CLOSER TO 41 TO TRY AND GET SOMETHING MORE THAN JUST
05:04:50 SMALL TREES.
05:04:53 >>Barry Jones: THANK YOU FOR THAT.
05:04:54 WHO IS GOING TO BE RESPONSIBLE FOR MAINTENANCE OF ALL OF
05:04:57 THIS VEGETATION ONCE IT'S IN PLACE?
05:04:59 IS THAT A POA THAT WILL BE ESTABLISHED?
05:05:02 >> YEAH, WE'LL HAVE SOME TYPE OF POA IN PLACE.
05:05:06 LIKELY AT SOME POINT PURSUING A CDD TYPE OF ARRANGEMENT.
05:05:10 >>Barry Jones: THEY ALWAYS LOOK GOOD GOING IN.
05:05:13 OVER TIME SEEMS TO BE THE CHALLENGE AND CONCERN.
05:05:15 AND THEN LAST QUESTION, THE CORRIDOR, THE PEDESTRIAN
05:05:20 CORRIDOR BETWEEN THE TWO BUILDINGS, THOSE ARE BOTH
05:05:22 THREE-STORY BUILDINGS ABUTTING THAT CORRIDOR, IS THAT
05:05:24 CORRECT?
05:05:26 >> YES.
05:05:30 >>Barry Jones: IN RESTAURANT ROW.
05:05:32 >> LET ME GO TO THE MAIN RENDERING.
05:05:34 IT'S FOUR STORIES ON THE SOUTH SIDE AND THREE --
05:05:36 >>Tammy Duran: EXCUSE ME.

05:05:37 I'M SORRY.
05:05:38 YOU GUYS HAVE TO BE ON THE MIKE.
05:05:39 SORRY.
05:05:40 >>Mary Gibbs: THEY ARE TOO TALL.
05:05:42 YOU HAVE TO BEND OVER.
05:05:45 >> YEAH, ACTUALLY THEY ARE.
05:05:46 BOTH THREE STORIES, DOUBLE-HEIGHT RESTAURANT SPACE.
05:05:49 >>Barry Jones: HOW DOES THE SHADE IMPACT PLANTINGS IN THE
05:05:53 NARROW CORRIDORS.
05:05:54 >> WE'LL HAVE TO USE SHADE PLANT MATERIAL.
05:05:57 TREES ONE THING, UNDERSTORY GROUND COVER, WE'LL NEED TO USE
05:06:00 A SHADY TYPE.
05:06:01 >>Barry Jones: YOU'VE ALREADY TAKEN THAT INTO CONSIDERATION
05:06:04 IN YOUR PALETTE?
05:06:05 >> YEAH, FOR THE MOST PART.
05:06:07 AS WE GO THROUGH -- AS WE FIND OUT WHAT'S AVAILABLE, WE MAY
05:06:10 CHANGE FROM FERNS TO ANOTHER SHADED MATERIAL DEPENDING ON
05:06:13 WHAT'S AVAILABLE AT THE TIME.

05:06:14 AT LEAST THE BEST PLANT THAT WE CAN FIND.
05:06:16 >>Barry Jones: YOU MENTIONED A DOG PARK IN THERE.
05:06:18 IS THAT FENCED IN OR JUST AN OPEN RUN AREA?
05:06:23 >> YES, THAT'S FENCED IN.
05:06:24 IT IS ARTIFICIAL TURF AND IT'S GOT SHRUB MATERIAL AROUND IT.
05:06:28 >>Barry Jones: RESIDENTS ONLY TYPE THING?
05:06:30 MOST LIKELY.

05:06:33 >> HAVEN'T REALLY DISCUSSED THAT.
05:06:35 >>Barry Jones: THESE AMENITIES THAT YOU DISCUSSED, LIKE THE
05:06:37 WATER PARK AND STUFF, IF PEOPLE COME TO THE RESTAURANTS WITH
05:06:40 KIDS AND STUFF, IT'S ALL OPEN PUBLIC ACCESS.
05:06:43 >> YES.
05:06:44 SO THE DOG PARK IS OPEN.
05:06:47 ON THE BOTTOM LEFT, YOU CAN SEE THIS IS ACTUALLY A VERY
05:06:50 SIMILAR TYPE OF ARCHITECTURAL FEATURE.
05:06:54 ANOTHER PROJECT IN WEST PALM AND YOU CAN SEE THE SHADE
05:06:58 TOLERANT PLANTS AT THE BOTTOM, IT'S ALMOST IDENTICAL.
05:07:02 >> THAT'S WHAT WE'RE USING TO SORT OF CREATE OUR SEPARATION
05:07:05 BETWEEN BUILDINGS AND GIVE US, FOR EXAMPLE, THAT PARTICULAR
05:07:08 IMAGE ALLOWS RESIDENTS TO GO BACK INTO THEIR POOL AREAS AND
05:07:12 GARDEN AREAS THAT ARE ASSOCIATED WITH THE RESIDENTIAL
05:07:14 DEVELOPMENT.
05:07:18 >>Barry Jones: YOU DO DRIP SYSTEMS IN THE HIGH TRAFFIC
05:07:21 AREAS?
05:07:22 >> WE HAVE DONE AN IRRIGATION, GENERAL IRRIGATION LAYOUT,
05:07:27 BUT WHAT WE'RE GOING TO DO -- WHENEVER PEDESTRIAN, YES.
05:07:33 CAN'T HAVE SPRAY HEADS NEXT TO WALKWAYS.
05:07:35 YES.
05:07:38 >>Jim Wallace: MAYBE I'M TREADING ON -- AREA, BUT YOU
05:07:44 MENTIONED THAT YOUR STREETSCAPE WAS GOING TO BE LIVE OAK
05:07:48 CANOPY TREES.
05:07:49 THEY ARE KIND OF SLOW GROWTH.

05:07:54 WAS ANY CONSIDERATION GIVEN TO SHADY LADY BLACK OLIVES THAT
05:07:58 ARE FASTER GROWTH?
05:07:59 I KNOW THEY DON'T LIVE AS LONG.
05:08:02 BUT DO WE NEED TREES THAT LIVE FOR 300 YEARS OR IS 150 OKAY?
05:08:07 >> WE HAVE A COMBINATION OF SOME FLOWERING TREES.
05:08:09 I DON'T KNOW IF YOU KNOW WHAT A VERAWOOD OR BULNESIA IS,
05:08:15 SORT OF A MEDIUM EVERGREEN TREE WITH YELLOW FLOWER.
05:08:18 WE HAVE SOME OF THOSE AS WELL.
05:08:19 WE'VE USED OAK TREES MOSTLY BECAUSE SHADY LADY BLACK OLIVES,
05:08:25 GOT ONE IN MY DRIVEWAY I CAN'T WAIT TO CUT DOWN BECAUSE IT
05:08:28 SEEPS DROPPING LEAFS AND STAINING MY CAR.
05:08:31 I WOULDN'T NECESSARILY PLANT THOSE IN AREAS NEXT TO PEOPLE'S
05:08:35 CARS AND VEHICLES BECAUSE THEY ARE MESSY.
05:08:36 >>Jim Wallace: THE OTHER QUESTION I HAVE, ONE OF YOUR

05:08:42 RENDERINGS, THE RENDERING OF THE CORNER OF RAMBLA AND
05:08:46 COCONUT ROAD, I BELIEVE IT'S LOOKING AT THE NORTHEAST
05:08:51 CORNER.
05:08:52 >> YES.
05:08:52 >>Jim Wallace: IT APPEARS TO ME IN THAT RENDERING THAT
05:08:55 YOU'RE SHOWING THREE LANES WESTBOUND ON COCONUT ROAD AND YET
05:09:02 YOUR ENGINEERING DRAWINGS SHOW ONE LANE.
05:09:06 THIS LOOKS GREAT, BUT IT'S INCONSISTENT WITH THE
05:09:09 ENGINEERING, WHICH BRINGS ME TO THERE'S SOME KIND OF
05:09:15 INCONSISTENCY.
05:09:15 I'M LOOKING FOR WHAT WAS INTENDED.

05:09:17 THE OTHER THING THAT I GUESS I BRING UP IS THAT THERE WAS A
05:09:23 GENTLEMAN I THINK, A MR. SHERMAN WAS HIS NAME, ENGINEER,
05:09:28 WROTE ABOUT THE ROUNDABOUT, WHICH I THINK AT LEAST NEEDS
05:09:34 CONSIDERATION OR DISCUSSION, IS THAT YOUR TRIPS ARE AROUND A
05:09:39 1,120, SOMETHING LIKE THAT, AND 1200 IS THE THRESHOLD.
05:09:43 I SEE WHAT WAS DONE AT WEST TERRY AND OLD 41 IN BONITA
05:09:51 SPRINGS, AND IT'S UNSAFE AND TRAFFIC JAMS, ET CETERA.
05:09:57 I SEE ON THE OTHER SIDE, WILLIAMS ROAD AND VIA COCONUT ROAD,
05:10:02 WHICH IS TWO LANES ALL THE WAY AROUND IN ESTERO, AND IT
05:10:06 WORKS WONDERFULLY.
05:10:08 PEOPLE YIELD AND THE TRAFFIC IS FLUID.
05:10:12 AND THERE IS A LOT OF TRAFFIC NOW ON WILLIAMS ROAD AS THEY
05:10:16 TRY TO GET TO CORKSCREW ROAD AND AVOID U.S. 41 AND
05:10:21 CORKSCREW.
05:10:21 SO I AM WONDERING, IS THERE SOME DETERRENT OTHER THAN
05:10:28 ANOTHER 10 FEET THAT IT ISN'T TWO LANES ALL THE WAY AROUND
05:10:34 THAT ROUNDABOUT?
05:10:35 NOW, I UNDERSTAND THAT YOU MAY HAVE TO ACQUIRE SOME OF THE
05:10:38 WALDEN CENTER.
05:10:40 I HAVE NO IDEA, BUT IF WE LOOK DOWN THE ROAD, WE'RE GOING TO
05:10:43 HIT 1200.
05:10:45 VAST MAJORITY AND I WOULD THINK VIRTUALLY ALL OF THE PEOPLE
05:10:48 EXITING FROM THE WOODFIELD COMMUNITY ARE GOING TO BE TURNING
05:10:52 EASTBOUND.
05:10:53 SO THEY ARE GOING TO BE TRAVELING AROUND THREE SIDES OR TWO

05:10:57 AND A HALF, THREE SIDES.
05:10:59 SO THAT IS A LOT OF PEOPLE COMING SOUTH AND THEN GOING
05:11:04 COMPLETELY TO GO EAST.
05:11:06 SO WE CAN TALK ABOUT COUNTS AND EVERYTHING ELSE, BUT ALSO
05:11:10 JUST COMMON SENSE THAT SAYS TO ME THERE'S GOING TO BE A LOT
05:11:13 OF TRAFFIC ON THOSE THREE SIDES.
05:11:17 WOULDN'T WE BE SMART IF WE'RE REALLY PLANNING FOR THE NEXT
05:11:20 50 YEARS, WHICH WE'RE SUPPOSED TO BE, WOULDN'T WE BE SMART
05:11:25 TO TRY TO FIND A WAY TO HAVE THAT TRAFFIC, THAT ROUNDABOUT
05:11:29 TWO LANES ALL THE WAY AROUND?

05:11:33 >> FIRST, ON THE RENDERING, THIS IS A CARRYOVER REALLY FROM
05:11:37 THE FEBRUARY PRESENTATION WITH THE ARCHITECTURE UPDATED.
05:11:41 BUT THIS IS WHEN WE WERE CONTEMPLATING A TRAFFIC LIGHT
05:11:45 VERSUS ROUNDABOUT, SO WE DIDN'T UPDATE THIS ROUNDABOUT, THIS
05:11:48 RENDERING TO INCLUDE THE ROUNDABOUT.
05:11:50 AND THEN I THINK THIS IS A GOOD SEGUE TO BRING OUR TRAFFIC
05:11:54 ENGINEER UP AND GO OVER TO THE ROUNDABOUT SLIDE HERE.
05:11:56 AND DISCUSS THAT FURTHER.
05:11:58 >>Jim Wallace: ONE MORE QUESTION I HAVE, IF WE HAD ROOM FOR
05:12:02 A TRAFFIC LIGHT -- HERE IS MY, YOU KNOW, OBVIOUSLY I'M
05:12:05 MOVING TOWARDS SOMETHING.
05:12:07 IF WE HAD ROOM FOR THREE LANES AND THE TRAFFIC LIGHT, DON'T
05:12:11 WE HAVE ROOM FOR A ROUNDABOUT WITH TWO LANES ON ALL SIDES?
05:12:19 >> I DON'T KNOW THE ANSWER TO THAT QUESTION.
05:12:21 >>Jim Wallace: YOU UNDERSTAND WHERE I'M GOING.

05:12:23 >> SURE.
05:12:24 >> HI.
05:12:25 MY NAME IS ELIZABETH SUAREZ.
05:12:29 WE DID THE TRANSPORTATION ANALYSIS FOR THE PROJECT.
05:12:31 THE ROUNDABOUT WAS ACTUALLY NEVER DESIGNED TO HAVE TWO LANES
05:12:38 ALL THE WAY AROUND.
05:12:39 IN A PREVIOUS CONCEPT, THERE WAS AN ADDITIONAL NORTHBOUND
05:12:45 LANE.
05:12:45 SO SIMILAR TO THE EASTBOUND, THERE IS THAT DEDICATED RIGHT
05:12:50 TURN INTO THE PROJECT SITE.
05:12:51 SO THERE WAS A DEDICATED RIGHT-TURN LANE ON THAT SOUTHERN
05:12:55 LEG.
05:12:55 AND THERE WAS A SECOND LANE IN THE EASTBOUND DIRECTION TO
05:13:01 RECEIVE THOSE VEHICLES.
05:13:03 SO THE COMMENT WAS ASKING TO BRING JUST THAT LANE BACK, AND
05:13:09 THE COMMENT REFERENCES THE FEDERAL HIGHWAY ADMINISTRATION.
05:13:12 THEY HAVE A ROUNDABOUT GUIDE.
05:13:14 I DON'T WANT TO GET TOO INTO THE DETAILS BUT SINCE IT'S COME
05:13:18 UP, THEY HAVE TWO DIFFERENT THRESHOLDS FOR WHEN YOU'RE
05:13:23 DESIGNING A SINGLE-LANE ROUNDABOUT.
05:13:25 SO THERE IS THE EXIT FLOW, WHICH IS WHAT WAS MENTIONED IN
05:13:28 THE COMMENT.
05:13:29 SO IF THERE ARE MORE THAN 1200 VEHICLES EXITING ONE SIDE OF
05:13:35 A ROUNDABOUT, THEN THEY RECOMMEND CONSIDERING A SECOND LANE,
05:13:41 A SECOND LANE TO RECEIVE THOSE VEHICLES.

05:13:43 BUT IT'S NOT A REQUIREMENT.
05:13:45 YOU NEED TO CONSIDER OTHER PARTS OF THE OPERATIONS,
05:13:49 INCLUDING THE LEVEL OF SERVICE.
05:13:51 AND THEN THERE IS THE CIRCULATING CAPACITY WHICH IS MORE
05:13:56 IMPORTANT.
05:13:57 SO IF AT ANY ONE POINT IN THE ROUNDABOUT YOU DON'T WANT MORE

05:14:01 THAN 1800 VEHICLES.
05:14:03 SO LIKE WHAT YOU WERE SAYING, ALL OF THOSE VEHICLES COMING
05:14:06 OUT OF THE PROJECT THAT ARE GOING TO BE GOING EAST, SO THE
05:14:10 HIGHEST NUMBER OF VEHICLES AT ANY ONE POINT IN THE
05:14:12 ROUNDABOUT IS 1200 VEHICLES.
05:14:15 AND THEN, AGAIN, THAT CAPACITY WAS 1800.
05:14:18 SO THERE IS A 600 VEHICLE CAPACITY FOR THE CIRCULATING
05:14:22 CAPACITY, WHICH IS REALLY WHAT IS THE DETERMINING FACTOR FOR
05:14:27 THE DESIGN.
05:14:28 THE LEVEL OF SERVICE FOR A ROUNDABOUT IS BASED ON THE WORST
05:14:35 MOVEMENT, WHICH IS LEVEL OF SERVICE D.
05:14:37 SO THAT IS WELL WITHIN THE LEVEL OF SERVICE STANDARDS FOR
05:14:42 THE VILLAGE.
05:14:43 AND MOST MOVEMENTS OPERATE WITH A LEVEL OF SERVICE A.
05:14:49 SO EVEN WITHOUT THAT SECOND NORTHBOUND LANE, IT STILL
05:14:54 OPERATES FINE.
05:14:55 AND THEN ONE OF THE BENEFITS OF ROUNDABOUTS IS THAT THEY
05:14:59 HELP SLOW PEOPLE DOWN.
05:15:02 WHEN YOU'RE COMING FROM U.S. 41 ON TO COCONUT, THIS IS MORE

05:15:05 OF A RESIDENTIAL AREA, AND WE WANT PEOPLE TO TREAT IT THAT
05:15:08 WAY.
05:15:08 AND IF YOU'RE OVERDESIGNING A ROUNDABOUT THAT KIND OF
05:15:12 DEFEATS THE PURPOSE.
05:15:14 AND THEN IT'S ALSO WORSE FOR BICYCLISTS AND PEDESTRIANS.
05:15:19 IT'S JUST MORE DISTANCE THAT THEY HAVE TO CROSS.
05:15:21 SO WE HAVE BEEN IN THE HABIT ESPECIALLY IN FLORIDA OF
05:15:26 OVERDESIGNING OUR ROADWAYS AND OUR INTERSECTIONS.
05:15:28 SO WHILE WE DEFINITELY DON'T WANT A ROUNDABOUT TO OPERATE
05:15:35 POORLY, WE ALSO WANT TO TAKE INTO CONSIDERATION OTHER MODES
05:15:40 OF TRANSPORTATION.
05:15:41 >>Jim Wallace: HOW CONFIDENT -- I MEAN, IN TEN YEARS, WHEN
05:15:46 IT'S 1500 CARS, WHAT WILL YOU DO THEN?
05:15:52 >> SO THE ANALYSIS THAT WAS DONE WAS BASED ON TEN YEARS IN
05:15:55 THE FUTURE.
05:15:56 SO WE HAD A BIG LIST OF PROJECTS THAT ARE PLANNED FOR THIS
05:16:03 GENERAL AREA, AND THEN WE ALSO INCREASED BACKGROUND TRAFFIC
05:16:09 JUST FOR PEOPLE THAT ARE JUST TRAVELING THROUGH.
05:16:12 AND SO THE ANALYSIS THAT WAS DONE WAS FOR TEN YEARS IN THE
05:16:17 FUTURE.
05:16:18 >>Jim Wallace: THE REASON I'M ASKING, I LOVE THIS PROJECT.
05:16:20 I THINK IT'S FABULOUS.
05:16:21 MY GREATEST CONCERN IS IT'S AN INFILL PIECE REALLY AND
05:16:26 THERE'S GOING TO BE MORE THINGS HAPPENING AROUND IT, BUT
05:16:31 BECAUSE IT'S AN INFILL PIECE, WE REALLY CAN'T GET IT WRONG.

05:16:36 BECAUSE IF WE GET IT WRONG AND YOU HAVE TO TEAR IT ALL UP,
05:16:42 WHAT ARE YOU GOING TO DO THEN?

05:16:43 THEN HOW DO PEOPLE GET IN AND OUT OF THE COMMUNITY AND NOW
05:16:46 YOU'VE GOT 1200 CARS THAT CAN'T GO ANYWHERE.
05:16:50 THERE'S NO ALTERNATIVE ROUTE IF WE GET THAT ROUNDABOUT
05:16:56 WRONG, AND THAT'S WHY I AM SO -- WHEN YOU ARE AT 1120 AND
05:17:01 1200 IS THE THRESHOLD, IT JUST FEELS THIN TO ME BECAUSE WE
05:17:07 CAN'T AFFORD TO GET IT WRONG.
05:17:08 THERE'S JUST NO ALTERNATIVE FOR CARS IF WE GET IT WRONG AND
05:17:13 HAVE TO TEAR IT UP.
05:17:15 >> YEAH, I UNDERSTAND.
05:17:16 I'VE DRIVEN THROUGH SOME PRETTY BAD ROUNDABOUTS, AND IT'S
05:17:19 PRETTY FRUSTRATING.
05:17:20 BUT THAT'S WHERE THE DIFFERENCE, THAT CIRCULATING CAPACITY,
05:17:25 SO IF THAT IS OVER 1800, THAT'S WHERE YOU HAVE ENTERING
05:17:29 VEHICLES HAVE A REALLY HARD TIME FINDING A GAP TO BE ABLE TO
05:17:33 ENTER THE ROUNDABOUT.
05:17:34 THAT'S WHAT YOU DON'T WANT.
05:17:38 THE EXIT FLOW IS SOMETHING TO CONSIDER, BUT IT'S NOT MORE OF
05:17:44 THE DETERMINING FACTOR.
05:17:46 >>Jim Wallace: I JUST KNOW THAT AT VIA COCONUT ROAD AND
05:17:49 WILLIAMS ROAD, IT'S TWO LANES IN, TWO LANES OUT, AND IT
05:17:55 WORKS WONDERFULLY.
05:17:58 AT TIMES AT 4 IN THE AFTERNOON, IT'S WORKING WELL.
05:18:01 A LOT OF PEOPLE COMING NORTH AND EAST.

05:18:04 I'M JUST -- ONE OF THESE THINGS WE CAN'T GET IT WRONG
05:18:11 BECAUSE WE CAN'T FIX IT LATER.
05:18:13 >> RIGHT, YEAH.
05:18:14 I KNOW AT ONE OF THE PREVIOUS MEETINGS THERE HAD ALSO BEEN A
05:18:19 QUESTION ABOUT QUEUES FROM U.S. 41 AND COCONUT AND IF THOSE
05:18:22 WOULD BACK INTO THE ROUNDABOUT.
05:18:23 WE'VE DONE THAT ANALYSIS AND THE QUEUES FIT WITHIN THE
05:18:29 AVAILABLE STORAGE LENGTH.
05:18:32 >>Jim Wallace: I'M A NEOPHYTE.
05:18:35 BARRY IS THE EXPERT OVER HERE.
05:18:37 HE IS THE ENGINEER.
05:18:37 I JUST HAVE THOSE CONCERNS BECAUSE I SEE WHAT HAPPENED IN
05:18:40 BONITA WHEN THEY MADE IT ONE IN AND ONE -- YOU KNOW, IT IS
05:18:45 JUST HORRIFIC AND IT'S NOT SAFE.
05:18:47 I HATE DRIVING -- I MEAN I FEEL UNSAFE DRIVING AROUND THAT
05:18:51 TRAFFIC CIRCLE.
05:18:52 IN ESTERO, THEY DID IT -- THEY DID WELL.
05:18:55 AS A NEOPHYTE, I'M JUST SPEAKING MY MIND.
05:19:02 >> BARRY, DO YOU HAVE A COMMENT ON THIS?
05:19:04 >>Barry Jones: WHAT DESIGN SPEED DID YOU USE FOR THIS
05:19:08 ROUNDABOUT DESIGN?
05:19:09 >> WE DID NOT DO THE DESIGN OF THE ROUNDABOUT.
05:19:13 >>Barry Jones: SOMEBODY HAD QUESTIONS ABOUT THE DESIGN OF
05:19:15 THE ROUNDABOUT, WHO WOULD WE ASK?

05:19:19 >> OUR CIVIL ENGINEER, KIMLEY-HORN, ALTHOUGH THE GENTLEMAN

05:19:23 WHO ACTUALLY DID THIS SPECIFIC DESIGN ISN'T HERE.
05:19:26 YOU ARE IN GOOD HANDS WITH SINA.
05:19:31 >>Barry Jones: COUPLE OF QUESTIONS.
05:19:34 >> SINA EBRAHIMI WITH KIMLEY-HORN AND ASSOCIATES.
05:19:37 CIVIL ENGINEER FOR THE PROJECT.
05:19:39 >>Barry Jones: DO YOU KNOW WHAT THE DESIGN SPEED OR THE
05:19:41 DESIGN VEHICLE FOR THIS ROUNDABOUT WAS?
05:19:44 >> I WANT TO SAY IT WAS 30.
05:19:46 >>Barry Jones: THE VILLAGE AGREED TO THAT?
05:19:50 >>Mary Gibbs: IF I CAN JUST JUMP IN, WHAT I WAS GOING TO SAY
05:19:53 BEFORE YOU GOT UP WAS THAT WHEN WE GOT THE LETTER FROM MR.
05:19:57 SHERMAN WITH THE SUGGESTION ABOUT THE ROUNDABOUT, WE HAVE A
05:20:02 TRAFFIC CONSULTANT, NORM TREBILCOCK WHO DOES SOME WORK FOR
05:20:06 US AS CONSULTING.
05:20:07 WE SENT THIS TO HIM AND ASKED HIM TO LOOK AT IT.
05:20:09 HE SAID HE DID AN INDEPENDENT ANALYSIS.
05:20:11 AND BASICALLY CAME UP WITH THE SAME CONCLUSION THAT ADDING
05:20:16 THAT EXTRA LANE DOES NOT HELP THE LEVEL OF SERVICE.
05:20:20 THE LEVEL OF SERVICE IS STILL GOING TO BE C, BUT IT COULD
05:20:23 INCREASE SPEEDS, WHICH MEANS THEN IT BECOMES A SAFETY ISSUE.
05:20:27 HE SAID BASICALLY BASED ON ALL THOSE FACTORS THAT HE WOULD
05:20:30 NOT RECOMMEND THAT WE ADD THAT EXTRA LANE.
05:20:34 AGAIN, I DON'T KNOW -- I DIDN'T LOOK AT THE DESIGN SPEED
05:20:37 MYSELF, BUT THAT'S WHAT NORM TREBILCOCK SENT TO US, WHICH WE
05:20:41 JUST GOT THIS TODAY BECAUSE I THINK WE JUST GOT THAT COMMENT

05:20:45 RECENTLY.
05:20:46 >>Barry Jones: WHEN YOU START DOING FASTEST PATHS AND
05:20:48 RUN-THROUGHS, IT'S ALL BASED ON WHAT YOUR DESIGN SPEED IS.
05:20:52 IF YOU DON'T KNOW YOUR DESIGN SPEED, IT'S HARD TO DO AN
05:20:54 ANALYSIS.
05:20:55 I'M GUESSING SOMEWHERE IN THERE, SOMEBODY QUANTIFIED THE
05:20:58 DESIGN SPEED AND NORM TOOK THAT INTO CONSIDERATION.
05:21:02 BICYCLE TRAFFIC, WHERE IS BICYCLE TRAFFIC HERE?
05:21:05 IS IT OFF ROAD?
05:21:09 >> WE ARE REQUIRED TO ENHANCE THE NORTHERN SIDEWALK TO 10
05:21:14 FEET AND THE SOUTHERN SIDEWALK IS 8 FEET.
05:21:18 >>Barry Jones: BICYCLE TRAFFIC IS OFF ROAD AND NONE GOING
05:21:20 THROUGH THIS ROUNDABOUT.
05:21:21 I DON'T SEE CONSIDERATION FOR IT.
05:21:23 OKAY.
05:21:23 SHE MENTIONED THERE WAS A D MOVEMENT.
05:21:27 ONE OF THE MOVEMENTS WAS LEVEL OF SERVICE D.
05:21:30 WHICH ONE WAS THAT OUT OF CURIOSITY?
05:21:32 IS THAT THE SOUTHBOUND GOING EAST?
05:21:35 >> THAT WAS THE NORTHBOUND LEFT.

05:21:38 >>Barry Jones: SO NORTH COMING OUT IS HAVING A HARD TIME
05:21:42 GETTING OUT BECAUSE OF THE VOLUMES AND THERE'S REALLY NO WAY
05:21:45 TO CHANGE THAT WITHOUT MAKING THAT SOUTH PART OF THAT LOOP A
05:21:50 FOUR LANE TO ALLOW COCONUT ROAD TO GO STRAIGHT THROUGH.
05:21:57 >> WE HAD ORIGINALLY CONSIDERED A SIGNAL AT THIS

05:22:00 INTERSECTION.
05:22:01 >>Barry Jones: I KNOW.
05:22:02 I'M THE ONE THAT THOUGHT A ROUNDABOUT -- I GOT FIVE OF THESE
05:22:05 GOING IN TOWN IN BIG CYPRESS SO I'M ALL OVER THEM.
05:22:09 >> WITHOUT THE ROUNDABOUT IT'S JUST A SIDE STREET STOP
05:22:15 CONTROL.
05:22:15 SO THAT MOVEMENT IS AN F.
05:22:17 >>Barry Jones: YES.
05:22:19 IS THERE ANY CONSIDERATION GIVEN TO ANY MONUMENTATION, WHAT
05:22:25 IS GOING ON IN THE CENTER OF THE ROUNDABOUT?
05:22:27 IS IT LANDSCAPING?
05:22:28 >> THIS IS THE LANDSCAPING PLAN THAT WE WORKED WITH THE
05:22:31 VILLAGE TO COME UP WITH.
05:22:33 IT'S A COUPLE OF ROYAL PALMS AND THEN STREET TREES IN THE
05:22:38 MEDIAN AND ON THE LEFT WHERE THE MEDIAN IS REALLY SKINNY,
05:22:41 SMALLER ALEXANDER PALMS.
05:22:42 >>Barry Jones: THERE IS AN AGREEMENT FOR YOU TO MAINTAIN THE
05:22:45 LANDSCAPING IN THE RIGHT-OF-WAY OR SOMETHING OR IS THE
05:22:47 VILLAGE TAKING THAT?
05:22:48 >> I DON'T KNOW THAT WE'VE CROSSED THAT BRIDGE.
05:22:51 THERE'S ALSO LANDSCAPING THAT WE'RE DOING WHEN WE DO THE
05:22:57 ADDITIONAL TURN LANE ON U.S. 41 INTO THE PROJECT THAT WE'RE
05:23:00 UPGRADING THAT LANDSCAPING, BASICALLY THE ENTIRE DISTANCE OF
05:23:05 OUR SITE.
05:23:10 >>Barry Jones: YOU HAVE AN AGREEMENT WITH F.D.O.T. TO DO

05:23:12 THAT OR THE VILLAGE HAS AN AGREEMENT TO MAINTAIN THE STUFF
05:23:15 IN F.D.O.T. WORLD.
05:23:16 MARY, IS THE VILLAGE GOING TO TAKE OVER MAINTENANCE OF THIS
05:23:19 STUFF ON COCONUT ROAD OR HAS IT BEEN DECIDED?
05:23:22 >>Mary Gibbs: I'D HAVE TO ASK DAVID WILLEMS.
05:23:25 AND I REALLY DIDN'T ASK HIM.
05:23:28 >>Barry Jones: OKAY.
05:23:29 JUST CURIOUS AS TO HOW IT WAS SHAKING OUT.
05:23:31 THAT'S REALLY ALL THE QUESTIONS I HAD.
05:23:36 I'M A BIG FAN OF ROUNDABOUTS BECAUSE THEY KEEP THE
05:23:39 INTERSECTION OPEN 24/7 VERSUS A ROUNDABOUT.
05:23:45 THANK YOU.
05:23:53 >>Al Paivandy: I'M ASSUMING THAT YOU'RE EXPECTING MOST OF
05:23:55 THE PEOPLE WOULD BE PARKING IN A PARKING STRUCTURE BECAUSE
05:24:00 OF THE LANE OF TRAFFIC THAT YOU SHOWED ONE COMING AND ONE
05:24:03 GOING ON BOTH SIDES, VERY SMALL AMOUNT OF PARALLEL PARKING

05:24:09 THAT SEEMS TO BE THERE.
05:24:12 >> WE HAVE PARALLEL PARKING THROUGHOUT THE MAJORITY OF THE
05:24:15 ENTIRE MASTER PLAN.
05:24:19 THE INTENTION FOR THAT IS TO BE OPEN TO RETAIL VISITORS.
05:24:23 IN ADDITION, WE'LL FIGURE OUT HOW WE STRUCTURE THE GARAGE.
05:24:27 THERE'S NO KIND OF GATE ACCESS TO GET INTO THE GARAGES.
05:24:30 WE WOULD DESIGNATE A PORTION OF THE GARAGES TO RETAIL
05:24:34 VISITORS TO MAKE SURE THERE'S CONVENIENT AND PROXIMATE
05:24:39 PARKING FOR THEM.

05:24:39 THE FIRST CHOICE WOULD BE STREET PARKING, WHICH WE'VE TRIED
05:24:43 TO MAXIMIZE THAT AROUND THE ENTIRE SITE.
05:24:45 >>Al Paivandy: THAT'S WHERE I'M GOING.
05:24:47 SOME FOLKS MAY NOT BE AS EASILY CAPABLE OF PARKING AND
05:24:55 PULLING OUT OF A PARALLEL PARKING AREA WITH ONE LANE COMING
05:25:02 AND ONE LANE GOING, IF SOMEBODY GO FORWARD TRYING TO BACK
05:25:05 INTO THE SPOT.
05:25:06 >> IF THAT'S THE CASE, IF THEY ARE NOT COMFORTABLE, THEN WE
05:25:09 WANT THE GARAGES TO BE AS EASILY ACCESSIBLE AND THE PARKING
05:25:12 SPACES ON THE GROUND LEVEL OPEN AND AVAILABLE FOR THEM TO
05:25:16 PARK.
05:25:18 >>Al Paivandy: I USUALLY DON'T KNOW IF I'M COMFORTABLE OR
05:25:20 NOT UNTIL I HIT THE OTHER CAR.
05:25:21 [LAUGHTER]
05:25:22 THAT WAS WHY I WAS BRINGING IT UP.
05:25:28 MOST FOLKS GO FOR THE FIRST PARKING THEY SEE WITHOUT KNOWING
05:25:32 THEY ARE COMFORTABLE.
05:25:33 I WAS CURIOUS, BECAUSE I THINK THE WHOLE COCONUT POINTE AREA
05:25:38 IS PERPENDICULAR OR ANGLED PARKING.
05:25:43 >> SO THE ANGLED IS NOW NOT ALLOWED IN LAND DEVELOPMENT
05:25:49 CODE.
05:25:49 WE WERE REQUIRED TO DO THE PARALLEL PARKING THROUGHOUT THE
05:25:52 PROJECT.
05:25:57 >>Al Paivandy: OKAY.
05:26:07 >>Anthony Gargano: I HAVE A TRAFFIC QUESTION FOR THE YOUNG

05:26:08 LADIES.
05:26:09 IN THE TRAFFIC MEMO, THE WAY I READ IT, AND CORRECT ME IF
05:26:15 I'M WRONG, THE STATS, THE STATISTICS BEING LOOKED AT,
05:26:24 TRAFFIC COUNTS WERE TAKEN NOT DURING PEAK SEASON.
05:26:29 SO THE NUMBERS WERE ESCALATED BY 9% TO ACCOMMODATE PEAK
05:26:36 SEASON.
05:26:38 IS THAT CORRECT?
05:26:40 >> YES.
05:26:40 SO THEY WERE TAKEN IN JULY AND F.D.O.T. HAS FACTORS FOR YOU
05:26:48 TO ADJUST COUNTS BY TO ACCOUNT FOR PEAK SEASON.
05:26:53 I BELIEVE THAT WAS -- THE FACTOR WAS 1.09.
05:27:05 >>Anthony Gargano: I RECALL THAT WHEN WE PUT OUR

05:27:07 COMPREHENSIVE PLAN TOGETHER WE WERE LOOKING AT STATISTICS
05:27:11 FOR POPULATION.
05:27:14 AND HERE IN ESTERO, OUR POPULATION INCREASES IN PEAK SEASON
05:27:18 BY 50%.
05:27:20 I SAW A DISCONNECT BETWEEN THE 9% ASSUMPTION OF INCREASE IN
05:27:30 TRAFFIC BY 50% INCREASE IN POPULATION.
05:27:34 SOMETHING DOESN'T ADD UP THERE.
05:27:37 >> WELL, THE F.D.O.T. DATA, IT IS BASED ON LOCATION.
05:27:42 SO THE WHOLE VILLAGE OF ESTERO, THE POPULATION MIGHT
05:27:46 INCREASE BY 50%, BUT THAT DOESN'T MEAN THIS SPECIFIC AREA IS
05:27:50 INCREASING BY 50%.
05:27:51 [LAUGHTER]
05:27:56 >> EXCUSE ME.

05:27:57 THIS IS ONE OF THE BUSIEST INTERSECTIONS IN THE VILLAGE.
05:27:59 I THINK YOU HAVE TO ASSUME IT'S GOING TO INCREASE BY MORE
05:28:05 THAN -- THERE'S NOT GOING TO BE A ONE-TO-ONE CORRELATION,
05:28:08 OBVIOUSLY.
05:28:08 BUT 50% MORE PEOPLE --
05:28:12 >>Barry Jones: DOES F.D.O.T. USE COUNTERS?
05:28:13 DOES F.D.O.T. USE COUNTERS?
05:28:18 ARE THEY PUTTING DOWN STRIPS AND TAKING NUMBERS DURING
05:28:22 SEASON AND OFF-SEASON SO IT IS A MATHEMATICAL ANALYSIS DONE
05:28:26 IN A SPECIFIC AREA.
05:28:27 THEY PUT A STRIP DOWN.
05:28:29 THEY COUNT THE NUMBER OF CARS THAT GO OVER IN JANUARY.
05:28:32 PUT A STRIP DOWN AND COUNT THE NUMBER OF CARS IN JUNE AND
05:28:35 GET A NUMBER.
05:28:36 SO THESE ARE MATHEMATICAL, QUANTIFIABLE VALUES.
05:28:40 >> EXCEPT THEY DIDN'T PUT A STRIP DOWN.
05:28:43 >>Barry Jones: THEY DID.
05:28:44 F.D.O.T. DOES.
05:28:45 THEY DO IT TWICE A YEAR AND THEY CREATE THESE NUMBERS THAT
05:28:50 TELL YOU WHAT THE INCREASE IN TRAFFIC IS FOR SEASONAL.
05:28:53 NOT THIS APPLICANT.
05:28:54 THE F.D.O.T. CREATES THAT SEASONAL FACTOR.
05:28:58 THEY USE THE F.D.O.T. SEASONAL FACTOR.
05:29:01 >>Anthony Gargano: BUT IF YOU LOOK AT THE TABLES IN THE
05:29:03 MENU, THERE'S NOTHING DURING SEASON.

05:29:14 IT'S ALL OFF SEASON.
05:29:15 >>Barry Jones: THEY TOOK THE COUNT DURING JULY.
05:29:18 APPLICANT CAN'T WAIT A FULL YEAR OR SIT AND WAIT SIX OR NINE
05:29:22 MONTHS.
05:29:23 DID YOU DO A COUNT IN '22 DURING SEASON?
05:29:26 >> IT WAS IN FEBRUARY OF 2021.
05:29:28 >>Barry Jones: THEY DID THE COUNT IN FEBRUARY OF 22.
05:29:31 AS I READ, THE SEASONAL ADJUSTMENT FOR THIS NUMBER IS LOWER

05:29:34 THAN THE ACCOUNT THEY GOT IN FEBRUARY OF 22.
05:29:37 >> CORRECT.
05:29:39 >>Barry Jones: YOU UNDERSTAND THEY DID A COUNT IN FEBRUARY
05:29:41 OF 22, SEASONAL.
05:29:46 >>Anthony Gargano: I HAVE A PROBLEM WITH THE 9% NUMBER FOR
05:29:50 50% INCREASE IN POPULATION.
05:29:53 >>Barry Jones: I THINK YOUR PROBLEM IS WITH F.D.O.T. --
05:29:56 >>Anthony Gargano: I DON'T HAVE A PROBLEM WITH F.D.O.T.
05:29:59 >>Barry Jones: THAT'S WHO GAVE THEM THE NUMBER.
05:30:00 >>Anthony Gargano: I HAVE A PROBLEM WITH THE MATH AND THE
05:30:02 ASSUMPTION THAT'S BEING MADE.
05:30:04 >>Barry Jones: IT'S NOT AN ASSUMPTION.
05:30:06 IT'S BASED ON NUMERICAL DATA THAT'S COLLECTED BY THE STATE
05:30:11 AND DELIVERED TO CONSULTANTS LIKE MYSELF.
05:30:13 HERE, WE TESTED LAST YEAR.
05:30:14 HERE IS THE NUMBER.
05:30:16 HERE IS THE NUMBER YOU NEED TO USE.

05:30:17 YOUR PROBLEM ISN'T WITH THEM.
05:30:19 IT IS WITH F.D.O.T. AND THE NUMBERS THEY ARE COLLECTING.
05:30:22 >>Anthony Gargano: WELL, THAT COULD BE.
05:30:23 THAT IS THE ASSUMPTION THAT THEY ARE MAKING.
05:30:28 AND MY CONCERN.
05:30:31 >>Barry Jones: IT'S NOT AN ASSUMPTION.
05:30:33 IT'S A NUMBER THEY GAVE THEM.
05:30:34 >>Anthony Gargano: WELL, THE NUMBER THEY WERE GIVEN IS THE
05:30:37 NUMBER THAT'S BEING USED FOR DESIGN PURPOSES.
05:30:39 I'M CONCERNED THAT THAT NUMBER MIGHT BE WRONG.
05:30:42 >>Barry Jones: OKAY.
05:30:44 DO YOU UNDERSTAND THAT NUMBER IS COLLECTED THROUGH EMPIRICAL
05:30:47 DATA?
05:30:52 >> THAT'S NOT THE POINT, BARRY.
05:30:54 >>Barry Jones: THERE IS A POINT.
05:30:56 THERE IS A PROCESS WE FOLLOW THAT DETERMINES HOW WE
05:30:58 CALCULATE THESE NUMBERS, AND THAT'S THE PROCESS.
05:31:03 >>Anthony Gargano: YOU'RE HAPPY WITH A 9% INCREASE FOR 50%
05:31:08 INCREASE IN POPULATION.
05:31:10 >>Barry Jones: I TRUST WHAT F.D.O.T.'S PUBLISHES WHEN THEY
05:31:13 GO OUT AND COLLECT THE EMPIRICAL DATA AND PROVIDE IT TO US.
05:31:16 I'M NOT HAPPY ABOUT IT BUT I TRUST THAT F.D.O.T. COLLECTS
05:31:19 THE DATA AND DELIVERS THE DATA TO THE PEOPLE TO MAKE THE
05:31:23 INFORMED PROJECTIONS.
05:31:25 THAT'S THE WAY OUR SYSTEM WORKS.

05:31:27 THAT'S WHAT ALL THOSE LITTLE BLACK STRIPS YOU RUN OVER IN
05:31:30 THE CAR, THEY ARE DOING COUNTS.
05:31:32 F.D.O.T. DOES IT ALL ACROSS THE STATE TO GET SEASONAL
05:31:35 VARIATIONS.

05:31:35 AND THAT'S THE DATA, THE TABLES THAT THEY PUBLISH.
05:31:40 THAT'S HOW YOU GET TO THESE POINTS.
05:31:42 HOW YOU CREATE THE ANALYSIS.
05:31:45 >>Anthony Gargano: I'M SORRY.
05:31:46 I HAVE A PROBLEM WITH 9% FOR 50% INCREASE IN POPULATION.
05:31:52 >>Jim Wallace: THE QUESTION I HAVE, IT'S ALWAYS LIKE WHAT IS
05:31:55 TOMORROW GOING TO BRING US?
05:31:57 IF WE LOOK AT CORKSCREW ROAD EAST OF I-75, I BELIEVE THAT'S
05:32:04 A STATE ROAD.
05:32:06 THAT'S F.D.O.T.?
05:32:08 >>Mary Gibbs: WHAT ROAD?
05:32:09 >>Jim Wallace: CORKSCREW ROAD.
05:32:10 >>Mary Gibbs: YES.
05:32:11 >>Jim Wallace: EAST OF I-75.
05:32:13 >>Mary Gibbs: NO, THAT IS A COUNTY ROAD.
05:32:16 IT'S ON THE STATE INTERMODAL SYSTEM.
05:32:19 >>Jim Wallace: I THOUGHT IT WAS AN EVACUATION ROUTE.
05:32:22 >>Mary Gibbs: IT IS.
05:32:23 >>Jim Wallace: DOES F.D.O.T. TELL US WHAT IT'S GOING TO BE
05:32:27 IN TEN YEARS?
05:32:28 MY CONCERN IS YOU ARE BUILDING SOMETHING THAT CANNOT BE

05:32:35 FIXED LATER.
05:32:37 IF I WAS DOING THAT, I WOULD WANT TO SAY, OKAY, THEN I'M
05:32:40 GOING TO ERR ON THE SIDE OF WRONG BECAUSE UNLESS SOMEBODY
05:32:46 CAN TELL ME HOW MANY CARS ARE GOING TO BE TRAVELING ON THAT
05:32:50 IN 10 OR 20 YEARS, I CAN'T FIX IT LATER.
05:32:55 IS THERE SOMETHING THAT --
05:33:01 >>Barry Jones: DID YOUR ANALYSIS CONSIDER THE BUILD-OUT
05:33:04 CONDITION OF COCONUT ROAD?
05:33:05 ONLY SO MUCH LAND TO BE BUILT ON.
05:33:08 >> RIGHT.
05:33:08 THE SMALL MEMORANDUM THAT WAS INCLUDED IN THIS SUBMITTAL IS
05:33:12 FOR THE FIRST PHASE OF THE PROJECT.
05:33:15 BUT OUR ORIGINAL REPORT, IT WAS THE FULL BUILD-OUT AND TEN
05:33:19 YEARS IN THE FUTURE.
05:33:22 >>Barry Jones: THE TEN YEAR BUILD-OUT, DID THAT LEAVE ANY
05:33:25 EMPTY LAND ON COCONUT ROAD OR WAS THAT EVERYTHING DEVELOPED?
05:33:29 >> ALL OF THE POTENTIAL DEVELOPMENT WEST OF COCONUT ROAD.
05:33:35 >>Barry Jones: JIM, THE ORIGINAL TRAFFIC STUDY THAT LOOKS AT
05:33:38 THIS LOOKS AT EVERY PIECE OF LAND DOWN COCONUT ROAD ZONED
05:33:41 AND COMPATIBLE FOR DEVELOPMENT.
05:33:42 THERE'S NOT THAT MUCH LEFT, THAT'S BUILT OUT.
05:33:46 >>Jim Wallace: ANYTHING EVER BUILT IN COLONY OR DOWN COCONUT
05:33:49 ROAD, EVERYTHING THAT IS ZONED.
05:33:53 >> THE FULL DEVELOPMENT PIPELINE DOWN COCONUT ROAD, THE FULL
05:33:56 CAPACITY OF THE BUILD-OUT OF THIS PROJECT.

05:34:00 ADDITIONALLY IMPORTANT TO NOTE THAT THERE'S ALSO A PROPOSED
05:34:02 TRAFFIC LIGHT ON U.S. 41 SOUTH OF COCONUT ROAD OUTSIDE OF
05:34:09 PELICAN COLONY LANDING THAT IS BEING REVIEWED BY F.D.O.T.
05:34:13 A LOT OF THOSE FOLKS ARE CUTTING THROUGH UP TO COCONUT ROAD.
05:34:16 EVENTUALLY BECAUSE THEY DON'T WANT TO MAKE THAT UNPROTECTED
05:34:19 LEFT-HAND TURN.
05:34:21 >>Jim Wallace: I'VE DONE IT ALL THE TIME.
05:34:23 >> THAT WILL FURTHER BRING DOWN TRAFFIC AT THE INTERSECTION
05:34:26 ONCE THE TRAFFIC LIGHT IS INSTALLED AT 41.
05:34:29 >>Jim Wallace: I THINK WE ALL WANT THE SAME THING.
05:34:32 TONIGHT IS SORT OF LIKE WHERE WE MOVE ON OR WE DON'T MOVE
05:34:36 ON.
05:34:36 I THINK WHETHER IT'S THE RESIDENTS THAT LIVE IN THE AREA OR
05:34:40 ANYBODY THAT'S GOING TO GO THERE, I'LL BE THERE.
05:34:43 I DON'T WANT TO BE SITTING IN TRAFFIC.
05:34:44 PEOPLE THAT LIVE THERE, YOU DON'T WANT IT.
05:34:48 WE ALL WANT THIS TO BE RIGHT BECAUSE WE CAN'T FIX IT LATER.
05:34:51 I THINK WE ALL WANT THE SAME THING.
05:34:53 WE HAVE TO BE HUNDRED PERCENT SURE THAT WE'RE GOING TO BE
05:34:56 OKAY IN TEN YEARS OR 20 YEARS.
05:34:59 YOU'RE SAYING WE ARE, BARRY.
05:35:01 >>Barry Jones: I'M SAYING THEY ARE INDICATING THAT THEIR
05:35:04 STUDY SAYS THEY COVERED EVERY PIECE OF BUILDABLE LAND OUT
05:35:07 THERE AND THAT'S THE PROJECTION BASED ON THE NUMERICAL
05:35:11 ANALYSIS.

05:35:11 >>Jim Wallace: VACANT LAND SOUTH OF YOU, YOU TOOK THE ZONING
05:35:13 ON THAT AND SAID, OKAY, THAT WILL GENERATE 1.75 CARS PLUS --
05:35:19 ALL THAT IS IN.
05:35:20 >>Barry Jones: THAT'S WHAT I READ.
05:35:21 I JUST WANT THEM TO CONFIRM IT.
05:35:24 >> YES, THAT'S WHAT WE DID.
05:35:26 >>Jim Wallace: BECAUSE WE'RE COMING BACK IN TEN YEARS, ROSS.
05:35:29 [LAUGHTER]
05:35:29 I'M GOING TO LIVE TO BE A HUNDRED.
05:35:33 I'LL STILL BE HERE TO HAUNT YOU IN TEN YEARS IF I'M SITTING
05:35:36 IN TRAFFIC.
05:35:36 YOU MAY GET MY PHONE CALL.
05:35:40 >>Dan Williams: HOW NARROW A FOCUS IS THE AREA THAT IS
05:35:45 SURVEYED BY F.D.O.T.?
05:35:46 OR TAKING COUNTS?
05:35:51 >> THEY HAVE MULTIPLE COUNT LOCATIONS.
05:35:52 THE COUNT LOCATION THAT WAS USED FOR THIS SEASONAL FACTOR IS
05:35:57 ACTUALLY LIKE JUST SOUTH OF THE INTERSECTION OF U.S. 41 AND
05:36:01 COCONUT.
05:36:08 >>Dan Williams: I UNDERSTAND THE CHAIRMAN'S CONCERN ABOUT IT
05:36:10 SEEMS INCONGRUENT THAT YOU'D HAVE A 50% INFLUX OF PEOPLE BUT
05:36:15 NOT SOMETHING CLOSE TO 50% IN THE TRAFFIC FLOW.

05:36:20 >> RIGHT.
05:36:21 WE'RE ALSO IN REVIEW PROCESS WITH F.D.O.T. AND WE DID A
05:36:24 SIMILAR THING.

05:36:25 THE COUNTS WERE TAKEN OUTSIDE OF THE PEAK SEASON.
05:36:28 WE USED THE SEASONAL FACTORS AND THEY HAVE APPROVED THAT
05:36:31 PROCESS.
05:36:33 >>Dan Williams: THANK YOU.
05:36:39 >>Michael Sheeley: I THINK IT MAY MAKE US UNCOMFORTABLE THAT
05:36:42 WE DON'T THINK THE PLANNING IS BEING DONE PROPERLY.
05:36:44 BUT HONESTLY, THIS IS SOMETHING WE ENCOUNTER WITH EVERY
05:36:47 SINGLE PROJECT THAT COMES TO US.
05:36:49 WE DON'T KNOW WHAT THE FUTURE HOLDS.
05:36:50 WE DON'T KNOW WHAT THE POPULATION WILL BE.
05:36:53 ALL WE CAN DO IS THE BEST WE CAN DO AT THE TIME.
05:36:56 I TRUST BARRY AND HIS KNOWLEDGE IN THIS FIELD TO UNDERSTAND
05:37:03 THAT IT'S AS WELL COVERED NOW AS I THINK IT COULD BE.
05:37:06 THAT'S THE WAY I SEE IT.
05:37:08 >>Barry Jones: I THINK THIS ONE IS VERY UNIQUE.
05:37:10 AS MUCH AS IT IS A ONE-WAY IN AND ONE-WAY OUT AND LIMITED
05:37:14 LAND TO BE DEVELOPED AND ALL DEFINED AS WHAT IT CAN BE.
05:37:17 A LOT OF THE REST OF OUR STUFF IS STILL COMP PLAN, A LOT OF
05:37:21 VACANT CANVAS THAT IT'S HARD TO GUESSTIMATE WHAT WILL GO IN
05:37:25 THERE OTHER THAN TAKING THE COMP -- THIS ONE IS MOSTLY BUILT
05:37:29 OUT AND THE REST IS ZONED OUT.
05:37:30 THEY HAVE HARD NUMBERS AND HARD DATA.
05:37:32 I'M SORRY IF I GET ABOUT THE DATA AND STUFF.
05:37:39 THAT'S WHAT WE DO.
05:37:40 WHEN PEOPLE QUESTION THE DATA AND STUFF JUST BASED ON

05:37:43 EMOTIONAL AND SUGGESTIONS, THERE IS A REASON WHY ENGINEERING
05:37:48 IS A SCIENCE AND WHY THE NUMBERS ARE WHAT THE NUMBERS ARE.
05:37:51 THEY COLLECT THE NUMBERS.
05:37:54 >>Michael Sheeley: THAT'S WHY YOU ARE AN ENGINEER AND I'M AN
05:37:57 ARCHITECT.
05:37:58 [LAUGHTER]
05:37:58 WE SHOULD REMEMBER, TOO, THAT THIS PROJECT HAS TWO OTHER
05:38:02 POINTS OF ACCESS.
05:38:03 THIS ISN'T THE ONLY ONE.
05:38:04 WE HAVE TWO ACCESS POINTS ON 41, WHICH ALSO IS SOME RELIEF.
05:38:09 I'LL BACKTRACK MY COMMENTS A LITTLE BIT TO SAY THAT I WANT
05:38:13 TO JUST COMMEND YOUR TEAM ON THE THOUGHTFUL PLANNING OF THIS
05:38:19 PARCEL.
05:38:20 I THINK THE LAYOUT IS GREAT.
05:38:22 I THINK THE RELATIONSHIP THAT YOU CREATED WITH THE DIAGONAL
05:38:28 SPINE AND ITS RELATIONSHIP TO THE INTERSECTION IS SPOT ON
05:38:33 FOR THIS PROJECT.
05:38:35 I THINK THE LANDSCAPING, ALL OF THAT SEEMS VERY, VERY

05:38:38 THOUGHTFUL.
05:38:39 AND I THINK YOU HAVE TO BE COMMENDED FOR THAT.
05:38:41 ONE QUESTION, I JUST WANT TO CLARIFY IN MY MIND, PHASE ONE
05:38:46 INCLUDES ALL THE INFRASTRUCTURE, ALL THE PARKS, ALL THE
05:38:50 LANDSCAPING, THE RETENTION, AND THE BUILDINGS ONE AND TWO.
05:38:54 >> CORRECT.
05:38:57 >>Barry Jones: THERE ARE SOME ROADS THAT WEREN'T PART OF

05:39:00 PHASE ONE IN BETWEEN BUILDINGS.
05:39:01 SO THERE'S SOME INFRASTRUCTURE, SOME PAVEMENT THAT'S NOT
05:39:03 GETTING BUILT.
05:39:06 CAN YOU GO BACK, I'M SORRY, THERE.
05:39:09 THERE ARE SOME DRIVEWAYS --
05:39:16 >> CIRCULATION THROUGH PARKING LOTS ASSOCIATED WITH THOSE
05:39:19 BUILDINGS AND THOSE PARKING IS NOT BEING BUILT, BUT THE
05:39:22 ROADS ARE.
05:39:25 >>Barry Jones: KIMLEY-HORN QUESTION.
05:39:27 HAS BSU APPROVED YOU TO PUT ALL YOUR UTILITIES BELOW
05:39:32 PAVEMENT AND PRESSURE PIPE?
05:39:33 THEY DID.
05:39:35 THAT IS A REAL PROBLEM IN URBAN AREAS.
05:39:37 NOT ENOUGH ROOM.
05:39:38 THE GARAGE PARKING, FREE TO THE PUBLIC, UP TO THE RETAILER
05:39:43 TO TELL THEM WHAT THEY CAN OR CAN'T DO?
05:39:46 >> SO WE JUST ENGAGED A RETAIL BROKER TO HELP LEASE THE
05:39:50 SPACES OUT.
05:39:51 I DON'T KNOW THE APPROPRIATE WAY OF STRUCTURING THAT WHERE
05:39:54 WE DON'T WANT PEOPLE TO LEAVE THEIR CARS THERE FOR DAYS
05:39:57 WHILE THEY GO ON VACATION.
05:39:58 MAYBE THERE'S SOME TYPE OF MONITORING.
05:40:01 BUT THE INTENTION IS TO HAVE AVAILABLE, PROXIMATE PARKING
05:40:07 FOR THE RETAIL VISITORS.
05:40:09 >>Barry Jones: DIGITAL MONITORING TAG READING IS AMAZING

05:40:12 THESE DAYS.
05:40:12 THE GARAGE RECESS IS VERY WELL DONE.
05:40:17 BROKE THOSE LONG BUILDINGS UP.
05:40:19 THAT WAS VERY WELL DONE.
05:40:20 I LIKE THAT.
05:40:20 COLORS, I'D LIKE TO SEE -- IT'S A BIG IMPROVEMENT BUT SEEMS
05:40:27 TO BE, I DON'T KNOW, THESE GUYS NEED TO TALK ABOUT COLORS
05:40:30 AND HIGHLIGHTS.
05:40:31 THERE'S NOTHING THAT REALLY MAKES PORTIONS OF THIS BUILDING
05:40:34 POP OUT AT ME AND DRAW MY EYE TO IT.
05:40:37 BUT I DEFER TO MY MUCH MORE INFORMED COLLEAGUES TO DISCUSS
05:40:40 CANOPIES OR ANYTHING YOU COULD MAYBE DO.
05:40:44 >>Michael Sheeley: CAN YOU GO BACK TO THE COLOR PALETTE THAT
05:40:47 YOU HAD?

05:40:47 YEAH, THAT ONE.
05:40:49 I THINK WE HAVE PLENTY OF CONTRAST THERE, IN MY OPINION.
05:40:52 AND THIS REALLY SERVES MOSTLY AS A BACKDROP I THINK FOR THE
05:40:55 LANDSCAPING.
05:40:57 AND THOSE COLORS WORKING TOGETHER WITH THE LANDSCAPING I
05:40:59 THINK WILL BE VERY, VERY CALMING AND UPSCALE IN APPEARANCE.
05:41:08 >>Jim Wallace: I WOULD JUST LIKE TO SAY, PICK UP ON WHAT
05:41:12 MIKE SHEELEY SAID, I THINK YOU GUYS HAVE DONE AN OUTSTANDING
05:41:16 JOB OF LISTENING AND BEING CREATIVE AND EXECUTING.
05:41:20 I COMMEND YOU.
05:41:22 >> THANK YOU.

05:41:22 I COMMEND OUR TEAM AS WELL.
05:41:24 THEY HAVE DONE AN OUTSTANDING JOB, OUTDELIVERED, FAR
05:41:28 SURPASSED ALL EXPECTATIONS.
05:41:33 >>Mary Gibbs: ARE YOU DONE WITH YOUR PRESENTATION?
05:41:36 >> YEAH.
05:41:36 >>Mary Gibbs: JUST CHECKING.
05:41:37 DON'T FORGET PUBLIC INPUT.
05:41:43 >>Anthony Gargano: I'D LIKE TO ECHO THE COMMENTS ON THE
05:41:48 DESIGN OF THE PROJECT BEING REALLY OUTSTANDING.
05:41:54 MY ISSUE -- I ALWAYS HAVE AN ISSUE ON TRAFFIC BECAUSE THE
05:41:58 BIGGEST COMPLAINT I GET FROM MY FRIENDS AND NEIGHBORS IS
05:42:03 WHAT ARE YOU DOING?
05:42:05 ALL YOU'RE DOING IS INCREASING THE TRAFFIC.
05:42:07 SO I HAVE A PARTICULAR SENSITIVITY TO TRAFFIC.
05:42:11 SO ON THAT NOTE, MARY, WAS THERE ANYTHING YOU WANTED TO
05:42:20 ADDRESS BEFORE I OPEN IT TO THE PUBLIC.
05:42:23 >>Mary Gibbs: NO, I DON'T THINK SO.
05:42:25 >>Anthony Gargano: OKAY.
05:42:25 WE'LL OPEN IT TO THE PUBLIC.
05:42:28 TAMMY, WE HAVE SOME CARDS?
05:42:33 >>Tammy Duran: WELL IS FIRST.
05:42:36 AND THEN CONNIE.
05:42:55 >> GOOD EVENING.
05:42:56 MANNY CHAMBERS.
05:42:57 I LIVE IN MEADOWBROOK.

05:43:00 I'M HERE TO TALK ABOUT COCONUT ROAD AND POSSIBLY THAT ROUND
05:43:03 ABOUT.
05:43:03 I HOPE THEY HAVE CONSIDERED THE MAYBE EXTRA 2,000 CARS A DAY
05:43:09 THAT ARE GOING TO BE INTRODUCED TO THAT ROAD WITH THE TWO
05:43:12 HIGH-RISES THAT ARE GOING UP IN THE COLONY, WE'LL HAVE TWO
05:43:16 HIGH-RISES GOING UP WHERE RAPTOR BAY USED TO BE PLUS THE 250
05:43:21 HOUSES THEY ARE GOING TO INTRODUCE BACK THERE.
05:43:23 PLUS ALL THE HELP THAT WILL BE NEEDED TO MAINTAIN THOSE
05:43:30 COMMUNITIES.
05:43:32 WE'RE CONCERNED BEING A RESIDENT OF MEADOWBROOK, WHAT ARE

05:43:36 YOU GOING TO DO ABOUT COCONUT ROAD?
05:43:39 I KNOW THE LAST TIME I SPOKE TO YOU, YOU SAID IT WAS A
05:43:41 THREE-HEADED MONSTER, BONITA SPRINGS, ESTERO, AND THE
05:43:47 COUNTY.
05:43:48 BUT LONG AGO, WE WERE PROMISED THE SAME THING YOU HAVE ON
05:43:52 THE EAST SIDE OF 41.
05:43:55 FOUR LANES WITH A MEDIAN STRIP.
05:43:57 WE LOOK AT IT NOW, WE HAVE THE TWO WESTBOUND LANES AND NEED
05:44:06 TWO EASTBOUND LANES PUT IN.
05:44:07 DO YOU KNOW WHAT YOUR PLANS ARE FOR COCONUT ROAD?
05:44:12 >>Mary Gibbs: THERE ARE NO PLANS FOR FOUR-LANING BECAUSE
05:44:15 THERE'S NOT ENOUGH RIGHT-OF-WAY FOR FOUR LANING.
05:44:17 I'M NOT SURE WHAT YOU'RE TALKING ABOUT.
05:44:22 >> I WAS SHOWED PLANS WHEN IT WAS FIRST DEVELOPMENT.
05:44:25 IT WOULD BE PELICAN LANDING AND THE COUNTY WOULD HAVE TO

05:44:29 GIVE US THAT LAND.
05:44:31 YOU TOOK ALL THE LAND POSSIBLE ON THE NORTH SIDE OF THE
05:44:35 ROAD.
05:44:36 WE HAVE NO MORE, MEADOWBROOK DOESN'T, COCONUT SHORES, IT
05:44:43 WOULD ALL HAVE TO BE TO THE SOUTH SIDE.
05:44:46 WE HEARD THAT YOU WANT TO PUT ROUNDABOUTS IN THREE DIFFERENT
05:44:50 PLACES.
05:44:51 THAT AIN'T GOING TO WORK.
05:44:52 THAT JUST WILL NOT WORK.
05:44:55 WE'RE GOING TO HAVE A LOT MORE TRAFFIC ON THAT ROAD.
05:44:59 THEY TALK ABOUT 1200 CARS, BUT I DON'T KNOW IF THAT IS AN
05:45:06 HOUR.
05:45:07 COULD SOMEBODY ANSWER THAT?
05:45:08 THE 1200 CARS?
05:45:10 THEY WERE MENTIONING A NUMBER ON THE ROUNDABOUT, THE
05:45:13 CAPACITY.
05:45:14 >>Mary Gibbs: THAT'S NOT PER HOUR.
05:45:16 THAT WOULD BE A HUGE.
05:45:22 >> I WAS A LITTLE CONFUSED.
05:45:23 TALKED 1200 CARS.
05:45:24 WE HAVE A PROBLEM WITH COCONUT ROAD, AND IT NEEDS TO BE
05:45:30 ADDRESSED.
05:45:31 THE WAY I LOOK AT THAT, THE ROUNDABOUT, I WOULD PREFER A
05:45:39 STREETLIGHT THERE WITH FOUR LANES, TWO GOING EACH WAY, BUT
05:45:46 WE'RE JUST -- IT'S JUST A PLUG FOR US, OKAY.

05:45:49 IT'S JUST GOING TO MAKE IT HARDER TO US TO GET IN AND OUT OF
05:45:53 OUR COMMUNITY.
05:45:53 I LOVE THE PROJECT.
05:45:59 I THINK IT IS A GREAT IDEA.
05:46:02 >>Barry Jones: I THINK THE ANSWER TO YOUR QUESTION, YOU
05:46:04 HEARD THEM STATE, YES, THE BUILD-OUT CONDITION FOR

05:46:07 EVERYTHING DOWN COCONUT ROAD WAS TAKEN INTO CONSIDERATION,
05:46:09 AND THEY LOOKED AT A TRAFFIC SIGNAL AND IT SIGNIFICANTLY
05:46:15 REDUCED THE FUNCTION OF THAT INTERSECTION.
05:46:18 >>> I HAVE A PAST TRAFFIC STUDY THAT ESTERO PAID FOR THAT
05:46:22 SAID THE ROAD WAS DONE.
05:46:23 IT WAS AT ITS PEAK CAPACITY 2018-2019.
05:46:28 AND THAT WAS IN ESTERO -- AND THAT WAS AN ESTERO STUDY.
05:46:34 WE HAVE A PROBLEM BETWEEN WHERE THEIR PROJECT STARTS AND ALL
05:46:41 THOSE NEW PROJECTS DOWN AT THE OTHER END.
05:46:44 WE LIVE IN BETWEEN THERE.
05:46:47 WE HAVE A PROBLEM.
05:46:49 WE NEED AN ANSWER.
05:46:52 THANK YOU.
05:47:00 [APPLAUSE]
05:47:01 >>Tammy Duran: CONNIE.
05:47:02 >> HELLO.
05:47:04 I'M CONNIE MANSFIELD FROM MARSH LANDING.
05:47:07 I HAVEN'T TALKED WITH ROSS, BUT HE WAS I'M ASSUMING WHEN YOU
05:47:12 SAY THE INFRASTRUCTURE IS GOING TO BE BUILT OUT THAT MEANS

05:47:16 THAT THE FENCE -- BECAUSE WE WERE SUPPOSED TO SEE A SLIDE OF
05:47:20 THE VEGETATION ON BOTH SIDES TO BLOCK THE VISUAL ON THE
05:47:23 NORTH SIDE.
05:47:26 I JUST WANT TO MAKE SURE THAT'S IN THERE.
05:47:35 >> YES, THERE IS A FENCE IN THE BUFFER.
05:47:37 >> WITH PLANTINGS ON BOTH SIDES TO BLOCK THE SITE.
05:47:40 >> YES.
05:47:41 >> THAT IS THE FIRST THING.
05:47:42 THE SECOND THING IS, I THINK I GOT THE WRONG GUY UP HERE.
05:47:46 I WANT TO MAKE SURE, I TRIED TO STUDY THE OUTFLOW OFF THAT
05:47:50 LAND.
05:47:52 IF I CAN READ THE LITTLE ARROWS CORRECTLY, YOU'RE TAKING IT
05:47:56 NORTH AND THEN EAST OUT TO 41?
05:48:01 IS THAT WHAT YOU'RE DOING WITH IT?
05:48:03 THE OUTFLOW OF THE SURFACE WATER?
05:48:04 HOW ARE YOU HANDLING THE SURFACE WATER?
05:48:09 IS IT ALL GOING TO DUMP INTO THOSE TWO DITCHES?
05:48:12 OR ARE YOU GOING TO HANDLE IT ALL ON PROPERTY?
05:48:16 >> SURFACE WATER FOR THE SYSTEM IS PER STATE STANDARDS.
05:48:20 >> TALK INTO THE MICROPHONE.
05:48:22 >> THE SURFACE WATER IS PER STATE STANDARDS.
05:48:24 SOUTH FLORIDA WATER MANAGEMENT REQUIREMENTS.
05:48:27 WE ARE INSTALLING SEVERAL VMPs FOR NUTRIENT ANALYSIS.
05:48:32 DISCHARGE TO THE LAKES WHICH COLLECT IN THE PRESERVE AND
05:48:35 THEN DISCHARGE INTO THE FPL DITCH.

05:48:38 >>Barry Jones: OUTFALLS TO FPL DITCH.
05:48:40 >> SO IT IS GOING IN THE FPL DITCH.

05:48:43 >> WITH COMPLEMENTS COCONUT SHORES AND MARSH LANDING
05:48:46 OUTFALLS AND THAT DITCH WAS MEANT TO CONVEY WATER FROM NORTH
05:48:49 TO SOUTH INTO ESTERO BAY.
05:48:51 >>Barry Jones: I BELIEVE WE'LL DO CLEANOUT ALONG THE DITCH
05:48:54 TO INCREASE CAPACITY OR --
05:48:56 >> YEAH.
05:48:57 WE'RE WORKING WITH COCONUT SHORES -- YEAH, COCONUT SHORES.
05:49:01 >> HAVEN'T TALKED TO US AT ALL AND IT GOES RIGHT THROUGH US.
05:49:04 >> YOU GUYS ARE NORTH OF US.
05:49:06 WE'RE RUNNING ADJACENT.
05:49:08 WE'RE ADDRESSING EVERYTHING ADJACENT TO OUR LANDS.
05:49:12 >>Barry Jones: CONNIE, THEY ARE ADDRESSING THE DITCH NEXT TO
05:49:14 YOUR PROPERTY.
05:49:15 IF YOUR DITCH IS CLOGGED UP, WELL --
05:49:17 >> YOU GUYS ARE DOING A GOOD JOB MAINTAINING IT.
05:49:20 >> WELL, WE HAVE DONE THAT BECAUSE WE DIDN'T WANT TO FLOOD.
05:49:23 WE HAD TO DO IT BECAUSE FOUNTAIN LAKES HAD MULTIPLE ISSUES
05:49:26 WITH FLOODING AND FISH IN THE STREETS.
05:49:29 WE CLEARLY DIDN'T WANT THAT SITUATION.
05:49:32 THAT'S WHY WE'VE DONE WHAT WE'VE DONE.
05:49:34 I WANT TO MAKE SURE THAT THE INCREMENTAL OUTFLOW DOESN'T
05:49:38 PUSH US OVER THE EDGE.
05:49:40 >> NO, I THINK THE ANSWER IS THAT ULTIMATELY OUR PARAMETERS

05:49:43 FOR THE DRAINAGE DESIGN WAS REVIEWED AT THE PREVIOUS PERMITS
05:49:47 AND WE'RE ACTUALLY REDUCING THE DISCHARGE FROM PREVIOUS
05:49:49 PERMITS.
05:49:50 BUT I EMPHASIZE TO WOODFIELD THAT THE UPGRADES AND THE
05:49:53 MAINTENANCE TO THE DITCH IS DETRIMENTAL TO THE IMPACTS.
05:49:59 >> YOU'LL BE TALKING TO US ABOUT THE MAINTENANCE OF THE
05:50:01 DITCHES AS WELL?
05:50:02 >> NO.
05:50:02 WE'LL BE TALKING TO COCONUT SHORES, THE MAINTENANCE OF THE
05:50:05 DITCH ADJACENT TO OUR PROPERTY.
05:50:07 >>Mary Gibbs: ISN'T THERE A CONDITION IN THE ZONING THAT YOU
05:50:10 HAVE TO HAVE SOME DRAINAGE EASEMENT AGREEMENT WITH MARSH
05:50:12 LANDING AND COCONUT SHORES?
05:50:15 >> SO FAR WHAT WE HAVE DONE IS MARSH LANDING, WE SENT THEM A
05:50:18 DRAINAGE REPORT.
05:50:19 THEIR ENGINEER HAS AGREED THAT THE DESIGN IS COMPLIANT.
05:50:22 RIGHT NOW WE'RE DISCUSSING COCONUT SHORES AND ADJACENT
05:50:24 AGREEMENT BETWEEN THEM SINCE THEY ARE TECHNICALLY OUR
05:50:27 ADJACENT CONVEYANCE.
05:50:29 NOT DISCHARGING DIRECTLY --
05:50:31 >>Mary Gibbs: I THINK THE ZONING CONDITION SAYS YOU NEED TO
05:50:34 HAVE SOME APPROVALS FROM BOTH OR UNLESS THEY REFUSE TO.
05:50:38 THAT WAS THE WAY I READ IT.
05:50:40 I THINK THAT'S STILL -- I THINK THAT'S CONNIE'S QUESTION.

05:50:44 >>Ross Abramson: SO THE ZONING ORDINANCE STATES THAT WE NEED

05:50:48 TO PERFORM BEST EFFORTS TO OBTAIN AN EASEMENT FROM OUR
05:50:56 NEIGHBORS, NOT REQUIRED FOR THE APPROVAL OF DEVELOPMENT
05:50:59 ORDER, WHICH WE JUST GOT INITIAL COMMENTS BACK LAST WEEK
05:51:02 FROM COCONUT SHORES, AND WE ARE GOING TO BE WORKING WITH
05:51:05 THEM TO NEGOTIATE THAT EASEMENT.
05:51:09 >>Mary Gibbs: I THINK IT SAYS COCONUT SHORES AND MARSH
05:51:11 LANDING.
05:51:12 THAT MIGHT BE STILL AN ISSUE TO WORK OUT.
05:51:15 I'M READING CONDITION 20.
05:51:18 I DON'T WANT TO BELABOR IT.
05:51:23 >> I WANT TO DRAW ATTENTION TO IT TO MAKE SURE --
05:51:28 >>Mary Gibbs: YOU CAN READ IT LATER.
05:51:35 >>Anthony Gargano: CAN WE CARRY ON HERE?
05:51:45 >>Tammy Duran: I CAN'T READ HIS CARD.
05:51:47 IT'S FOR YOU, YES.
05:51:57 >> THANK YOU.
05:51:58 MY NAME IS LEE GLASGOW.
05:52:01 I LIVE IN COCONUT SHORES.
05:52:03 BEEN THERE SEVEN YEARS.
05:52:04 I HATE TO BEAT A DEAD HORSE ABOUT TRAFFIC.
05:52:07 I UNDERSTAND F.D.O.T. AND ALL THAT OTHER STUFF AND THEIR
05:52:10 SURVEYS.
05:52:11 BUT I'M STILL CONCERNED ABOUT THE TWO TOWERS GOING DOWN AT
05:52:16 THE RITZ-CARLTON.
05:52:18 I'M CONCERNED ABOUT THE FUTURE DEVELOPMENT OF WHAT'S GOING

05:52:21 ON AT RAPTOR BAY.
05:52:23 I'M CONCERNED THAT ALL THIS WAS DONE BEFORE COCONUT LANDING
05:52:27 WAS EVEN DREAMT ABOUT AND THAT'S 23 HOUSES.
05:52:31 I'M ALSO CONCERNED ABOUT RELATIVE TO THE ROUNDABOUT WHAT IT
05:52:35 WILL DO TO BACK UP TRAFFIC ON THE ROAD AND THE ROAD IS KNOWN
05:52:39 TO BE SUBSTANDARD BY THE STATE'S OWN ADMISSION.
05:52:43 I'M WONDERING IF THESE PLANS, THREE OR FOUR YEARS AGO, THERE
05:52:50 WAS APPROVAL GIVEN TO A MOTEL/HOTEL ON THE SOUTHEAST CORNER
05:52:55 OF COCONUT ROAD AND 41.
05:52:59 I'M CURIOUS WHAT THE STATUS OF THAT IS AND IF, IN FACT, IF
05:53:04 THAT'S STILL LIVE OR EVEN IF SOMEONE ELSE DECIDES TO DEVELOP
05:53:09 THAT PROPERTY, IS THAT ROUNDABOUT GOING TO BE SUFFICIENT TO
05:53:14 HOLD ALL THE ADDITIONAL TRAFFIC WITH 1200 CARS, 1800 CARS, A
05:53:22 LOT MORE GO THROUGH THERE NOW, LET'S PUT IT THAT WAY.
05:53:26 >>Anthony Gargano: TO ANSWER YOUR QUESTION ABOUT THE HOTEL,
05:53:28 THAT PROJECT HAS BEEN ABANDONED.
05:53:30 >>Mary Gibbs: ACTUALLY, IT'S BREATHED NEW LIFE AND IT'S
05:53:34 BACK.
05:53:35 SORRY, BUT I WAS JUST CONTACTED.
05:53:40 THEY HAVE SOLD IT TO SOMEBODY.

05:53:41 THEY DO WANT TO BUILD THAT HOTEL.
05:53:43 BUT THAT WAS FACTORED INTO THE TRAFFIC ANALYSIS BECAUSE IT
05:53:45 WAS APPROVED YEARS AGO.
05:53:47 >> COCONUT ROAD TRAFFIC ANALYSIS OR THE ROUNDABOUT TRAFFIC
05:53:51 ANALYSIS?

05:53:52 >>Mary Gibbs: BOTH.
05:53:52 BOTH.
05:53:53 >> I'LL TAKE YOUR WORD IN IT.
05:53:55 JUST ONE OTHER POINT, I'M WONDERING, AND IT MAY BE
05:54:00 REGULATIONS RELATIVE TO ESTERO, WHAT ARE THE WORKING HOURS
05:54:04 THAT PEOPLE WILL BE BUILDING THERE?
05:54:06 I'M IN COCONUT SHORES AND I WOULD HATE TO THINK THAT THE
05:54:10 NOISE LEVEL WHEN PEOPLE ARE SLEEPING OR GETTING READY FOR
05:54:15 DINNER IS GOING TO BE ATROCIOUS.
05:54:16 WHAT PLANS ARE WE WORKING, WHETHER 9 TO 3, 9 TO 5, WHATEVER.
05:54:27 >> IT'S USUALLY 8 TO 4.
05:54:30 >>Ross Abramson: AS PART OF OUR APPLICATION, WE SUBMITTED A
05:54:33 CONSTRUCTION MANAGEMENT PLAN.
05:54:36 I CAN'T RECALL SPECIFIC HOURS THAT ARE INCLUDED IN THAT, BUT
05:54:40 WE DID SPECIFY WORKING HOURS IN THERE.
05:54:45 >>Mary Gibbs: THAT'S FOR CONSTRUCTION.
05:54:46 I THINK HE'S ASKING ABOUT ONCE IT'S OPERATIONAL, LIKE HOW
05:54:49 FAR IS THE NOISIER RESTAURANT AREA FROM --
05:54:55 >> NO, I WAS WONDERING ABOUT THE ACTUAL CONSTRUCTION.
05:54:58 CONSTRUCTION GOING ON AT 8:00 IN THE MORNING UNTIL 7:00 AT
05:55:02 NIGHT OR IS IT GOING TO BE TYPICAL 9 TO 5?
05:55:09 >>Mary Gibbs: IT'S NOT GOING TO BE 9 TO 5.
05:55:11 TYPICALLY, IT'S BASED ON THE NOISE ORDINANCE.
05:55:14 SO THAT WOULD ALLOW YOU LIKE AFTER 7 A.M. TO START
05:55:18 CONSTRUCTION AND GO UNTIL LIKE DARK TYPICALLY.

05:55:23 >> AFTER 7 A.M. UNTIL DARK.
05:55:25 >>Mary Gibbs: YEAH, WHICH IN THE SUMMER COULD BE LONGER.
05:55:29 >> 7 A.M. TILL 9 P.M.
05:55:31 >>Mary Gibbs: COULD BE, YES.
05:55:32 HOLD ON.
05:55:35 WAIT.
05:55:36 JIM HART, JUST TOLD ME HE READ WHAT THEY OFFERED.
05:55:42 8 A.M. TO 6 P.M.
05:55:43 8 A.M. TO 6 P.M. MONDAY THROUGH FRIDAY.
05:55:49 9 TO 6 ON WEEKENDS.
05:55:53 >> JUST ONE OTHER QUESTION FOR THE BOARD.
05:55:56 I'M CURIOUS AS TO WHATEVER IMPACT FEES MAY HAVE BEEN
05:56:00 ASSESSED FOR THE BUILDING AND WHAT THAT MONEY WILL BE USED
05:56:02 FOR.
05:56:06 >>Mary Gibbs: QUESTION ON IMPACT FEES.
05:56:09 >> WHAT WERE THE FEES AND WHAT WILL THAT MONEY BE USED FOR?

05:56:13 >>Mary Gibbs: I DON'T KNOW EXACTLY WHAT THEY ARE, BUT I
05:56:15 THINK WE LOOKED AT IT BEFORE.
05:56:17 IT'S PROBABLY A COUPLE MILLION DOLLARS.
05:56:19 THEY WILL COME TO THE -- THE ROAD IMPACT FEES WILL COME TO
05:56:23 THE VILLAGE AND THEY WILL BE USED FOR WHATEVER THE VILLAGE
05:56:27 DEEMS NEEDS TO BE DONE.
05:56:28 THEY COULD BE USED IN THE VICINITY AND USUALLY WE POOL THE
05:56:34 MONEY TOGETHER AND USE IT FOR CIP PROJECTS.
05:56:37 IT'S NOT DESIGNATED FOR ANY PARTICULAR IMPROVEMENT AT THIS

05:56:40 POINT, BUT IT DOES COME TO THE VILLAGE.
05:56:43 >> I ONLY BRING IT UP BECAUSE I KNOW THERE WAS AN ISSUE
05:56:47 YEARS AGO ABOUT THE $10.4 MILLION IMPACT FEES FOR ESTERO
05:56:51 BAY.
05:56:52 AND THE ARGUMENT GOING ON WITH BONITA SPRINGS IS WILL THEY
05:56:56 SHARE SOME OF THAT MONEY WITH US?
05:56:57 I DON'T KNOW WHAT THE STATUS OF THOSE NEGOTIATIONS ARE.
05:56:59 THANK YOU.
05:57:00 >>Mary Gibbs: AND THEY SAID NO.
05:57:01 BONITA SAID THEY WANT THEIR IMPACT FEE MONEY, SO ALL THOSE
05:57:05 PROJECTS THAT ARE IN BONITA, THE MONEY WILL GO TO BONITA FOR
05:57:09 THE ROADS AND WE GET THE IMPACTS AND THEY GET THE MONEY,
05:57:13 SADLY.
05:57:14 >> THAT DOESN'T HELP OUR ROAD.
05:57:15 >>Mary Gibbs: THAT DOESN'T HELP.
05:57:16 THAT'S WHY WE'RE TRYING TO WORK OUT AN AGREEMENT WITH THEM
05:57:19 SO WE CAN DO SOMETHING FOR THE FUTURE.
05:57:23 >> [INAUDIBLE]
05:57:25 >>Mary Gibbs: YES, SOMEBODY CALLED IT THE THREE-HEADED
05:57:27 MONSTER AND STILL IS.
05:57:30 >>Tammy Duran: THAT'S ALL.
05:57:32 [APPLAUSE]
05:57:35 >>Anthony Gargano: ANYONE ELSE IN THE PUBLIC THAT WISHES TO
05:57:38 BE HEARD ON THIS MATTER?
05:57:39 WE'LL CLOSE THE PUBLIC PORTION THEN.

05:57:43 I'LL GO AROUND.
05:57:52 JIM, I'LL START WITH YOU, COMMENTS FROM THE BOARD BEFORE WE
05:57:56 ENTERTAIN A MOTION.
05:57:56 ANY COMMENTS, JIM, BEFORE WE ENTERTAIN A MOTION?
05:58:05 >>Jim Wallace: NO, I'VE HEARD ALL I NEED TO HEAR.
05:58:08 >>Anthony Gargano: KRISTIN?
05:58:09 >>Kristin Jeannin: JUST SOME MINOR THINGS THAT I ALSO THINK
05:58:13 THE PROJECT ON THE WHOLE IS A BEAUTIFUL PROJECT, WELL
05:58:15 THOUGHT OUT, SIMILAR COMMENTS TO LAST TIME THEY CAME IN.
05:58:19 I'VE GONE THROUGH THE PLANT LIST, AND THERE ARE JUST A
05:58:26 COUPLE OF THINGS THAT I WOULD BE CAUTIOUS ABOUT USING HERE.
05:58:30 I KNOW THE LANDSCAPE ARCHITECT IS FROM THE EAST COAST.

05:58:34 I'M SURE THEY DO PROJECTS ALL OVER.
05:58:36 BUT I MYSELF NOTICED DIFFERENCES GOING BACK AND FORTH ACROSS
05:58:40 THE STATE.
05:58:43 YOU'VE GOT A LARGE NUMBER OF RED MAPLES ON THE PLAN.
05:58:50 I FIND THAT THEY DON'T TEND TO DO REAL WELL OVER HERE.
05:58:53 SO MAYBE LOOK INTO THAT A LITTLE BIT.
05:58:55 AND SEE IF MAKING SURE THAT EITHER THE STALK OF THE MAPLES
05:59:00 BEING PURCHASED ARE FLORIDA GROWN BECAUSE I THINK A LOT OF
05:59:03 TIMES WHEN THEY COME FROM OUT OF STATE THEY JUST DON'T
05:59:06 SUCCEED.
05:59:06 ALSO, INDIAN HAWTHORNE.
05:59:10 YOU'VE GOT ALMOST 600 OF THEM ON THE PLAN.
05:59:14 THEY GET A -- HERE, SO THEY DON'T DO WELL.

05:59:17 YOU HAVE SEVERAL THOUSAND GREEN ISLAND FICUS WHICH I ALSO
05:59:23 LOVE, BUT BE CAUTIOUS BECAUSE RABBITS LIKE THEM.
05:59:27 SHOULD BE FINE ON A NEW CONSTRUCTION SITE.
05:59:29 ONCE THEY ARE ESTABLISHED, THEY DO FINE.
05:59:31 LOVE THE USE OF ARTIFICIAL TURF THAT YOU ARE USING
05:59:34 THROUGHOUT THE PROJECT.
05:59:35 I THINK THAT'S VERY NICE.
05:59:37 I DID KIND OF MAKE A NOTE AND I THINK IT WAS RELATIVELY WELL
05:59:44 ADDRESSED, BUT IT DOES SAY THAT ON THAT -- ON YOUR WEST AND
05:59:50 NORTH PERIMETERS BY THE PRESERVE YOU'VE GOT A SIX-FOOT BLACK
05:59:56 -- I THINK IT'S BLACK CHAIN-LINKED FENCE, AND IT DID LOOK TO
06:00:01 ME LIKE THE BUFFER WAS ONLY ON THE OUTSIDE.
06:00:04 I DON'T HAVE A PROBLEM WITH THAT, BUT I THINK YOU STATED IT
06:00:06 WAS ON BOTH SIDES.
06:00:07 BUT YOU DO HAVE PLENTY OF TREES ON THE INSIDE.
06:00:11 BUT I DON'T THINK IT NECESSARILY CALLS OUT WHAT IS -- WHAT
06:00:14 THAT BUFFER IS GOING TO BE, WHAT THE HEDGE IS GOING TO BE
06:00:17 THERE.
06:00:18 SO I WAS KIND OF CURIOUS ABOUT THAT.
06:00:22 THOSE ARE ALL MY COMMENTS.
06:00:27 >>Anthony Gargano: THANK YOU.
06:00:28 BARRY.
06:00:29 >>Barry Jones: I THINK I'VE SAID EVERYTHING I NEED TO SAY.
06:00:35 >>Michael Sheeley: NOTHING FURTHER FROM ME.
06:00:39 >>James Tatooles: I JUST HAVE A COMMENT ABOUT THE TWO-LANE

06:00:42 ROAD GOING FROM THIS PROJECT ROUNDABOUT TO THE HYATT AND TO
06:00:46 THE NEW RESIDENCES THAT ARE BACK OUT THERE AND ADDITIONAL
06:00:51 DEVELOPMENTS.
06:00:52 I CAN FORESEE SOME TIME IN THE FUTURE WHERE TWO-LANE ROAD
06:00:56 GOING WEST TO THE HYATT IS GOING TO HAVE TO BE A FOUR-LANE
06:01:01 ROAD AND THAT WILL PRESENT PROBLEMS IN THE FUTURE.
06:01:03 I SEE IT IS A LITTLE BIT OF KICKING THE CAN DOWN THE ROAD.
06:01:11 >>Dan Williams: NOTHING ADDITIONAL.

06:01:14 >>Anthony Gargano: I THINK IT'S A GREAT PROJECT.
06:01:18 AND I THINK IT WILL BE A REAL PLUS FOR THE VILLAGE, BUT I
06:01:28 REITERATE MY CONCERNS ABOUT TRAFFIC BECAUSE WE HAVE A
06:01:34 RESPONSIBILITY TO OUR RESIDENTS TO DELIVER PROJECTS THAT
06:01:43 DON'T SO MUCH NEGATIVELY IMPACT THEIR QUALITY OF LIFE BY
06:01:50 HAVING TO SIT IN TRAFFIC FOR AS LONG AS WE HAVE TO.
06:01:55 I'M NOT AN ENGINEER.
06:01:59 I DON'T KNOW ABOUT DRAWING STATISTICS FROM DOING TRAFFIC
06:02:04 COUNTS.
06:02:05 ALL I CAN DO IS DRAW CONCLUSIONS FROM -- TO ME, COMMON
06:02:14 SENSE.
06:02:17 9% DOESN'T EQUAL 50% INCREASE IN POPULATION.
06:02:21 I'M SORRY.
06:02:21 I THINK IT'S A GOOD PROJECT.
06:02:27 AND I THINK IT'S VERY POSITIVE FOR THE VILLAGE.
06:02:31 SO ON THAT NOTE, I'M GOING TO ENTERTAIN A MOTION.
06:02:35 BY THE BOARD.

06:02:39 DOES ANYBODY WANT TO MAKE A MOTION --
06:02:40 >>Michael Sheeley: MR. CHAIRMAN, I'LL MAKE A MOTION FOR THE
06:02:43 WOODFIELD MIXED USE DEVELOPMENT DOS 2024-E002 FOR APPROVAL
06:02:49 WITH THE STAFF CONDITIONS.
06:02:52 >>Anthony Gargano: WE HAVE A MOTION FOR APPROVAL.
06:02:55 WHAT THAT MEANS FOR PEOPLE IN THE AUDIENCE IS THAT THIS IS
06:03:02 -- APPROVAL WOULD BE TO SUBMIT TO THE VILLAGE COUNCIL.
06:03:06 >>Mary Gibbs: NO.
06:03:07 THIS IS A DEVELOPMENT ORDER.
06:03:08 SO THIS IS THE FINAL DECISION.
06:03:10 >>Anthony Gargano: OH, I'M SORRY.
06:03:14 >>Mary Gibbs: THIS IS PHASE ONE.
06:03:16 >>Anthony Gargano: I STAND CORRECTED.
06:03:17 >>Barry Jones: QUICK QUESTION.
06:03:18 DO WE HAVE TO VOTE ON THE DEVIATIONS ONE BY ONE OR ALL
06:03:22 COVERED UNDER BLANKET APPROVAL?
06:03:24 >>Mary Gibbs: I THINK THEY ARE COVERED BECAUSE THEY ARE
06:03:26 LISTED IN THE STAFF REPORT.
06:03:28 THERE ARE FIVE OF THEM.
06:03:30 >>Nancy Stroud: LET'S CLARIFY THE MOTION THAT IT INCLUDES
06:03:31 THE REQUESTED DEVIATIONS.
06:03:34 >>Michael Sheeley: YES.
06:03:39 >>Jim Wallace: WHAT ABOUT THE RECOMMENDATIONS THAT KRISTIN
06:03:41 MADE ON LANDSCAPING?
06:03:42 WILL IT BE INCLUDED IN THE MOTION?

06:03:43 THINK IT SHOULD BE.
06:03:46 >>Barry Jones: HAD SOME RECOMMENDATIONS TO CHANGE OUT RED
06:03:49 MAPLES AND NOT USE SOMETHING POPCORN, IS THAT WHAT I HEARD?
06:03:54 YOU LOST ME ON THE TECHNICAL WORDS.

06:03:57 >>Kristin Jeannin: INDIAN HAWTHORNE.
06:03:59 I DON'T THINK IT NEEDS TO BE A CONDITION.
06:04:02 I TRUST THAT THE LANDSCAPE ARCHITECT WILL MAKE THOSE
06:04:04 CHANGES.
06:04:09 >>Anthony Gargano: DO WE HAVE A SECOND ON THE MOTION?
06:04:11 >> SECOND.
06:04:13 >>Anthony Gargano: ANY DISCUSSION ON THE MOTION?
06:04:14 CAN WE HAVE A ROLL CALL VOTE, TAMMY?
06:04:19 >>Kristin Jeannin: YES.
06:04:21 >>Barry Jones: YES.
06:04:23 >>Al Paivandy: YES.
06:04:24 >>Michael Sheeley: YES.
06:04:25 >>James Tatooles: YES.
06:04:27 >>Jim Wallace: YES.
06:04:29 >>Dan Williams: YES.
06:04:30 >>Anthony Gargano: YES.
06:04:34 >>Michael Sheeley: THANKS VERY MUCH.
06:05:28 [INAUDIBLE CONVERSATION]
06:05:40 >>Anthony Gargano: WE'RE GOING TO TAKE A TEN-MINUTE BREAK.
06:05:45 WE'LL BE BACK AT 6:15.
06:05:50 [RECESS]

06:16:14 >>Anthony Gargano: THE NEXT ORDER OF BUSINESS IS COCONUT
06:16:17 TRACE.
06:16:21 LET'S DO SOME HOUSEKEEPING HERE.
06:16:26 HAS EVERYONE BEEN SWORN WHO IS INVOLVED IN THIS ONE?
06:16:30 OKAY.
06:16:31 I'M GOING TO ASK THE BOARD IF THERE'S BEEN ANY EX PARTE
06:16:36 COMMUNICATIONS?
06:16:38 >> YES.
06:16:39 >> AND I HAVE A CONFLICT OF INTEREST AND MY FIRM IS THE
06:16:42 ARCHITECT FOR THIS PROJECT, SO I WILL RECUSE MYSELF AND
06:16:45 REMOVE MYSELF FROM THE DAIS.
06:16:47 >>Anthony Gargano: THANK YOU, MIKE.
06:16:48 >>Michael Sheeley: THANK YOU.
06:16:50 >>Anthony Gargano: ANYONE ELSE?
06:16:55 >> CORRESPONDENCE THAT WE HAD?
06:17:00 >>Anthony Gargano: THIS WAS A CONTINUATION OF LAST MONTH.
06:17:07 MARY, DO YOU WANT TO START US OFF?
06:17:14 >>Mary Gibbs: NOTICE THE APPLICANT IS VERY ANXIOUS TO GET UP
06:17:17 HERE.
06:17:18 I WANT TO GIVE YOU A QUICK OVERVIEW AND KIND OF REMIND YOU
06:17:21 OF WHAT HAS HAPPENED SINCE THE LAST MEETING WHICH WAS ONLY
06:17:24 TWO WEEKS AGO.
06:17:25 THIS CASE WAS CONTINUED.
06:17:27 THIS IS THE PROPOSED HOTEL WHICH IS ON LYDEN DRIVE.
06:17:31 IF YOU GO NORTH OF WOODFIELD AND GO UP THAT ROAD, LYDEN,

06:17:37 PARALLEL TO 41, RIGHT IN FRONT OF MARSH LANDING, YOU WILL
06:17:42 REACH THIS PROPERTY.
06:17:43 WE ARE STILL THE SAME VICINITY.
06:17:44 IT IS A PROPOSED HOTEL.
06:17:46 THIS IS A ZONING AMENDMENT, SO THIS WILL GO TO COUNCIL.
06:17:50 IT WAS CONTINUED FROM THE LAST MEETING, WHICH WAS TWO WEEKS
06:17:52 AGO.
06:17:53 THERE WERE RESIDENTS HERE, AND THERE WERE A LOT OF CONCERNS
06:17:57 AND SOME OF THESE CROPPED UP AT THE LAST MINUTE.
06:17:59 THERE WERE QUESTIONS ABOUT THE ZONING AND QUESTIONS ABOUT
06:18:01 THE HOTEL AND THE HEIGHT AND THE ARCHITECTURE AND THE
06:18:04 LIGHTING AND THE BUFFERS.
06:18:08 SO WE SUGGESTED THAT IT SHOULD BE CONTINUED SO THAT THEY
06:18:12 COULD GO MEET WITH MARSH LANDING AND THE RESIDENTS.
06:18:17 THEY GOT CONTINUED.
06:18:19 THEN THE APPLICANT WAS TRYING TO MEET WITH THE NEIGHBORS VIA
06:18:22 IN PERSON AND ZOOM.
06:18:24 IT WAS A LITTLE COMPLICATED.
06:18:26 SO THE MEETING WAS ACTUALLY HELD ON FRIDAY AT THE MARSH
06:18:28 LANDING CLUBHOUSE WITH SOME OF THE RESIDENTS AND I THINK ONE
06:18:32 OR TWO PEOPLE WERE ALSO ON ZOOM.
06:18:34 THE STAFF, WE ATTENDED ALSO.
06:18:38 WE HAD THE HOA AND THE CONDO PEOPLE FROM THE ROAD THAT'S
06:18:43 RIGHT ADJACENT TO THIS.
06:18:45 WE'RE GOING TO HAVE JEREMIE CHASTAIN FROM BOWMAN KIND OF

06:18:50 GIVE YOU AN UPDATE.
06:18:51 SO THE PRESENTATION TONIGHT KIND OF FOCUSES ON THOSE THINGS
06:18:54 THAT YOU HAD QUESTIONS ABOUT AT THE LAST MEETING AND ALSO
06:18:57 KIND OF AN UPDATE OF WHAT THEY TALKED ABOUT AT THE MARSH
06:19:01 LANDING MEETING.
06:19:02 IF YOU DON'T HAVE ANY QUESTIONS FOR ME, I'LL TURN IT OVER TO
06:19:09 JEREMIE, WHO CAN COME UP NOW.
06:19:11 >>Anthony Gargano: THANK YOU.
06:19:16 >>Jeremie Chastain: GOOD EVENING.
06:19:17 AGAIN, MY NAME IS JEREMIE CHASTAIN.
06:19:19 I'M A CERTIFIED PLANNER FROM BOWMAN.
06:19:22 MARY DID A GREAT JOB AND TOOK SOME OF WHAT I WAS GOING TO
06:19:24 SAY.
06:19:25 SO IN RESPECT TO EVERYBODY'S TIME AND MEMBERS OF THE PUBLIC,
06:19:31 I DO HAVE SOME SLIDES I FIGURED WE WOULD NEED FOR REFERENCE
06:19:34 AS THE DISCUSSION CONTINUES.
06:19:36 BUT I'LL GO THROUGH THEM FAIRLY QUICKLY BECAUSE YOU HAVE
06:19:39 SEEN THEM ALL.
06:19:40 A LOT OF THE RESIDENTS HERE WERE ALSO AT OUR MEETING ON
06:19:43 FRIDAY, SO THEY HAVE SEEN THEM AS WELL.
06:19:44 AGAIN, THIS IS A REQUEST TO AMEND THE SCHEDULE OF USES FOR
06:19:51 TRACTS E AND F TO ALLOW FOR A 122 ROOM HOTEL ON TRACT F AND

06:19:58 THAT'S WITHOUT THE FULL SERVICE RESTAURANT AND NO
06:20:01 CONSUMPTION ON PREMISES.
06:20:02 AND THIS IS AN EXTENDED STAY MOTEL.

06:20:05 THIS IS JUST A GENERAL OVERVIEW OF THE LOCATION.
06:20:10 THIS IS THE THIRD TIME YOU GUYS HAVE SEEN THIS.
06:20:13 HERE WE HAVE A ZOOMED-IN ON THE CPD.
06:20:18 HERE I HIGHLIGHTED TRACT F BECAUSE WE DID RECEIVE SOME
06:20:21 QUESTIONS ABOUT THAT.
06:20:22 AS MARY SAID, WE HAD AN INFORMATIONAL MEETING ON FRIDAY,
06:20:29 NOVEMBER 8 AT 10 A.M.
06:20:32 INITIALLY, WE WERE TRYING TO HOLD IT ON WEDNESDAY, BUT WE
06:20:34 RECEIVED FEEDBACK FROM RESIDENTS THAT THEY WOULDN'T BE ABLE
06:20:37 TO ATTEND.
06:20:38 THEY WERE TRAVELING DOWN HERE, SO WE MOVED IT TO FRIDAY.
06:20:42 WE HAD APPROXIMATELY 15 MEMBERS OF THE PUBLIC ATTEND AND WE
06:20:45 HAD ONE MEMBER OF THE PUBLIC WHO PARTICIPATED VIA ZOOM.
06:20:49 THEY WERE ABLE TO ASK THEIR QUESTIONS AND WE ANSWERED THEM.
06:20:51 SO THE ZOOM WAS WORKING PRETTY WELL.
06:20:54 AFTER OUR BRIEF PRESENTATION, WE HAD APPROXIMATELY AN HOUR
06:20:57 OF QUESTIONS FROM THE PUBLIC IN ATTENDANCE.
06:21:02 THERE WERE MULTIPLE CONCERNS RAISED AND WE GOT INTO A PRETTY
06:21:04 GOOD LEVEL OF DETAIL WHEN WE ANSWERED THE QUESTIONS, BUT I'M
06:21:07 GOING TO SUMMARIZE THE CONCERNS.
06:21:10 THERE WERE CONCERNS WITH THE BUILDING HEIGHT AND THE VIEW
06:21:13 FROM THE HOTEL ROOMS INTO MARSH LANDING.
06:21:16 THERE WERE CONCERNS REGARDING STORMWATER MANAGEMENT.
06:21:18 AS A WHOLE THROUGHOUT THE AREA, THERE ARE CONCERNS WITH
06:21:22 NOISE AND LIGHT TRESPASS FROM OUR PROPERTY ONTO MARSH

06:21:24 LANDING.
06:21:26 AND THERE WERE SOME CONCERNS WITH THE EXISTING VEGETATION
06:21:29 WITHIN MARSH LANDING AND THE PROPOSED ENHANCEMENTS.
06:21:36 SO IN RESPONSE TO SOME OF THESE CONCERNS, I'LL GO OVER BRIEF
06:21:40 HOW WE RESPONDED AND AS I GO THROUGH THE PRESENTATION, WE'LL
06:21:43 HAVE MORE DETAILED PLAN SETS AND EXHIBITS.
06:21:45 WE GOT A COMMENT REGARDING THE PARKING THAT WE HAD LOCATED
06:21:49 NEAR MARSH LANDING.
06:21:52 THEY WERE GOING TO PROPOSE AN ENHANCED BUFFER JUST A
06:21:57 CONTINUOUS HEDGEROW.
06:21:58 THE STANDARD VILLAGE OF ESTERO LANGUAGE, WHICH IS A 36-INCH
06:22:01 HIGH CONTINUOUS VISUAL SCREEN WITHIN ONE YEAR AFTER TIME OF
06:22:05 PLANTING.
06:22:06 WE'LL SHOW THAT LATER ON IN THE MCP.
06:22:08 FOR THE ENHANCED PERIMETER BUFFERING, WE GOT DETAILS FROM
06:22:12 OUR LANDSCAPE ARCHITECT AND IN THE AREAS WHICH WE ALSO
06:22:16 IDENTIFIED ON THE MCP WHERE THERE ARE GAPS IN THE
06:22:19 VEGETATION, WE'RE PROPOSING STAGGERED SABAL PALMS AT A CLEAR

06:22:25 TRUNK HEIGHT BETWEEN 10 FEET AND 30 FEET TO CREATE THAT
06:22:30 ADDITIONAL SCREENING OF THE EXTERIOR WINDOWS.
06:22:33 AND THE SCREENING CREATED BY THE PALMS WILL BE BETWEEN 8
06:22:36 FEET AND 35 FEET IN HEIGHT.
06:22:38 FOR THE PARKING LOT LIGHTING, WE'LL LIMIT THE MAXIMUM HEIGHT
06:22:44 TO 20 FEET, WHICH IS BELOW WHAT'S REQUIRED IN ESTERO.
06:22:47 AND THEN WE'LL MEET ALL OTHER APPLICABLE LDC STANDARDS.

06:22:51 FOR THE REAR WINDOWS, THE THIRD AND FOURTH FLOOR WINDOWS ON
06:22:56 THE WESTERN FACADE SHALL BE DESIGNED TO IMPROVE PRIVACY AND
06:23:00 REDUCE VISIBILITY AND LIGHT TRESPASS USING GRAY GLASS, TINT,
06:23:06 OR OTHER SIMILAR TECHNIQUES AND/OR MATERIALS.
06:23:09 AND THIS IS IN ADDITION TO THE WINDOW COVERINGS THAT WILL BE
06:23:12 INSIDE THE ROOM.
06:23:13 THERE WERE QUESTIONS RAISED AGAIN ABOUT THE WALL REPAIRS.
06:23:19 THE WALL IS NOT LOCATED ON PROPERTY OWNED BY THE APPLICANT,
06:23:22 BUT WE HAVE BEEN REACHING OUT TO TRY AND FACILITATE THOSE
06:23:25 REPAIRS.
06:23:26 THE APPLICANT IS GOING TO TAKE IT A STEP FURTHER AND WE'LL
06:23:30 REACH OUT WITH REPAIR QUOTES FOR THE COCONUT TRACE HOA TO
06:23:33 LOOK AND HOPEFULLY IT WILL GET THEM TO HURRY UP AND FIX THE
06:23:38 WALL.
06:23:38 SO THIS IS OUR REVISED MCP.
06:23:44 WE NOW LOCATE THE AREAS WITHIN THE WESTERN PERIMETER BUFFER
06:23:48 WHERE ADDITIONAL PLANTINGS WILL BE NECESSARY, AND WE SHOW
06:23:52 THE ADDITIONAL SHRUB PROPOSED ALONG THE BOTTOM OF THE
06:23:56 PARKING LOT TO THE WEST.
06:23:58 AGAIN, THIS IS THE SETBACK EXHIBIT THAT YOU ALL HAVE SEEN
06:24:07 THREE TIMES NOW.
06:24:09 YOU CAN SEE THAT THE CLOSEST BUILDING FROM MARSH LANDING IS
06:24:11 ABOUT 170 FEET FROM THE PROPOSED HOTEL STRUCTURE.
06:24:14 SO HERE WE ZOOMED IN ON THAT WESTERN PERIMETER.
06:24:22 WE WANTED TO CALL ATTENTION TO SOME OF THE EXISTING TREES

06:24:25 WITHIN THAT PERIMETER BUFFER.
06:24:27 WHEN WE HAD THE SURVEY PERFORMED WE ASKED FOR MEASUREMENTS
06:24:30 OF A HANDFUL OF TREES TO GET AN IDEA OF THE VARYING HEIGHTS
06:24:34 OF THEM.
06:24:35 AS YOU CAN SEE, WE HAD AN EXISTING OAK THAT IS ABOUT 54 FEET
06:24:39 TALL.
06:24:40 THERE IS AN EXISTING PALM ABOUT 44 FEET TALL.
06:24:43 ANOTHER EXISTING PALM ABOUT 39 FEET TALL.
06:24:46 AND ANOTHER EXISTING OAK ABOUT 45 FEET TALL.
06:24:49 THIS IS THE EXISTING LINE OF SIGHT WHICH AGAIN YOU ALL HAVE
06:25:00 SEEN.
06:25:01 SO THERE ARE NO CHANGES TO THIS.
06:25:02 AND THEN WE HAVE THE DRONE PHOTOS AGAIN.
06:25:09 AGAIN, I INCLUDED THESE BECAUSE I'M SURE WE'LL NEED THEM FOR

06:25:13 REFERENCE.
06:25:13 I DID REVISE THEM TO MORE CLEARLY SHOW THE DIRECTION THEY
06:25:15 ARE COMING FROM.
06:25:16 IF YOU SEE IN THE LOWER RIGHT-HAND CORNER, THE BRIGHT RED
06:25:20 ARROW IS THE DIRECTION THAT THE DRONE WAS FACING WHEN THEY
06:25:23 TOOK THE PICTURES.
06:25:24 AND THEN WE PRESENTED ALL OF THESE ON FRIDAY AS WELL.
06:25:37 I ZOOMED IN ON THE WESTERN PERIMETER FROM THE REVISED MCP SO
06:25:58 YOU COULD SEE WHERE THE CONTINUOUS HEDGEROW WILL BE NEXT TO
06:26:02 THE PARKING, AND THEN YOU CAN KIND OF LITTLE EASIER SEE
06:26:05 WHERE WE'RE PROPOSING THE ENHANCED PLANTINGS.

06:26:09 THIS IS BASED ON DRONE PHOTOS, SO THIS IS THE APPROXIMATE
06:26:13 AREAS, BUT THAT MAY BE SUBJECT TO CHANGE IF WE NEED MORE
06:26:16 PLANTINGS ONCE WE GET TO THE D.O. PHASE.
06:26:20 THIS IS A LINE OF SIGHT WITH THE PERIMETER LANDSCAPE
06:26:29 ENHANCEMENTS.
06:26:29 SO WE SHOWED TWO SIGHT LINES.
06:26:34 IT'S A LITTLE HARD TO SEE ON HERE, BUT WE DID A SIGHT LINE
06:26:37 TO THE TOP OF THE BUILDING AND WE DID A SIGHT LINE TO THE
06:26:40 FOURTH FLOOR WINDOW.
06:26:42 THE FOUR STORY WINDOWS, MIDDLE ARE AT ABOUT 35 FEET, WHICH
06:26:46 IS WHERE THE SIGHT LINES ARE SHOWN ON HERE.
06:26:48 YOU CAN SEE THAT THE PROPOSED PLANTINGS WILL SCREEN MOST OF
06:26:52 THE VIEW FROM THOSE WINDOWS EXCEPT FOR MAYBE THE TOP.
06:26:58 AND THEN IN ADDITION TO THE PLANTINGS, THOSE WINDOWS WILL
06:27:01 HAVE THE TECHNIQUES WE TALKED ABOUT, THE GRAY GLASS, TINT OR
06:27:05 SOMETHING ELSE TO REDUCE THE VISIBILITY INTO AND OUT OF THE
06:27:08 HOTEL.
06:27:08 WE REVISED THE PERIMETER BUFFER TO CORRECTLY SHOW THE
06:27:16 PARKING BLOCK AND THE SPACE TO THE BUFFER FOR THE PARKING.
06:27:19 SO WE DID A REAR FACADE LIGHTING.
06:27:27 AGAIN, WE'RE JUST PROPOSING THE MINIMUM AMOUNT TO MEET ANY
06:27:31 APPLICABLE BUILDING OR FIRE CODE REQUIREMENTS SINCE THAT
06:27:35 WILL BE A MEANS OF INGRESS AND EGRESS, POTENTIALLY FOR AN
06:27:40 EMERGENCY.
06:27:41 WE ARE GOING TO LIMIT THE HEIGHT AND WE AGREED TO LIMIT THE

06:27:43 HEIGHT TO 12 FEET, WHICH IS BETWEEN THE FIRST AND THE SECOND
06:27:46 STORY.
06:27:47 AND THAT WILL GIVE US A LITTLE BIT OF FLEXIBILITY TO RESPOND
06:27:49 TO CODE REQUIREMENTS.
06:27:51 ANY LIGHTING THAT WE PROPOSE ALONG THE WALKWAY BACK THERE IS
06:27:55 THE GROUND MOUNT LIGHTING, AND THAT WILL BE WELL BELOW THE
06:27:59 FENCE THAT'S THERE.
06:28:00 SO WE HAD THE SAME ARCHITECTURAL ELEVATIONS.
06:28:12 WE DID A 3D RENDERING OF THE ENTRYWAY IN RESPONSE TO THE
06:28:16 COMMENT REGARDING THE ENTRYWAY.

06:28:27 SO IN THIS EXHIBIT, THE ENTRYWAY LOOKS LIKE IT IS JUST FLAT,
06:28:32 BUT IT'S ACTUALLY ANGLED, AND THAT'S TO PROVIDE A MORE
06:28:35 INTERESTING FRONT FACADE.
06:28:36 WE FEEL LIKE THAT WASN'T VISIBLE ENOUGH IN THE ELEVATION, SO
06:28:39 WE DID THE 3D RENDERING TO BETTER SHOW THAT ENTRY.
06:28:44 AGAIN, THESE ARE THE REAR INSIDE ELEVATIONS YOU SAW LAST
06:28:58 TIME -- REAR AND SIDE ELEVATIONS YOU SAW LAST TIME.
06:29:01 WE HAVE ELEVATIONS OF THE PROPOSED DUMPSTER ENCLOSURE, WHICH
06:29:04 IS NEW.
06:29:07 AS MEMBERS OF THE PUBLIC SAW ON FRIDAY.
06:29:09 I WOULD LIKE TO OPEN IT UP TO QUESTIONS.
06:29:13 WE HAVE THE FULL TEAM HERE TO ANSWER ANY QUESTIONS THAT YOU
06:29:16 MAY HAVE.
06:29:24 >>Jim Wallace: PARKING SPACES, IS IT 18 FEET TO THE PARKING
06:29:28 SPACE OR 18 FEET TO THE CAR STOP?

06:29:30 I THOUGHT IT WAS 18 FEET TO THE CAR STOP?
06:29:33 THE WHOLE SPACE?
06:29:35 >> [INAUDIBLE]
06:29:36 >>Jim Wallace: OKAY.
06:29:42 >>Barry Jones: JEREMIE, I'M GOING TO DEFER TO MY COLLEAGUE
06:29:45 HERE FOR ARCHITECTURE, BUT THE THING THAT STUCK OUT TO ME ON
06:29:48 THIS WHOLE BUILDING WAS THE ROOF LINE.
06:29:54 WE HAVE A TRADITION OF MAKING EVERYBODY DO SOME VERTICAL
06:29:58 RELIEF ALONG THE ROOF LINE WHERE THERE IS SOME MOTION THERE.
06:30:02 I JUST DON'T SEE A WHOLE LOT OF IT ON THERE.
06:30:05 I'M STRUGGLING TO FIND, ZOOMING AROUND ESTERO AND GOOGLE
06:30:08 EARTH TRYING TO FIND A COMPARABLE BUILDING.
06:30:11 I DON'T KNOW THERE IS A COMPARABLE BUILDING ANYWHERE IN
06:30:14 ESTERO THAT'S APPROVED WITH A ROOF LINE THAT FLAT.
06:30:17 YOU MENTIONED ON THE WINDOWS, THE VISIBILITY REDUCTION TO
06:30:21 THE EAST -- I'M SORRY, TO THE WEST.
06:30:24 >> TO THE WEST.
06:30:25 >>Barry Jones: IS THERE A CERTAIN PERCENTAGE OPAQUENESS
06:30:28 COMMITTED TO OR DISCUSSED?
06:30:29 I DON'T EVEN KNOW WHAT THE PERCENTAGE IS THAT WOULD SATISFY
06:30:33 THE RESIDENTS.
06:30:35 IS THERE DISCUSSION ON THAT?
06:30:37 >> THERE'S BEEN DISCUSSIONS, BUT UNFORTUNATELY, DUE TO BRAND
06:30:40 STANDARDS AND THE FACT IT'S SO EARLY IN THE PROCESS, WE
06:30:44 COULDN'T COMMIT TO SPECIFIC OPACITY OR ANYTHING YET, BUT

06:30:50 DURING THE D.O. PROCESS, THEY'LL HAVE MORE INFORMATION ON
06:30:53 THAT AS BUILDING DESIGN AND INTERIOR DESIGN GOES THROUGH THE
06:30:56 PROCESS.
06:30:57 I APOLOGIZE, BUT WE WILL COMMIT TO PROVIDING THAT.
06:31:02 AND THE APPLICANT FOR THE GUESTS OF THE HOTEL, THEY HAVE A
06:31:05 LOT OF THE SAME CONCERNS THAT THE RESIDENTS DO.

06:31:07 THEY ARE VERY VALID CONCERNS, AND WE WANT TO MAINTAIN THE
06:31:10 HOTEL GUESTS' PRIVACY AS WELL.
06:31:16 >>Barry Jones: THE EAST SIDE OR WEST SIDE OF THE BUILDING --
06:31:19 THE EAST SIDE, THE FRONT SIDE, YOU HAVE THREE VERTICAL
06:31:22 PANELS AND IT GOES BACK TO ARCHITECTURE, BUT TO ME, THOSE
06:31:27 STRIPE MEAN VERY PLAIN, NO SCORING.
06:31:30 I'M SORRY, AM I LOOKING AT A DIFFERENT -- SO THE FRONT.
06:31:36 YOU GOT THREE VERTICAL PANELS THERE WITH NO SCORING, NO
06:31:40 BUSTING, NO COLOR DIFFERENTIALS TO THE UNTRAINED EYE JUST
06:31:45 DIDN'T LOOK GOOD TO ME.
06:31:47 PERSONAL OPINION.
06:31:48 I UNDERSTAND THERE IS A 3D ELEMENT TO THE FRONT ENTRY, BUT
06:31:54 STILL FROM A PEDESTRIAN LEVEL LOOKING AT IT FROM A
06:31:56 VIEWPOINT, I'M NOT ON THE DRONE LOOKING TO SEE IF THERE IS
06:31:59 AN OFFSET, IT STILL LOOKS -- MAYBE THAT IS THE PRAIRIE STYLE
06:32:03 -- I DON'T KNOW -- BUT THAT WHOLE ENTRY IS SO TOTALLY
06:32:07 UNDERWHELMING IT DOESN'T DO THE BUILDING JUSTICE.
06:32:10 AGAIN, JUST AN OPINION.
06:32:12 THAT'S ALL I GOT.

06:32:13 THANK YOU.
06:32:17 >> I BELIEVE I BROUGHT SOME OF THAT UP THE FIRST TIME.
06:32:20 I GUESS WHOEVER DECIDED NOT TO MAKE ANY REVISION TO THAT.
06:32:26 THE NEXT THING IS, DO YOU HAVE A COLOR PALETTE?
06:32:29 BECAUSE EVERY ONE OF THE SHEETS HAVE A DIFFERENT YELLOW.
06:32:34 >> THE COLOR PALETTE IS HERE.
06:32:36 >>Al Paivandy: EVEN YOUR SLIDES THAT YOU'RE SHOWING, THE
06:32:41 VERTICAL LINE ABOVE ON THE PAPER SHOWS IT MORE ORANGE.
06:32:45 THE YELLOW BELOW IN ONE IS VERY BRIGHT YELLOW AS IN THIS
06:32:53 SHEET HERE.
06:32:55 AND THE NEXT ONE IS ALMOST AS DARK AS IT COULD BE.
06:33:00 I'M NOT SURE WHY.
06:33:03 I KNOW IT IS A PRINTING.
06:33:04 I'M VERY AWARE OF THAT.
06:33:06 FIRST OFF, TOO MANY COLORS WHICH I CAN'T FIGURE OUT WHICH
06:33:11 ONE OF THEM YOU LIKE TO CHOOSE OR WHICH ONE GO BY.
06:33:15 SOME OF THEM ARE NOT THAT COMPLEMENTARY.
06:33:20 AS FAR AS THE FRONT CONCERN, I KNOW THE LAST TIME I BROUGHT
06:33:23 IT UP, WHOEVER WAS UP THERE SAYS IT IS PRAIRIE STYLE.
06:33:28 I UNDERSTAND PRAIRIE STYLE, BUT I THINK UNDERWHELM WAS A
06:33:33 GOOD WORD TO USE.
06:33:34 I HAVE NEVER GONE TO THE HOTEL AND I'VE BEEN TO QUITE A FEW
06:33:42 BECAUSE I'VE TRAVELED A LOT, THAT THE FRONT ENTRY BEEN LIKE
06:33:47 A PORCH TO MY HOUSE.
06:33:49 AGAIN, THE COLUMNS SEEMS TO BE OUT OF PROPORTION.

06:33:54 I'M NOT SURE WHY THE FRONT HAS TO LINE UP WITH THE TWO
06:33:59 YELLOW LITTLE BUILDINGS ON THE SIDE, WHATEVER THEY ARE.

06:34:04 YOU SEE THAT ON THAT ELEVATION, IF YOU BRING THE FRONT
06:34:07 ELEVATION UP, THERE WE GO.
06:34:09 JUST BECAUSE THAT IS CENTER, I ASSUME YOU WOULD THINK THAT
06:34:14 WOULD BE THE ENTRANCE.
06:34:15 I'M NOT SURE WHY I WOULDN'T GO TO THE OTHER ONE BECAUSE THEY
06:34:19 ALL LOOK ALIKE AND THEY ARE ALL IN THE SAME PLANE.
06:34:24 I THINK ONE TIME THEY TOLD ME I'M NOT SUPPOSED TO TELL
06:34:28 ANYBODY WHAT TO DO.
06:34:29 IF THERE IS ANY WAY TO ELIMINATE THE NEXT FLOOR ABOVE THE
06:34:37 ENTRY AND MOVE THAT PLATFORM HIGHER, PUT LESSER COLUMN, MAKE
06:34:42 IT MUCH THICKER, IT MAY LET SOMEBODY KNOW THAT IS AN
06:34:48 ENTRANCE.
06:34:48 OTHERWISE, I WOULDN'T CHOOSE THAT AS AN ENTRANCE BECAUSE
06:34:55 THEY ALL LOOK ALIKE.
06:34:56 AS FAR AS THE VERTICAL ELEMENT, I DID MENTION LAST TIME THE
06:34:59 SIDE ELEVATION, IF YOU LOOK AT THAT, I UNDERSTAND PRAIRIE
06:35:04 DESIGN.
06:35:05 THAT PROPORTION AND VERTICAL ELEMENTS AND IN HEIGHT WORKS
06:35:10 TOGETHER REAL WELL, BUT WHEN YOU STRETCH IT OUT THE WAY IT
06:35:15 IS, IT DOESN'T WORK.
06:35:19 YOU PROBABLY NEED TO PULL THE FRONT AREA ROOF WHERE IT IS
06:35:25 WRITTEN HYATT STUDIOS, AT LEAST DOUBLE THE AMOUNT OF THE
06:35:29 HEIGHT TO MAKE IT LOOK RIGHT.

06:35:32 IT JUST TRULY UNDERWHELMING REGARDING EVEN THE HOTELS THAT
06:35:38 SURROUND IT.
06:35:39 I UNDERSTAND SOMEONE WANTED TO USE PRAIRIE DESIGN, BUT I'M
06:35:47 NOT SURE IF ANYBODY ELSE AROUND THERE IS LIKE THAT.
06:35:55 >>Jim Wallace: IT'S NOT VERY WELCOMING.
06:35:57 BARRY USED THE WORD, UNDERWHELMING.
06:36:00 IT'S NOT VERY WELCOMING.
06:36:02 I LOVE THE BUILDING AND THEN I LOOK AT THE ENTRY AND I GO,
06:36:08 MY SENSE OF ARRIVAL, THERE IS NO SENSE OF ARRIVAL.
06:36:11 >>Al Paivandy: USUALLY IN ARCHITECTURE, WE TRY TO MAKE THE
06:36:15 ENTRANCE, HEY, COME OVER HERE.
06:36:17 THIS HAS NOTHING TO TELL ME COME OVER HERE.
06:36:20 I MAY WANT TO GO THROUGH THE WINDOWS.
06:36:25 >>Jim Wallace: MAYBE BECAUSE IT'S SOMEWHAT SIMILAR IN TERMS
06:36:29 OF ARCHITECTURE, IS IT THE HYATT AT COCONUT POINTE, IT HAS A
06:36:32 PORTE-COCHERE.
06:36:33 I UNDERSTAND WITH THE PARKING CONFIGURATION, THAT'S NOT
06:36:36 POSSIBLE OR WHATEVER, BUT THERE IS A SENSE OF ARRIVAL IN
06:36:40 THAT HOTEL.
06:36:41 >>Al Paivandy: RIGHT, RIGHT.
06:36:42 >>Jim Wallace: THERE ISN'T A SENSE OF ARRIVAL HERE.
06:36:45 YOU'RE RIGHT.
06:36:47 IT'S LESS THAN UNDERWHELMING.
06:36:49 IT'S NOT WELCOMING AT ALL.

06:36:50 IF YOU TALK ABOUT A PERCEIVED ADDED VALUE, I THINK IT'S

06:36:55 PERCEIVED LESS VALUE WITH THIS ENTRY, THIS ARRIVAL.
06:37:02 I DON'T KNOW HOW TO FIX IT.
06:37:04 >>Al Paivandy: I HAVEN'T BEEN ON THE BOARD THAT LONG TO BE
06:37:07 ABLE TO USE THAT STRONG OF LANGUAGE YET.
06:37:09 BUT NEXT YEAR.
06:37:17 >> CARLOS CARDET WITH MK ARCHITECTURE.
06:37:20 I WANT TO TALK ABOUT THE BUILDING DESIGN.
06:37:23 WE'RE GOING FOR STRONG PRAIRIE STYLE WHICH IS LOW AND LONG.
06:37:28 BY ELEVATING THE ENTRY AND ACCENTUATING IT, YOU'RE KIND OF
06:37:33 HITTING A CLICH .
06:37:35 A LOT OF BUILDINGS DO THAT.
06:37:36 WE'RE TRYING TO GO FOR A DIFFERENT FEEL, A DIFFERENT LOOK.
06:37:39 WHAT THIS RENDERING OR THIS ELEVATION DOESN'T ILLUSTRATE IS
06:37:45 THE CHANGES IN PLANES BACK AND FORTH.
06:37:48 THE LAND SIDE OF THE BUILDING, WE HAVE A POOL DECK WITH A
06:37:54 FENCE, SO THAT DEFINES THAT AREA AS SOMETHING OTHER THAN AN
06:37:57 ENTRY.
06:37:58 THE OTHER SIDE AND THE CENTER SIDE, THE CENTER SIDE IS
06:38:03 LARGER.
06:38:03 SO IT SHOWS THAT TO BE THE FRONT AND THE ENTRY OF THE
06:38:08 BUILDING.
06:38:08 THE OTHER SIDE IS JUST AN INCIDENTAL FEATURE.
06:38:12 WE HAD TALKED ABOUT RAISING THAT ENTRY AND MAYBE FATTENING
06:38:17 UP THE COLUMNS AND IN THE DESIGN PROCESS, IT WAS DECIDED NOT
06:38:21 TO GO THERE.

06:38:22 ALSO, YOU HAD MENTIONED OR SOMEONE HAD MENTIONED THE ROOFS
06:38:27 NOT BEING PITCHED.
06:38:28 AGAIN, WE'RE GOING FOR THAT PRAIRIE-STYLE LOOK OF LOW AND
06:38:34 LONG.
06:38:34 WHICH IS DIFFICULT TO ACHIEVE ON A FOUR-STORY BUILDING.
06:38:38 SO THAT'S WHAT WE'RE TRYING TO ACCOMPLISH HERE AND BRING TO
06:38:44 THE AREA SOMETHING A LITTLE DIFFERENT.
06:38:47 THIS DOES FALL WITHIN THE PARAMETERS OF THE PATTERN BOOK AS
06:38:54 FAR AS IT BEING PRAIRIE-STYLE, BUT I DO AGREE WITH YOU, YOU
06:38:58 DON'T SEE THAT A LOT AROUND HERE.
06:39:00 SO WE'RE TRYING TO BREAK A LITTLE BIT OF GROUND HERE AND
06:39:06 CHANGE THE ATMOSPHERE.
06:39:07 >>Jim Wallace: THE COLUMNS ARE SO WEAK.
06:39:10 IT WOULD ALMOST BE BETTER IF THERE WERE NO COLUMNS OR MAYBE
06:39:13 TWO.
06:39:18 I DON'T KNOW.
06:39:18 IF THOSE LITTLE DINKY COLUMNS COULD GO AWAY --
06:39:21 >>Kristin Jeannin: COULD YOU SHOW THE 3D PICTURE AGAIN?
06:39:24 THE ONE THAT'S ANGLED.
06:39:26 I CAN'T REMEMBER IF YOU HAD A LANDSCAPE PLAN THE LAST TIME

06:39:35 YOU CAME IN.
06:39:36 DON'T SEE ONE TODAY.
06:39:37 >> I DON'T REMEMBER.
06:39:38 I THINK THERE MAY HAVE BEEN THAT GREEN AREA THERE IS
06:39:41 ACTUALLY --

06:39:44 >>Kristin Jeannin: IF YOU MADE THOSE THREE VERTICAL PLAIN
06:39:46 WALLS WITH THREE MAGNIFICENT LIKE MEDJOOL DATE PALMS IN
06:39:50 FRONT OF THEM, I WOULD BE BLOWN AWAY.
06:39:53 I DISAGREE -- I KIND OF FOLLOW THE SORT OF INNOVATIVE ASPECT
06:40:01 OF THIS ARCHITECTURE.
06:40:03 I THINK IT IS A LITTLE MORE CUTTING EDGE, AND I THINK THAT
06:40:07 IT'S HARD TO TRANSLATE IT IN THESE IMAGES.
06:40:10 I THINK THAT THE MATERIALS THAT YOU BROUGHT IN WERE
06:40:14 INTERESTING AND UNIQUE, TOO, THAT YOU CAN'T GET ON THESE
06:40:20 RENDERINGS.
06:40:20 I THINK THOSE ARE GOING TO HELP THE ASPECTS.
06:40:23 I THINK THERE ARE SOME SUBTLE CHARACTERISTICS TO THIS THAT
06:40:28 MAKE IT UNIQUE AND SPECIAL.
06:40:29 I DO SEE KIND OF THE ELEGANCE OF IT.
06:40:35 >>Barry Jones: CAN YOU TELL ME ANOTHER BUILDING IN THE
06:40:37 VILLAGE THAT HAS A ROOF NEARLY THIS FLAT ANYWHERE?
06:40:40 BECAUSE I'VE LOOKED AT EVERY BUILDING I CAN FIND THAT I CAN
06:40:43 THINK OF IS A HIGH-RISE IN THE VILLAGE OVER THREE OR FOUR
06:40:46 STORIES.
06:40:47 AND IT'S INCONSISTENT WITH ANYTHING ELSE IN THE VILLAGE.
06:40:49 >> RIGHT.
06:40:49 WE'RE DOING SOMETHING DIFFERENT.
06:40:57 >>Barry Jones: THE HOSPITAL IS PRAIRIE STYLE.
06:41:00 THERE'S PLENTY OF VERTICAL RELIEF.
06:41:02 >> PERSONALLY, I DON'T KNOW OF ANOTHER BUILDING THAT HAS

06:41:04 THAT KIND OF ROOFLINE.
06:41:07 I'M SURE SOMEWHERE OUT THERE, THERE MAY BE.
06:41:10 >>Barry Jones: SPENT A LOT OF HOURS UP HERE TALKING ABOUT
06:41:12 TOWERS AND VERTICAL RELIEF AND MAKING SURE ROOF LINES
06:41:15 WEREN'T FLAT AND THAT'S COUNTER TO EVERYTHING I'M SEEING ON
06:41:19 THIS PAGE.
06:41:20 I DON'T KNOW HOW TO RECONCILE THAT DIFFERENTIAL.
06:41:23 >>Kristin Jeannin: HOW FAR OUT --
06:41:24 >> VARIATIONS IN LEVELS AT THE UPPER PART OF THE BUILDING.
06:41:28 >>Barry Jones: WHAT ARE THOSE VARIATIONS?
06:41:30 ARE THEY A FOOT?
06:41:31 SIX FEET?
06:41:35 >> ABOUT FOUR FEET AT THE CENTER ONE AND THEN THE OTHER ONES
06:41:44 -- THE CENTER ELEMENT IS ABOUT FOUR FEET FROM THE ADJACENT
06:41:49 ELEMENT AND THEN IT DROPS DOWN AGAIN AND POPS UP AGAIN.
06:41:53 THOSE CHANGES ARE ABOUT I WOULD SAY TWO FEET.

06:41:57 >>Kristin Jeannin: I THINK THE WAY THE ROOF STICKS OUT
06:41:59 REALLY FAR OVER THAT CENTER STRUCTURE IS UNIQUE, TOO.
06:42:05 AND DOESN'T TRANSLATE IN THE FLAT IMAGE.
06:42:09 >> YEAH, WE'RE AWARE THAT THE GRAPHICS ARE NOT THE SAME AS
06:42:13 THREE DIMENSIONAL MODEL.
06:42:15 WE TRIED TO ILLUSTRATE THAT WITH THE RENDERING, BUT GRAPHICS
06:42:23 HAVE THEIR LIMITATIONS.
06:42:25 >>Jim Wallace: I HAVE TO SAY, I REALLY LIKE THIS BUILDING.
06:42:27 I REALLY LIKE IT VERY MUCH.

06:42:29 EXCEPT FOR THE ENTRANCE.
06:42:34 MAYBE CANTILEVERED.
06:42:36 MAYBE LONGER, CAME OUT MORE FROM THE BUILDING AND
06:42:38 CANTILEVERED, IT IS THE ONLY PART OF THE BUILDING I DON'T
06:42:41 LIKE.
06:42:42 IT DOESN'T SEEM TO FIT WITH THE REST OF THE BUILDING.
06:42:45 >>James Tatooles: WHEN YOU LOOK AT THIS, THE ROOFLINE ON TOP
06:42:50 WITH THE DARK BAND ON THE EDGES OF THE ROOF WHERE IT EXTENDS
06:42:54 OUT, THAT'S VERY GRAPHIC, AND IT'S VERY -- LOOKING.
06:42:58 WHEN YOU GO DOWN TO THE CANOPY COVER OVER THE ENTRANCE, IT
06:43:02 LOOKS CHINTZY.
06:43:03 THAT IS A BAD WORD TO USE AND SHOULDN'T SAY THAT.
06:43:06 BUT IF YOU WOULD MAKE THAT ROOFLINE, BRING THAT DOWN AND
06:43:10 HAVE THAT SAME TYPE OF EDGE ON IT THAT MATCHES THE ROOFLINE
06:43:14 UP ABOVE IT WOULD MAKE A DRAMATIC DIFFERENCE.
06:43:17 >> I WOULD THINK SO, YEAH.
06:43:19 >>James Tatooles: SO YOU HAVE TWO PARALLEL DARK STRIPES
06:43:21 ACROSS THERE.
06:43:22 THE WHITE STRIPE WHICH IS, FIRST OF ALL, IT'S THIN.
06:43:27 SECOND OF ALL, LIKE WE'RE ALL SAYING THE SAME THING, THAT WE
06:43:30 DON'T SEE THAT AS A STRONG ENTRANCE.
06:43:34 IF YOU WOULD TAKE THAT TOP ROOFLINE AND BRING IT DOWN, USE
06:43:39 THE SAME ROOFLINE ON TOP OF THE CANOPY.
06:43:44 WHEN I LOOK AT THE POSTS, THEY LOOK LIKE THEY ARE JUST
06:43:48 TEMPORARY CONSTRUCTION POSTS WAITING FOR THE REAL POSTS TO

06:43:53 COME IN AND HOLD IT.
06:43:56 IT'S WAY TOO WEAK.
06:43:58 THE BUILDING IS SO STRONG AND THEN YOU JUST WEAKEN IT UP
06:44:02 RIGHT IN THE FRONT.
06:44:03 IT JUST DOESN'T MATCH.
06:44:07 >> THERE ARE ELEMENTS OF THE PRAIRIE STYLE THAT WOULD CALL
06:44:09 FOR LARGER COLUMNS OR THICKER COLUMNS.
06:44:13 WE CAN ENTERTAIN THAT.
06:44:17 >>Jim Wallace: WHAT ABOUT NO COLUMNS?
06:44:19 >> STRUCTURALLY, THAT WOULD BE POSSIBLE.
06:44:21 WE COULD DO THAT.
06:44:22 THE QUESTION IS THAT SENSE OF --

06:44:28 >>Jim Wallace: CANTILEVER --
06:44:31 >>James Tatooles: LOOK AT THE TOP.
06:44:32 THE TOP IS CANTILEVERED OVER.
06:44:35 THE DARK ROOF OVERHANG IS CANTILEVERED OVER.
06:44:38 IF YOU WOULD DO THAT DOWN THERE AND TAKING OUT THE POLES IT
06:44:43 WOULD BE REALLY STRONG.
06:44:43 >>Kristin Jeannin: IT'S NOT OUR JOB TO DESIGN THIS.
06:44:49 I THINK YOU'RE HEARING THAT THAT -- I MEAN, I WOULD LIKE TO
06:44:55 SAY LIKE THERE'S SOMETHING THAT CAN BE DONE WITH WHAT YOU'VE
06:44:59 GOT HERE THAT WILL BE MORE PLEASING.
06:45:01 I DON'T KNOW WHAT THAT IS.
06:45:03 SO MAYBE THAT'S YOUR HOMEWORK.
06:45:05 I THINK THAT YOU'RE GETTING AT SOMETHING PRETTY INTERESTING

06:45:11 THERE, BUT IT -- YOU NEED TO BE ABLE TO SELL IT BETTER TOO.
06:45:16 >> JEREMIE WAS JUST TELLING ME WE ARE OPEN TO ENTERTAINING
06:45:19 SOME CHANGES.
06:45:20 THAT FRONT ENTRY HAS ALWAYS BEEN A POINT OF DISCUSSION, LET
06:45:26 US SAY.
06:45:29 >>Anthony Gargano: I THINK AT THIS POINT YOU'VE GOT SOME
06:45:31 HOMEWORK TO DO WITH REGARD TO THE COMMENTS THAT YOU'VE HEARD
06:45:37 HERE THIS EVENING.
06:45:39 WHAT I WOULD LIKE TO DO IS WE HAVE SOME VERY PATIENT PEOPLE
06:45:45 OUT HERE IN THE PUBLIC.
06:45:48 UNLESS YOU HAVE ANYTHING FURTHER, I WOULD LIKE TO PROCEED SO
06:45:54 WE CAN HEAR FROM THE PUBLIC.
06:45:56 I WOULD ALSO LIKE TO HEAR SOME COMMENTS AS TO HOW THIS
06:45:59 MEETING WENT.
06:46:01 WE HEARD THE APPLICANT, BUT I WOULD LIKE TO HEAR FROM THE
06:46:04 PUBLIC WHO WERE AT THE MEETING HOW THAT MEETING WENT.
06:46:08 >>Barry Jones: YOU'RE PROPOSING JUST PLANNING ON YOUR SIDE
06:46:10 TO DO THE ADDITIONAL PLANTINGS OR PROPOSING PLANTING ON THE
06:46:13 WEST SIDE OF THE BUFFER?
06:46:15 >> WE'RE PROPOSING BOTH SIDES OF THE FENCE.
06:46:19 >>Kristin Jeannin: BOTH SIDES OF THE WALL.
06:46:20 >> BOTH SIDES OF THE WALL, SORRY.
06:46:22 >>Kristin Jeannin: THAT'S YOUR PROPERTY ON BOTH SIDES,
06:46:23 THOUGH?
06:46:24 >> YES.

06:46:24 >>Barry Jones: YOU WERE GOING TO PUT TALLER TREES ON BOTH
06:46:27 SIDES TO BLOCK THE V WINDOWS.
06:46:29 >> YEAH, STAGGER THE HEIGHTS OF THE TREES TO DO THAT
06:46:32 CONTINUOUS SCREENING FROM 8 FEET TO 35 FEET.
06:46:35 >>Barry Jones: IF WE HAD SOME CONDITION, TIME OF C.O.,
06:46:39 VISIBILITY HAD TO BE 70% OPAQUE OR SOMETHING, SO THAT THE
06:46:42 PLANTINGS THAT YOU PUT IN PLACE CAN BE INSPECTED OR --
06:46:48 >> [INAUDIBLE]

06:46:48 >>Barry Jones: HOW DO WE KNOW THE INTENT IS BEING MET?
06:46:55 >>Mary Gibbs: PLEASE COME TO THE PODIUM, MR. PRYSI.
06:46:58 >> THE INTENT IS TO CREATE A WALL.
06:47:03 BUT AT THE TIME OF PLANTING, THOSE CABBAGE PALMS ARE GOING
06:47:05 TO BE HURRICANE CUT, AND THAT IS THE TYPICAL FASHION OF WHAT
06:47:07 THEY ARE INSTALLED WITH.
06:47:08 THEY RECOVER BETTER, THEIR MORTALITY RATE IS LOWER WHEN THEY
06:47:11 ARE HURRICANE CUT.
06:47:12 SO THEY BASICALLY GO IN LIKE POLES.
06:47:15 THAT'S AT TIME OF PLANTING.
06:47:19 >>Barry Jones: WHEN IS TIME OF PLANTING? WHEN THE BUILDING
06:47:21 OPENS OR WHEN STARTING THE SITE WORK?
06:47:23 >> THOSE MATERIALS, WE COULD PUT THOSE MATERIALS IN EARLY
06:47:27 BECAUSE THEY ARE FAR AWAY FROM THE BUILDING.
06:47:29 IF THAT'S WHERE YOU ARE GOING, BARRY, THEN, YES, THEY COULD
06:47:33 GO IN AT THE TIME OF CONSTRUCTION.
06:47:34 THAT WOULD GIVE THEM MORE TIME TO FILL OUT.

06:47:37 >>Barry Jones: WHAT WE DON'T WANT TO DO IS GO BACK AND SITE
06:47:40 THE BUILDING AFTER THE FACT AND OPEN AND RUNNING RESIDENTS
06:47:43 OUT BECAUSE NONE OF THE STUFF YOU'RE PROMISING MET THESE
06:47:45 PEOPLE'S CRITERIA.
06:47:48 >> WE ARE OF MIND IF WE GO IN THERE, PROBABLY NEED TO HAVE 9
06:47:52 TO 12 IN THERE FROM 8 TO 20, TO 28 FEET TO GET IT STAGGERED
06:47:58 AND CREATE A GREEN WALL, WHEN THE BUILDING GOES IN, MIGHT
06:48:01 NEED A FEW MORE.
06:48:03 >>Barry Jones: YOU HAVE TWO YEARS TO BUILD THE BUILDING,
06:48:05 RIGHT?
06:48:06 >> I HOPE THEY WON'T TAKE TWO YEARS.
06:48:08 >>Barry Jones: OKAY.
06:48:09 WHATEVER IT TAKES.
06:48:11 18 MONTHS, LET'S SAY.
06:48:12 YOU CAN PLANT THOSE PALMS NOW AND SHOULD BE FULLY RECOVERED
06:48:17 FROM WHATEVER CUTTING AND ROOTING AND EVERYTHING BY THE TIME
06:48:19 YOU GET TO THE BUILDING BECAUSE THESE ARE OFF-SITE, RIGHT?
06:48:23 >> CABBAGE PALMS FLUSH OUT PRETTY QUICKLY.
06:48:29 >>Jim Wallace: I'M ALWAYS TRYING TO THINK HOW STUFF GROWS
06:48:33 HERE AND WHATEVER.
06:48:34 DOWN THE ROAD, AS THOSE PALMS GROW, ARE YOU UNDERPLANTING
06:48:40 ANYTHING ELSE FOR FUTURE LIKE PINES OR ANYTHING ELSE THAT'S
06:48:44 GOING TO FILL AS THOSE PALMS GROW, IS THERE SOMETHING THAT'S
06:48:48 GOING TO FILL THE WHOLE SPACE IN SO IT BECOMES THE WALL THAT
06:48:51 IT IS ADJACENT?

06:48:52 >> THE PALMS WILL HAVE TO DO THAT THEMSELVES.
06:48:54 CABBAGE PALMS THEMSELVES GROW REALLY, REALLY SLOWLY
06:48:57 ESPECIALLY WHEN THEY GET TO THAT HEIGHT.
06:48:59 >>Jim Wallace: YOU'LL HAVE HOLES.

06:49:02 >> PROBABLY SOME HOLES IN THERE.
06:49:04 IT'S IMPOSSIBLE TO HAVE IT AS COMPLETE GREEN WALL.
06:49:10 BASED ON THE AREA, IMPOSSIBLE TO HAVE THAT AS ABSOLUTE
06:49:13 SOLID, YOU CAN'T SEE THROUGH GREEN WALL.
06:49:16 IT WOULD BREAK IT UP ENOUGH THAT YOU REALLY WOULD NOT SEE
06:49:19 MUCH BEHIND IT.
06:49:20 >>Jim Wallace: DO YOU NEED ANOTHER LAYER?
06:49:22 DO YOU NEED SOMETHING ELSE TO MAKE IT A WALL?
06:49:25 >> THE OTHER LAYER WE HAD CONTEMPLATED WAS THAT THE OWNER
06:49:29 HAD MADE BASICALLY A GESTURE TO THE COMMUNITY THAT WE COULD
06:49:34 DO A PAY IN LIEU OF PUTTING SOME PLANT MATERIAL ON THEIR
06:49:40 SIDE IN ADDITION TO THAT.
06:49:41 AND THAT GETS BACK TO, OKAY, IF THAT WALL DIDN'T YOU SATISFY
06:49:45 PEOPLE, THEY CAN COME IN AND PUT A TREE ON THEIR SIDE.
06:49:48 WHEN YOU'RE BRINGING PLANT MATERIAL CLOSER TO THE POINT OF
06:49:52 VIEW, YOU'LL GET A COMPLETE BLOCK.
06:49:55 >> DID YOU DISCUSS THAT?
06:49:56 >> YES, WE DID.
06:49:58 >> THEY DID NOT WANT THAT.
06:49:59 >> NO, THEY SAID THAT IS AN OPPORTUNITY IF WARRANTED
06:50:02 APPLICANT IS WILLING TO DO SO.

06:50:04 >>Jim Wallace: YOU'RE WILLING TO DO THAT.
06:50:06 >> YES.
06:50:07 THAT IS THE JOKER IN THE POCKET SO TO SPEAK IS WE COULD PUT
06:50:12 THAT ON THE TABLE AND SAY THAT SHOULD DO THE TRICK.
06:50:16 >>Barry Jones: THANK YOU.
06:50:18 >>Anthony Gargano: OKAY.
06:50:20 ANYTHING ELSE BEFORE I OPEN IT TO THE PUBLIC?
06:50:27 >> THE APPLICANT IS AMENABLE TO START THE PLANTING AT THE
06:50:31 BEGINNING OF THE PROCESS.
06:50:35 >>Dan Williams: IS THERE ANY OTHER SIGNAGE THAT WILL BE IN
06:50:37 THE FRONT OR IN THE DRIVE UP TO THE FRONT?
06:50:46 >> I THOUGHT WE HAD IT IN THE PRESENTATION.
06:50:50 >> LOW MONUMENT SIGN.
06:50:57 >>Dan Williams: GUESS WOULD DIRECT PEOPLE THIS IS THE
06:51:00 ENTRANCE.
06:51:00 >> CHARLIE KREBS WITH BOWMAN.
06:51:02 YES, MONUMENT SIGN LOCATED AT THE FRONT OF THE ENTRANCE
06:51:05 COMING IN.
06:51:09 >>Barry Jones: WAS IT NOT INCLUDED IN THE PRESENTATION?
06:51:11 IF IT'S NOT INCLUDED IN THE PRESENTATION, YOU'LL HAVE TO
06:51:16 COME BACK WITH IT.
06:51:18 >> RIGHT THERE IS WHERE WE'RE PROPOSING TO PUT A MONUMENT
06:51:20 SIGN.
06:51:20 THAT WOULD BE CONSISTENT WITH THE SIGNAGE OUT THERE, BUT THE
06:51:23 DESIGN HAS NOT BEEN DONE TO THIS POINT.

06:51:27 >>Barry Jones: YOU HAVE TO COME BACK WITH THE SIGN WHEN IT'S
06:51:29 DONE.
06:51:30 >> THAT SIGN WOULD HAVE AN ARROW OR SOMETHING ON IT SAYING
06:51:34 OFFICE, ENTRANCE --
06:51:36 >> NAME OF THE HOTEL.
06:51:37 IT WOULD BE EVIDENT THIS IS WHERE YOU TURN IN TO COME IN.
06:51:44 >>Dan Williams: THANK YOU.
06:51:48 >>Anthony Gargano: I'M GOING TO OPEN IT TO THE PUBLIC.
06:51:49 TAMMY, YOU HAVE CARDS.
06:51:51 >>Tammy Duran: JUST ONE.
06:51:52 BETH.
06:51:55 I NEED A CARD IF YOU'RE GOING TO TALK ON THIS ONE, TOO.
06:52:15 BETH, YOU ARE UP.
06:52:31 >> HI.
06:52:32 BETH REINHARDT.
06:52:33 I LIVE ON LONE OAK DRIVE.
06:52:39 ONE OF THE PICTURES YOU SAW IS MY BEDROOM WINDOW.
06:52:41 SITE, KEEPING MY PRIVACY, IT WAS VERY IMPORTANT.
06:52:47 THESE GUYS OVER HERE CAME IN AND GAVE US A PRESENTATION --
06:52:53 I'M SORRY.
06:52:54 I WAS VERY HAPPY THAT THEY GAVE THE PRESENTATION AND IT WAS
06:52:58 VERY GOOD.
06:52:59 I THINK IT WAS VERY PRODUCTIVE ALSO.
06:53:02 PART OF THAT WAS THAT THEY SAID THEY WOULD HELP SHIELD US
06:53:07 FROM THE LINE OF SIGHT AND BY PLANTING THE TREES, BUT ALSO

06:53:14 THAT THEY WOULD ASSIST US BECAUSE THE PRESERVE THAT SITS
06:53:19 BETWEEN US, EVEN THOUGH THEY ARE GOING TO PLANT TREES, OUR
06:53:24 PRESERVE CHANGES EVERY YEAR.
06:53:26 DEPENDS ON WHAT THE HURRICANES DO.
06:53:27 PINE TREES FALL DOWN.
06:53:29 SOME YEARS WE CAN SEE FIRST WATCH VERY WELL.
06:53:33 SOMETIMES, OKAY, THIS IS GREAT.
06:53:35 WE DON'T SEE VERY MUCH.
06:53:36 WE HAVE GROWN ACCUSTOMED TO THAT.
06:53:40 I UNDERSTAND THEY ARE GOING TO BUILD SOMETHING THERE.
06:53:42 SO THAT WAS VERY NICE THAT THEY HAVE OFFERED TO AT LEAST
06:53:45 THIS IS WHAT I HEARD FROM THEM TO COMPROMISE THAT THEY WOULD
06:53:49 HELP US PLANT TREES ON OUR SIDE ALSO, LIKE RIGHT OUTSIDE MY
06:53:54 WINDOWS TO HELP BLOCK.
06:53:55 I WASN'T SURE, I KNOW IN THE MEETING ONE OF THE SHADY LADIES
06:54:00 WAS MENTIONED BECAUSE IT GROWS.
06:54:02 I DIDN'T KNOW IF YOU MEANT THAT ON MY SIDE OR YOUR SIDE.
06:54:06 ON OUR SIDE.
06:54:07 ANYTHING THAT WOULD HELP BLOCK OUR WINDOWS WOULD HELP.
06:54:11 I WAS VERY GLAD THEY OFFERED THAT.
06:54:13 THEY ALSO DISCUSSED FLOODING.
06:54:15 THAT'S ANOTHER THING.

06:54:16 THAT LOT USED TO ALWAYS FLOOD AND THEN WE WOULD GET WATER ON
06:54:21 OUR SIDE.
06:54:22 IT DEPENDS ON HOW MUCH IT RAINS, IT GETS A LITTLE SCARY.

06:54:25 SOMETIMES LIKE OKAY, STAY BACK.
06:54:27 WE DON'T WANT ANY WATER ON OUR SIDE AND THEY HAVE EXPLAINED
06:54:30 HOW THEY WERE GOING TO TRY TO DEAL WITH THAT AND THAT WAS
06:54:33 VERY NICE.
06:54:34 I THOUGHT IT WAS VERY PRODUCTIVE.
06:54:39 IF THEY REALLY WANT TO COMPROMISE WITH THOSE, THAT MAKES ME
06:54:44 VERY HAPPY.
06:54:45 I THINK THAT'S SOMETHING I CAN LIVE WITH.
06:54:49 BUT THE ONLY THING THAT DOES CONCERN ME STILL IS TRAFFIC.
06:54:55 THAT IS OUR TURN.
06:54:57 WHEN WE COME OUT OF MARSH LANDING, YOU HAVE TO TURN LEFT --
06:55:00 SORRY, YOU HAVE TO TURN RIGHT AND YOU CAN ONLY GO SOUTH.
06:55:03 SO IF I WANT TO GO NORTH, I USUALLY USE LYDEN OR BULB WAY,
06:55:09 LYDEN AND I COME OUT AT THE LIGHT.
06:55:11 DURING SEASON MOST OF THE PEOPLE THAT I KNOW OF, INSTEAD OF
06:55:14 TRYING TO CUT ALL THE WAY ACROSS 41 TO DO THE U-Y THERE, YOU
06:55:19 DO THAT.
06:55:20 I WAS WONDERING IF THERE WAS SOMETHING THAT THE VILLAGE OF
06:55:22 ESTERO COULD DO TO HELP OUT TO MAYBE PUT AN ADDITIONAL
06:55:28 STOPLIGHT TO GIVE US A LITTLE, I DON'T KNOW, LITTLE MORE
06:55:30 TIME TO CUT ACROSS 41 IF THAT'S WHAT IT TAKES.
06:55:36 I'M NOT SURE.
06:55:37 ANYWAY IT'S TRAFFIC.
06:55:38 AND THEN WITH THE WOODFIELD PROJECT AND THE HOTEL GOING
06:55:42 ACROSS FROM THERE, IT'S GOING TO BE PRETTY CROWDED.

06:55:46 ANYWAY, THAT'S ALL I WAS GOING TO SAY.
06:55:48 THAT'S WHAT I HEARD FROM THE MEETING AND WHAT STOOD OUT TO
06:55:52 ME SO THAT THEY WOULD HELP SHIELD US AND THE FLOODING AND
06:55:57 LINE OF SIGHT.
06:55:58 THANK YOU.
06:55:59 >>Barry Jones: GLAD TO HEAR THAT YOUR CONCERNS WERE
06:56:02 ADDRESSED.
06:56:03 ONCE THE ALE HOUSE GOES IN BY THE FIREHOUSE, I SUSPECT THE
06:56:07 TRAFFIC LIGHT AT FOUNTAIN LAKES WILL GET ACTIVATED ONCE THE
06:56:10 VOLUME GETS UP AND THAT WILL CREATE SOME BREAKOUT WINDOWS
06:56:15 FOR YOU TO GET OUT, IF YOU WILL.
06:56:16 WHEN THAT DOES, IT WILL CREATE A GAP.
06:56:20 I DON'T THINK THE VILLAGE CAN GO GET TRAFFIC LIGHTS
06:56:22 ANYWHERE.
06:56:22 IT'S REALLY HARD TO GET A TRAFFIC LIGHT FROM F.D.O.T.
06:56:25 WE'VE BEEN TRYING TO GET THAT ONE AT FOUNTAIN LAKES FOR 15
06:56:28 YEARS.
06:56:28 HAD THREE PEOPLE KILLED THERE AND STILL CAN'T GET A TRAFFIC

06:56:31 LIGHT.
06:56:32 WITH FLOODING, I THINK IT'S IMPORTANT THAT YOU UNDERSTAND
06:56:35 YOUR DEVELOPMENT WAS PROBABLY DESIGNED DURING A ONE AND TEN
06:56:39 YEAR EVENT ROADS ARE SUPPOSED TO FLOOD.
06:56:42 IT'S PART OF THE STORMWATER CAPACITY OF THE SYSTEM IS THE
06:56:45 ROADWAY PROVIDES ADDITIONAL BUFFERING.
06:56:46 SEEING SOME WATERS IN THE ROADS IN OCCASIONAL REALLY BAD

06:56:51 STORM EVENT DOES NOT NECESSARILY MEAN IT'S NOT DOING WHAT IT
06:56:54 IS SUPPOSED TO DO.
06:56:56 WATER IS COMING UP THE DRIVEWAY AND INTO YOUR HOUSE, WELL,
06:57:00 THAT'S DIFFERENT.
06:57:01 PART OF THE DESIGN FOR STORMWATER TRADITIONALLY HAS BEEN THE
06:57:05 ROADWAYS HELP STORE WATER SO YOU DIDN'T HAVE TO BRING THE
06:57:08 WHOLE SITE UP SO MUCH.
06:57:09 LITTLE BIT OF WATER IN THE ROADS AND GOES BACK DOWN IN 24
06:57:16 HOURS, THAT'S ANTICIPATED WITH A HEAVY STORM EVENT.
06:57:19 >> WELL, THANK YOU.
06:57:22 >>Jim Wallace: BUT NO SNOW.
06:57:24 [LAUGHTER]
06:57:24 THERE IS A POSITIVE SIDE.
06:57:27 THERE IS NO SNOW.
06:57:28 >>Barry Jones: THAT'S WHY WE GET THAT 50% INCREASE.
06:57:31 >>Anthony Gargano: I THINK WE HAVE SOMEONE ELSE THAT WANTS
06:57:33 TO SPEAK.
06:57:34 >> I'M STILL CONNIE MANSFIELD AND STILL LIVE IN MARSH
06:57:37 LANDING.
06:57:38 I DO HAVE TO MAKE A COMMENT.
06:57:44 THESE DEVELOPERS, THIS IS NOT A PLUS OR MINUS.
06:57:49 THESE DEVELOPERS HAVE BEEN PHENOMENAL.
06:57:52 THEY HAVE MET WITH US EIGHT TIMES.
06:57:56 AND EVERY TIME THE ITERATION THAT COMES BACK ADDRESSES WHAT
06:57:59 WE HAD A CONCERN.

06:58:00 RELATIVE TO THE FLOODING, THEY WENT SO FAR AS TO REROUTE THE
06:58:06 FLOODING THAT WAS ORIGINALLY LAID THERE.
06:58:08 AND THEY LAID OUT NEW DRAINS GOING EAST OUT TO LYDEN ROAD
06:58:14 AND THEN DOWN AND INTO THE RETENTION POND, WHICH TAKES IT
06:58:18 ALL AWAY FROM THE BACK OF US.
06:58:20 I DO WANT TO MAKE THAT COMMENT BECAUSE THEY HAVE BEEN VERY
06:58:24 ACCOMMODATING AND VERY -- THE MEETING ON FRIDAY I THINK I
06:58:26 WAS GLAD TO HEAR WHAT SHE SAID BECAUSE SHE WAS ONE OF THE
06:58:31 OWNERS AFFECTED.
06:58:33 I THINK IT WAS A VERY BENEFICIAL MEETING FROM EVERYBODY'S
06:58:37 POINT OF VIEW.
06:58:37 I THINK OUR RESIDENTS LEARNED A LOT.
06:58:40 EVEN A LITTLE BIT WITH THEM.
06:58:41 SOMEBODY ASKED THE QUESTION, I THINK IT WAS BARRY, NOBODY

06:58:44 REALIZED THAT THAT FENCE IS ON A BERM, BUT THE PROPERTY LINE
06:58:49 IS TEN FEET IN OUR WAY.
06:58:50 SO THEY HAVE INSIDE OUR DEVELOPMENT IS TEN FEET OF THEIR
06:58:54 PROPERTY.
06:58:54 SO THAT HELPS WITH THE PLANTING ON BOTH SIDES.
06:58:57 BUT THEY DID ALSO OFFER SOME BARRIER, ADDITIONAL BARRIER
06:59:02 PLANTS, IF NEEDED.
06:59:04 SO I THINK THE FEEDBACK I GOT FRIDAY AND SATURDAY WAS THAT
06:59:09 PEOPLE WERE VERY PLEASED WITH THE MEETING.
06:59:12 WE'RE HAPPY TO HAVE MET.
06:59:14 PRETTY INFORMATIVE BECAUSE A LOT OF PEOPLE THOUGHT AND THANK

06:59:18 GOD MARY WAS THERE, THEY THOUGHT THAT THIS WAS AN EXCEPTION
06:59:24 FOR FOUR STORIES.
06:59:26 WE SAID, NO, THE WHOLE THING IS ZONED FOR FOUR STORIES.
06:59:30 THEY WERE EXPECTING IT TO BE JUST A TWO-STORY KIND OF THING.
06:59:33 ONCE THEY UNDERSTOOD THAT WAS THE CRITERIA FOR UP THERE.
06:59:37 ANYHOW, I WANT TO AT LEAST COMMENT THAT THEY HAVE BEEN VERY
06:59:41 ACCOMMODATING AND WILLING TO LISTEN RIGHT ALONG.
06:59:46 I CANNOT THINK OF ANYTHING WE BROUGHT TO THEIR ATTENTION ON
06:59:50 THE ITERATION THEY DIDN'T ADDRESS WHEN THEY CAME BACK.
06:59:53 >>Anthony Gargano: THANK YOU.
06:59:55 I'D LIKE TO COMPLIMENT THE APPLICANT ON BEING SO RESPONSIVE.
07:00:03 I WOULD LIKE TO ACTUALLY COMPLIMENT NOT ONLY THE APPLICANT,
07:00:07 BUT THE RESIDENTS FOR GETTING TOGETHER AND COMING TO SOME
07:00:13 POSITIVE RESOLUTIONS.
07:00:16 >>Mary Gibbs: MAY I ADD SOMETHING, THOUGH?
07:00:17 I WAS AT THE MEETING, TOO, AND JUST TO -- I THINK THE
07:00:22 MEETING DID GO VERY WELL, BUT I WILL SAY, AGAIN, THAT I GOT
07:00:27 -- THERE WERE SOME E-COMMENTS FROM SOME PEOPLE THAT DIDN'T
07:00:30 GO TO THE MEETING THAT HAD CONCERNS ABOUT THE TRAFFIC, HAD
07:00:34 CONCERNS ABOUT THE HEIGHT, HAD THOSE CONCERNS.
07:00:37 WE DID GET SOME FEEDBACK FROM SOME OF THEM THAT ARE STILL
07:00:40 NOT HAPPY BECAUSE THEY WOULD PREFER THAT IT BE TWO STORIES
07:00:44 AND NOT FOUR STORIES.
07:00:46 WHILE I THINK THE MEETING WAS GOOD, I JUST WANT TO SAY THAT
07:00:50 THERE WERE OTHER THINGS.

07:00:52 AND THEN WE GOT ONE E-COMMENT THAT SAID THEY WERE OKAY WITH
07:00:55 IT AS LONG AS THEY ADDRESSED ALL THE ISSUES, WHICH WERE THE
07:00:58 GAPS IN THE LANDSCAPING, THE FLOODING, THE WALL THAT FELL
07:01:01 DOWN, AND THEN ANOTHER I THINK THAT CAME UP WAS ABOUT
07:01:05 SECURITY AND PROVIDING SECURITY.
07:01:06 BUT I DON'T KNOW THAT THE APPLICANT HAS --
07:01:10 >> [INAUDIBLE]
07:01:11 >>Mary Gibbs: I DID HAVE TO LEAVE EARLY BECAUSE I HAD
07:01:13 ANOTHER MEETING.
07:01:14 CAN I JUST ASK JEREMIE IF HE COULD EXPLAIN ABOUT THE

07:01:17 SECURITY?
07:01:26 >>Jeremie Chastain: REGARDING THE SECURITY, THAT EIGHT FOOT
07:01:33 WALL I BELIEVE IT RUNS THE ENTIRE LENGTH OF THE PD AND THEN
07:01:38 IT WILL JOIN UP WITH THE FENCE THAT THEY WERE JUST SPEAKING
07:01:41 ABOUT BEFORE US IN THE WOODFIELD DEVELOPMENT.
07:01:46 IT'S A CONTINUOUS BLOCK WALL.
07:01:48 NOT A CHAIN-LINK FENCE.
07:01:49 IT IS AN EIGHT-FOOT WALL.
07:01:52 >>Kristin Jeannin: SO IT'S SECURE.
07:01:53 >>Jeremie Chastain: YES.
07:01:54 I WOULDN'T TRY AND JUMP AN EIGHT-FOOT WALL IN THE DARK.
07:02:00 >> THERE IS A SMALL SECTION FROM WHERE OUR GATE IS AT THE
07:02:05 FRONT, MAYBE IT'S 20 FEET.
07:02:09 WE HAVE ALREADY LOOKED AT HOOKING UP A CHAIN-LINK FENCE UP
07:02:13 TO THE WOODEN FENCE SO THEN THE WHOLE THING WOULD BE SECURE.

07:02:17 ONE COMMENT I WANTED TO MAKE, BARRY IS RIGHT.
07:02:24 THE SOONER THAT LIGHT GETS ACTIVATED, I WAS KIND OF
07:02:27 LAUGHING, I THOUGHT, TONGUE-IN-CHEEK, EVERYBODY IS SAYING
07:02:31 SITTING IN TRAFFIC.
07:02:32 WE WOULD BE HAPPY TO SIT IN TRAFFIC.
07:02:34 WE CAN'T EVEN GET OUT OF OUR DEVELOPMENT TO SIT IN ANYTHING.
07:02:38 7 TO 9, YOU CAN FORGET IT.
07:02:40 IT'S BACKED UP ALL THE WAY TO FOUNTAIN LAKE.
07:02:44 I THINK OUR RELIEF VALVE WILL BE THE LIGHT.
07:02:48 MILLER'S AND McDONALD'S WILL WANT IT.
07:02:57 >>Jim Wallace: MARY, I HAVE A QUESTION.
07:02:59 THESE CONCESSIONS OR COMMITMENTS THAT THE DEVELOPER, THE
07:03:05 APPLICANT HAS MADE TO THE CITIZENS, ARE THEY A PART OF THE
07:03:14 APPROVAL?
07:03:16 >>Mary Gibbs: WELL, I THINK WE WOULD INSERT THEM AS
07:03:18 RECOMMENDED ZONING CONDITIONS.
07:03:22 WHAT THEY WERE TALKING ABOUT TONIGHT.
07:03:25 WE ATTACHED THE OLD STAFF REPORT IN YOUR PACKET, BUT THEY
07:03:29 DIDN'T HAVE THE MEETING UNTIL FRIDAY, SO WE DIDN'T KNOW
07:03:33 UNTIL TONIGHT REALLY WHAT THE EXTRA COMMITMENTS WERE.
07:03:36 I THINK IF YOU'RE WANTING TO RECOMMEND TO COUNCIL, THEN
07:03:38 THESE SHOULD BE ADDED AS CONDITIONS.
07:03:41 >>Jim Wallace: THE PLANTINGS NEAR THE BUILDINGS, ET CETERA,
07:03:44 ET CETERA.
07:03:53 >>Anthony Gargano: ANYBODY ELSE IN THE PUBLIC?

07:03:55 I'LL CLOSE THE PUBLIC PORTION.
07:03:58 ON THAT NOTE, UNLESS THERE'S ANY FINAL COMMENTS FROM BOARD
07:04:07 MEMBERS, WE'LL ENTERTAIN A MOTION.
07:04:13 >>Dan Williams: MR. CHAIRMAN, I MAKE A MOTION FOR APPROVAL
07:04:17 WITH THE ADDITIONAL CONDITIONS THAT HAVE BEEN DISCUSSED THIS
07:04:20 EVENING.

07:04:22 >>Barry Jones: NORMALLY HAVE TO SPELL OUT THOSE CONDITIONS.
07:04:26 DID YOU HAVE A LIST?
07:04:30 >>Dan Williams: I'LL LET MARY CONSTRUCT THE LIST.
07:04:32 >>Nancy Stroud: THIS WOULD BE A RECOMMENDATION TO THE
07:04:34 COUNCIL FOR APPROVAL.
07:04:38 >>Anthony Gargano: THIS IS THE APPLICATION THAT GOES TO
07:04:40 COUNCIL.
07:04:40 >>Jim Wallace: HOW DO WE ADDRESS THE ISSUE OF THE ENTRANCE?
07:04:45 IT'S NOT A PORTE-COCHERE.
07:04:46 I DON'T KNOW WHAT IT IS.
07:04:47 THE ENTRANCE TO THE BUILDING.
07:04:50 ALMOST EVERYBODY SEEMS UNANIMOUS JUST IS UNDERWHELMING.
07:04:55 I WAS BEING NICE SAYING UNDERWHELMING.
07:05:02 SAID I WAS A LITTLE TOO ABRASIVE BEFORE.
07:05:05 I THINK ALL OF US BELIEVE THAT SOMETHING HAS TO BE DONE
07:05:09 THERE.
07:05:10 HOW DO WE DO THAT, NANCY AND MARY, AND STILL MOVE THIS
07:05:14 FORWARD?
07:05:17 >>Anthony Gargano: WOULDN'T WE BE MOVING IT FORWARD FROM THE

07:05:20 ZONING ASPECT AND AT THE TIME OF DEVELOPMENT ORDER --
07:05:24 >>Mary Gibbs: NO.
07:05:25 I WOULD SUGGEST -- WHAT I WOULD SUGGEST IS IF YOU WANT TO
07:05:28 MOVE IT FORWARD, WE PUT IN THESE EXTRA CONDITIONS THAT WE
07:05:31 TALKED ABOUT.
07:05:32 BUT IF YOU WANT TO SEE THE ARCHITECTURE MODIFIED, THAT THEY
07:05:37 HAVE THE ENTRYWAY MODIFIED THAT WE PUT THAT IN AS A
07:05:41 CONDITION, SOMETHING THAT IT HAS TO BE MORE --
07:05:46 >>Jim Wallace: WHO WILL SIGN OFF ON THAT?
07:05:49 >>Barry Jones: COME BACK FOR DEVELOPMENT ORDER.
07:05:51 ADVANCE THE PLANS AT THAT POINT.
07:05:56 >>Mary Gibbs: I THINK YOU WANT TO MODIFY, YOU WANT SAY THE
07:05:59 ARCHITECTURE, THE PATTERN BOOK IS GOING TO -- THEY NEED TO
07:06:02 REVISE THAT SO THEY SHOW A BETTER ENTRYWAY, WHATEVER ELSE
07:06:07 YOU WANT TO SEE REVISED.
07:06:11 HONESTLY, THINKING IF IT GOES TO COUNCIL LIKE THIS, BY
07:06:14 LOOKING AT IT, I'M THINKING THEY ARE NOT GOING TO LIKE IT,
07:06:17 JUST TO BE PERFECTLY HONEST.
07:06:19 THE SAME THINGS YOU WERE BRINGING UP I THINK ARE THE SAME
07:06:21 THINGS THEY ARE GOING TO BRING UP.
07:06:23 SO I'D RATHER SEE IT BE MODIFIED BEFORE IT GOES TO COUNCIL
07:06:28 BECAUSE OTHERWISE I DON'T THINK THEY'LL LIKE IT.
07:06:30 >>Jim Wallace: IF THERE'S AS MANY PEOPLE AS THERE ARE ON
07:06:34 THIS BOARD THAT DON'T LIKE IT, IT'S IN THE APPLICANT'S
07:06:39 SELF-INTEREST THAT THE PUBLIC IS NOT GOING TO LIKE IT.

07:06:42 SO THEY SHOULD WANT IT TO BE MODIFIED AND BE WELCOMING AND
07:06:47 BE ALL THE THINGS THAT IT SHOULD BE.

07:06:49 I THINK IT IS IN THE APPLICANT BEST INTEREST, NOT JUST OURS.
07:06:54 >>Barry Jones: I THINK WE HAVE ANOTHER BITE AT THE APPLE IF
07:06:57 THEY COME BACK AT DEVELOPMENT ORDER AND REVIEW THE DETAILS
07:07:00 OF THE BUILDING.
07:07:00 TELL THE COUNCIL THAT THE INTENT IS FOR THAT WHOLE --
07:07:07 >>Mary Gibbs: I HONESTLY THINK IT NEEDS TO BE SOMETHING
07:07:11 CHANGED BEFORE IT GETS TO COUNCIL OR IT WILL BE COMING BACK
07:07:13 TO YOU OR THEY WON'T LIKE IT.
07:07:20 >> HOW MUCH TIME DO YOU THINK UNTIL SECOND READING?
07:07:22 IS THAT WHEN THE COUNCIL WOULD PROVIDE COMMENTS ON
07:07:25 EVERYTHING?
07:07:26 >>Mary Gibbs: I WAS THINKING ABOUT THIS EARLIER BECAUSE
07:07:30 COUNCIL DATES ARE COMING UP.
07:07:32 I KNOW YOU'RE KIND OF ANXIOUS TO GET GOING.
07:07:37 I THINK YOU WOULD HAVE TIME.
07:07:40 THE ONLY PROBLEM IS WE HAVE TO HAVE THE PATTERN BOOK TO
07:07:43 COUNCIL FOR FIRST READING.
07:07:44 AND I DON'T THINK -- I HONESTLY DON'T THINK THEY ARE GOING
07:07:47 TO LIKE IT.
07:07:48 >>Jeremie Chastain: DO YOU THINK FIRST READING WOULD BE END
07:07:50 OF DECEMBER?
07:07:53 >>Mary Gibbs: I'M HOPING, YEAH.
07:07:54 >>Barry Jones: WE CAN'T RECOMMEND APPROVAL OF A PATTERN BOOK

07:07:58 WE HAVEN'T SEEN.
07:07:59 WE CAN RECOMMEND APPROVAL OF A PATTERN BOOK WITH THE
07:08:01 CONDITION THAT THE FRONT ENTRY UNDERGO SUBSTANTIAL REVISION
07:08:05 AND IT BE REVIEWED AT TIME OF DEVELOPMENT ORDER.
07:08:07 YOU MAY BE ABLE TO TAKE A DIFFERENT PATTERN BOOK TO THEM.
07:08:12 >>Jeremie Chastain: THAT'S INITIALLY WHAT WE WOULD HAVE
07:08:14 PREFERRED BECAUSE --
07:08:21 >>Nancy Stroud: THE PATTERN BOOK HAS TO BE PART OF THE
07:08:23 ZONING APPROVAL.
07:08:27 YOU NEED THE PATTERN BOOK STRAIGHT BEFORE YOU GET THE
07:08:30 APPROVAL.
07:08:31 YOU CAN MAKE A RECOMMENDATION FOR APPROVAL WITH CHANGES TO
07:08:35 THE PATTERN BOOK TO IMPROVE THE ENTRYWAY IN THE MANNER THAT
07:08:42 YOU DESCRIBED TO BE MORE LIKE THE ROOFLINE AND TO TAKE CARE
07:08:49 OF THE COLUMNS IS WHAT I HEARD.
07:08:51 SO THAT AND THEN THE CONDITIONS, ALSO WITH CONDITIONS
07:08:59 ACCEPTING THE PROFFERS THAT THE APPLICANT HAS MADE TO
07:09:03 IMPROVE SCREENING THE VIEW FOR THE NEIGHBORS, THE CHANGES TO
07:09:15 THE LIGHTS IN THE PARKING LOT.
07:09:20 >>Mary Gibbs: WINDOW VISIBILITY.
07:09:26 >>Nancy Stroud: DID YOU FIND --
07:09:27 >>Mary Gibbs: WINDOW VISIBILITY WITH GLAZING OR SOME KIND OF
07:09:31 TREATMENT.
07:09:33 >>Barry Jones: ARE THOSE SPELLED OUT ALREADY IN STAFF

07:09:36 RECOMMENDATIONS, THE OPAQUENESS ON THE WINDOWS.

07:09:38 >>Mary Gibbs: NO.
07:09:40 >>Nancy Stroud: THAT'S WHY WE'RE LISTING THEM NOW.
07:09:42 >>Mary Gibbs: THE LIGHT POLES.
07:09:44 I THINK WHAT THEY SAID IS THEY REDUCED THE HEIGHT OF THE
07:09:47 LIGHT POLES.
07:09:49 >>Barry Jones: I'M TRYING TO KEEP A LIST BUT I'M UP TO ABOUT
07:09:52 SIX DIFFERENT CONDITIONS NOW.
07:09:56 >>Nancy Stroud: DID YOU HAVE A SCREEN IN YOUR PowerPoint
07:09:58 THAT HAD THE DISCUSSION TOPICS THAT YOU RESOLVED?
07:10:05 >>Jeremie Chastain: I HAD A SCREEN THAT JUST SUMMARIZED THE
07:10:08 ISSUES THAT WE DISCUSSED.
07:10:10 I SENT A SUMMARY TO MARY AND I CAN SEND A MORE DETAILED ONE.
07:10:16 >>Nancy Stroud: WE WANT TO BE SURE WE HAVE THE DETAILS OF
07:10:19 THE NEGOTIATIONS SO WE CAN PASS IT ON TO THE COUNCIL.
07:10:26 >>Jeremie Chastain: I CAN READ DOWN THE LIST IF YOU WOULD
07:10:28 LIKE AGAIN.
07:10:29 WE HAVE FOR THE PARKING LOCATED ADJACENT TO MARSH LANDING --
07:10:38 >>Mary Gibbs: I'VE GOT THAT.
07:10:39 PARKING ADJACENT TO MARSH LANDING AND THE PERIMETER BUFFER.
07:10:43 ENHANCED PERIMETER BUFFER WHERE THERE ARE GAPS IN THE
07:10:45 VEGETATION AND PARKING LOT LIGHTING.
07:10:47 REAR WINDOW VISIBILITY AND WALL REPAIR, BUT I THINK THE WALL
07:10:51 REPAIR IS NOT REALLY WITHIN -- IT'S NOT A REQUIREMENT FOR
07:10:56 YOU, BUT IF YOU WANT TO ASSIST, THAT'S GREAT.
07:10:58 >>Jeremie Chastain: WE'LL CONTINUE TO TRY AND ASSIST WITH

07:11:01 THAT.
07:11:01 IT'S IN THE INTEREST OF THE APPLICANT AS WELL.
07:11:07 >>Anthony Gargano: IMPROVEMENT IN STORMWATER MANAGEMENT AS
07:11:09 WELL.
07:11:09 >>Mary Gibbs: THE STORMWATER MANAGEMENT, THERE IS REALLY A
07:11:16 PROBLEM, WHAT I LEARNED FROM THIS MEETING, THE PROBLEM IS
07:11:18 REALLY THE ALF DESIGN, THE PROPERTY TO THE NORTH OF THIS HAS
07:11:24 SOME ISSUES.
07:11:25 SO THE ENGINEER FROM BOWMAN IS TRYING TO HELP RESOLVE THIS
07:11:29 FOR MARSH LANDING BUT IT'S NOT REALLY THE HOTEL PROPERTY'S
07:11:32 RESPONSIBILITY.
07:11:33 BUT THEY ARE HELPING.
07:11:36 I THINK CHARLIE KREBS HAS HELPED CONNIE WITH SOME CLEANING
07:11:39 OF CULVERTS AND TRYING TO IDENTIFY WHAT THE PROBLEMS ARE.
07:11:42 SO IT'S KIND OF ONGOING WORKING RELATIONSHIP, BUT IT'S NOT
07:11:46 REALLY RELATED TO THIS HOTEL PIECE.
07:11:50 SO I DON'T THINK WE CAN DO A CONDITION ABOUT THE DRAINAGE.
07:11:56 >>Barry Jones: CAN I MAKE AN ATTEMPT TO SPELL OUT SOME
07:11:59 CONDITIONS HERE AND PEOPLE TELL ME WHAT I MISSED?
07:12:01 ONE, WE HAVE PLANTINGS.

07:12:07 YOU WERE GOING TO PROVIDE PLANTINGS AT MARSH LANDING OR GIVE
07:12:11 THEM CASH IN LIEU OF TO DO FUTURE PLANTINGS.
07:12:14 >>Jeremie Chastain: YES, THE GOAL WAS TO WORK WITH MARSH
07:12:16 LANDING AND IDENTIFY AREAS WHERE WE COULD GIVE THEM A
07:12:20 PAYMENT TO DO THE PLANTINGS ON THEIR PROPERTY, MARSH LANDING

07:12:24 PROPERTY.
07:12:24 >>Barry Jones: HOW DO I CODIFY THAT?
07:12:26 TELL ME HOW TO PUT THAT IN WORDS.
07:12:30 WE NEED TO QUANTIFY AND CODIFY THAT SOMEHOW.
07:12:40 >> THIS IS A BRIDGE I'VE NEVER CROSSED.
07:12:45 >>Jeremie Chastain: THIS IS OUR BEST EFFORT TO MAKE
07:12:47 PLANTINGS ON MARSH LANDING BECAUSE THERE ARE ISSUES WITH
07:12:50 THAT AS WELL.
07:12:51 >>Barry Jones: DEVELOPER AGREES TO WORK WITH MARSH LANDING
07:12:54 TO MAKE SURE THERE IS VISUALLY OPAQUE BARRIER AT TIME OF
07:12:58 C.O.
07:13:00 >>Jeremie Chastain: I'M GETTING THUMBS UP FROM EVERYBODY.
07:13:04 >> BARRY, I THINK THAT WORKS.
07:13:06 BECAUSE WHAT WE'RE SAYING IS IF IT TAKES SOME PLANTINGS ON
07:13:09 THEIR SIDE TO CREATE THAT EFFECT, THEN THAT WOULD FULFILL
07:13:12 THE CONDITION.
07:13:18 >>Barry Jones: THE ENTRY, THE COVER FOR THE ENTRY WAS GOING
07:13:22 TO BE RAISED ONE STORY AND EXTENDED THE SAME AS THE CANOPY
07:13:26 OR THE ROOF OR THE MAIN PART OF THE BUILDING AND IT'S GOING
07:13:29 TO BE PAINTED THE DARKER COLOR.
07:13:31 WAS THAT THE AGREEMENT?
07:13:32 NO?
07:13:34 WHAT ARE WE GOING TO SAY ABOUT THE ENTRY?
07:13:40 >>Al Paivandy: WHY DON'T WE REVISE THE FRONT ELEVATION.
07:13:46 >>Jim Wallace: NOT THE WHOLE ELEVATION, JUST THE ENTRY.

07:13:49 WE DON'T KNOW WHAT IT WILL LOOK LIKE BECAUSE IT'S GOING TO
07:13:54 BE GREAT.
07:13:55 >>Jeremie Chastain: WE'RE WILLING TO REVISE THE FRONT ENTRY
07:13:58 BUT WE NEED A LITTLE BIT OF TIME SO WE CAN COORDINATE WITH
07:14:01 THE BRAND.
07:14:02 WE CAN DO IT BY FIRST READING IF IT'S THE END OF DECEMBER.
07:14:07 >>Barry Jones: WE HAVE THREE SIGNATURE TREES GOING IN ON THE
07:14:10 FRONT COLUMNS.
07:14:11 FRONT OF THE BUILDING, THREE BIG GRAY AREAS.
07:14:15 THE WAY WE WERE RECONCILING THAT WAS PUTTING SIGNATURE TREES
07:14:19 IN FRONT OF THOSE THREE.
07:14:21 DO WE WANT TO AGREE TO A SPECIES, SIZE, HOW DO WE QUANTIFY
07:14:25 THIS?
07:14:25 >>Kristin Jeannin: I THINK SIGNATURE TREE IS A NICE WAY TO
07:14:28 PUT IT.
07:14:31 >>Barry Jones: AND THEN PARKING LOT LIGHTING, REDUCED HEIGHT

07:14:35 FOR THE PARKING LOT ADJACENT TO MARSH LANDING.
07:14:38 >>Jeremie Chastain: REDUCED HEIGHT IS THROUGHOUT THE PARKING
07:14:40 LOT.
07:14:42 YES, THROUGHOUT THE PARKING LOT, ADJACENT TO MARSH LANDING,
07:14:46 WE ARE PROPOSING THE HEDGEROW.
07:14:49 >>Barry Jones: ARE THERE ANY OTHER CONDITIONS THAT WE SHOULD
07:14:51 BE ATTACHING TO THE ZONING?
07:14:52 I KNOW THERE WAS A LOT OF STUFF ABOUT WALLS, VISUALLY OPAQUE
07:14:57 WINDOWS.

07:14:57 >>Jeremie Chastain: YEAH, THE WINDOWS.
07:14:59 >>Barry Jones: FACING WEST.
07:15:01 >> THIRD AND FOURTH FLOORS.
07:15:02 >>Barry Jones: NORTH SIDE?
07:15:06 >>Jeremie Chastain: WEST.
07:15:08 >>Barry Jones: I UNDERSTAND.
07:15:09 ANY WINDOWS FACING NORTH THAT WOULD HAVE THE SAME VIEWPOINTS
07:15:12 AS THE ONES FACING WEST?
07:15:13 >>Jeremie Chastain: NO.
07:15:15 >>Barry Jones: TOWARD RESIDENTS.
07:15:17 OKAY.
07:15:17 THANK YOU.
07:15:17 DEVELOPER IS GOING TO WORK WITH MARSH LANDING.
07:15:23 FRONT ENTRY IS TO BE REVISED.
07:15:25 SIGNATURE TREES, PARKING LOT LIGHTING REDUCED, AND VISUALLY
07:15:29 OPAQUE WINDOWS.
07:15:30 ANYTHING ELSE?
07:15:31 >> DID YOU GET THE CONTINUOUS HEDGEROW IN THE PORTION OF THE
07:15:35 PARKING LOT ADJACENT TO MARSH LANDING?
07:15:37 >>Barry Jones: I DID NOT.
07:15:38 THANK YOU.
07:15:43 >>Jeremie Chastain: BILL HAS ONE QUICK.
07:15:45 >> LITTLE SPECIFICITY ON THAT.
07:15:47 PUT SIGNATURE TREES, SLASH, PALMS, SO IT DOESN'T LIMIT US TO
07:15:52 JUST TREES.

07:15:54 >>Al Paivandy: ANY WAY FOR THE NEXT MEETING WE COULD HAVE
07:15:58 SAMPLE OF MATERIAL WITH COLORS RATHER THAN THE PRINTED ONES?
07:16:05 >>Jim Wallace: AT THE LAST MEETING THEY BROUGHT IN SAMPLES.
07:16:08 >>Jeremie Chastain: WE BROUGHT IN SAMPLES, BUT IT WAS JUST
07:16:10 OF THE COLORS THAT MARY THOUGHT THERE MIGHT BE SOME
07:16:12 CONFUSION ABOUT.
07:16:13 IT WASN'T MAJORITY OF WHAT WAS ON THERE BUT WASN'T
07:16:17 EVERYTHING.
07:16:20 >>Barry Jones: MR. WILLIAMS WITH YOUR PERMISSION, MAY I
07:16:23 AMEND YOUR MOTION?
07:16:24 >>Dan Williams: I WANT TO MAKE ONE CLARIFICATION BECAUSE
07:16:26 I'VE HEARD A COUPLE OF DIFFERENT THINGS HERE.

07:16:28 WE ARE GIVING THEM BASICALLY THE LATITUDE TO MAKE CHANGES TO
07:16:34 THE FRONT ENTRANCE TO MAKE IT MORE WELCOMING AND WHATEVER,
07:16:39 CORRECT?
07:16:39 BUT BEYOND THAT, THERE'S NO SPECIFICITY OF WHAT WE'RE
07:16:43 SAYING.
07:16:43 >>Barry Jones: CORRECT.
07:16:44 IT WILL BE --
07:16:49 >>Dan Williams: YES, I WOULD WELCOME THOSE CHANGES AS YOU
07:16:53 ENUMERATED.
07:16:54 >>Barry Jones: MOTION TO APPROVE CONSIDERING THAT THE
07:16:56 DEVELOPER ENSURES THAT THEY WORK WITH MARSH LANDING TO GET
07:16:59 THE VISUALLY OPAQUE BARRIER BY TIME OF C.O., THE FRONT ENTRY
07:17:05 TO BE REVISED TO MAKE IT A MORE WELCOMING AREA, THREE

07:17:09 SIGNATURE TREES, SLASH, PALMS, WILL BE PLANTED ALONG THE
07:17:13 EASTERN FACE AND THE OPEN VERTICAL PANELS.
07:17:17 PARKING LOT LIGHTING WILL BE REDUCED TO 20-FOOT POLES
07:17:20 THROUGHOUT PARKING.
07:17:21 VISUALLY OPAQUE WINDOWS WILL BE USED ON THE WEST SIDE OF THE
07:17:24 BUILDING AND 48-INCH CONTINUOUS HEDGEROW WILL BE ADJACENT TO
07:17:29 THE PARKING AND ADJACENT TO MARSH LANDING.
07:17:31 >> 36-INCH CONTINUANCE HEDGEROW, SIMILAR TO THE TYPE D
07:17:35 ESTERO BUFFER REQUIREMENTS.
07:17:37 AND FOR THE WINDOW TREATMENTS, THAT WAS FOR THE THIRD AND
07:17:40 FOURTH FLOORS.
07:17:41 >>Barry Jones: THIRD AND FOURTH FLOORS FOR THE WINDOW
07:17:44 TREATMENTS.
07:17:47 >>Nancy Stroud: DAN HAS ACCEPTED THE FRIENDLY AMENDMENTS AND
07:17:50 WE NEED A SECOND BEFORE THERE IS A VOTE.
07:17:52 >>Kristin Jeannin: I'LL SECOND.
07:17:53 >>Anthony Gargano: A MOTION HAS BEEN MADE AND SECONDED.
07:17:56 I THINK WE'VE HAD PLENTY OF DISCUSSION ON THE MOTION.
07:18:03 >>Kristin Jeannin: YES.
07:18:04 >>Barry Jones: YES.
07:18:06 >>Al Paivandy: YES.
07:18:08 >>James Tatooles: YES.
07:18:10 >>Jim Wallace: YES.
07:18:12 >>Dan Williams: YES.
07:18:14 >>Anthony Gargano: YES.

07:18:17 >>Barry Jones: I WOULD LIKE TO SAY ONE THING.
07:18:18 WHEN THIS APPLICATION FIRST CAME IN, I WAS HELL NO BECAUSE
07:18:22 IT WAS TAKING A LOT OF DENSITY AND STUFF.
07:18:25 AND THE APPLICANT WILLING TO WORK WITH THE PEOPLE NEXT DOOR
07:18:28 AND SATISFY THEIR CONCERNS REMOVED THE RESTAURANT AND REMOVE
07:18:32 THE DRINKING, THAT HELPED YOU GET OVER THE THRESHOLD IN MY
07:18:37 MIND, FOR WHAT IT'S WORTH.
07:18:39 >> THANK YOU.

07:18:41 >>Anthony Gargano: OKAY.
07:18:42 THANK YOU.
07:18:42 THAT CONCLUDES THE AGENDA.
07:18:49 MARY, ANYTHING FINAL?
07:18:51 >>Mary Gibbs: YES.
07:18:53 I DID WANT TO SAY ONE THING, I THINK AT THE LAST MEETING I
07:18:57 MENTIONED THE SPORTS PARK PROJECT THAT THE VILLAGE IS
07:19:01 WORKING ON WITH ESTERO HIGH SCHOOL.
07:19:04 AND I THINK WE'RE GOING TO COME BACK TO THE BOARD NEXT MONTH
07:19:08 WITH A PRESENTATION BY THE CONSULTANT, CARLOS PEREZ, THAT'S
07:19:13 HELPING DESIGN THAT.
07:19:14 BUT ALSO, THERE IS A MEETING ON THE 19th IF ANYBODY IS
07:19:19 INTERESTED.
07:19:20 IT STARTS AT 5 P.M. AND IT IS ACROSS THE STREET AT THE
07:19:24 CHURCH IN THE OFFICE PARK ACROSS THE STREET IF ANYBODY IS
07:19:26 INTERESTED.
07:19:27 YOU'LL BE GETTING I THINK THE SAME PRESENTATION IN THE

07:19:29 DECEMBER MEETING.
07:19:30 JUST WANTED TO LET YOU KNOW.
07:19:33 >>Jim Wallace: WHAT HAPPENED WITH THE ORDINANCE OF
07:19:37 TOTALITARIAN POWER?
07:19:42 >>Mary Gibbs: YOU MAY CALL ME THE QUEEN.
07:19:44 I WENT BACK TO THE POWERS THAT BE AND TOLD THEM THAT YOU
07:19:51 LOVED THE ORDINANCE SO MUCH THAT YOU COULDN'T WAIT TO VOTE
07:19:55 FOR IT.
07:19:55 NO, I DIDN'T TELL THEM THAT.
07:19:57 I TOLD THEM IT WAS NOT WARMLY RECEIVED AND I BARELY OPENED
07:20:02 MY MOUTH BEFORE YOU ALL STARTED VOICING YOUR CONCERNS.
07:20:05 SO RIGHT NOW I THINK THE ORDINANCE IS ON HOLD.
07:20:09 I DON'T KNOW.
07:20:10 IT'S STILL GOT TO GO BACK TO COUNCIL FOR A SECOND READING
07:20:13 AND HAS NOT BEEN SCHEDULED.
07:20:15 SO I DON'T KNOW OTHER THAN THAT.
07:20:21 >>Al Paivandy: QUEEN MARY, DO YOU KNOW WHEN IS THE NEXT
07:20:24 MEETING?
07:20:27 >>Mary Gibbs: DECEMBER 10.
07:20:29 SO FAR I THINK WE HAVE ABOUT FOUR OR FIVE CASES SCHEDULED.
07:20:36 BUT NOT AS BIG AS THESE, I THINK.
07:20:41 ONLY ONE PUBLIC HEARING.
07:20:46 >>Kristin Jeannin: I MIGHT NOT BE HERE EITHER.
07:20:50 >>Al Paivandy: THERE ARE QUITE A FEW PEOPLE MIGHT NOT BE
07:20:53 HERE.

07:20:55 >>Mary Gibbs: ARE WE GOING TO HAVE A QUORUM?
07:20:59 >>Michael Sheeley: IF THERE ARE FIVE CASES, I WON'T BE HERE.
07:21:01 IF THERE ARE FOUR -- [INAUDIBLE]
07:21:07 >>Jim Wallace: DO WE NEED FIVE OUT OF NINE?

07:21:10 >>Mary Gibbs: YES.
07:21:11 I THINK WE'VE GOT FIVE, RIGHT?
07:21:15 I NEED TO KNOW BECAUSE OTHERWISE I'VE GOT TO LET A LOT OF
07:21:18 PEOPLE KNOW.
07:21:21 >>Jim Wallace: WHO IS THE NINTH MEMBER?
07:21:24 >>Mary Gibbs: THERE ISN'T ONE BECAUSE HE PASSED AWAY.
07:21:28 THERE'S NO NINTH MEMBER AT THE MOMENT.
07:21:30 I'M HAVING ENOUGH TROUBLE WITH EIGHT OF YOU.
07:21:34 [LAUGHTER]
07:21:34 DO WE NEED A NINTH ONE?
07:21:42 WE'RE RUNNING OUT OF SPACE.
07:21:44 I DON'T KNOW.
07:21:45 JUST ASKING.
07:21:46 >>Jim Wallace: THERE ARE CONSEQUENCES TO ELECTIONS.
07:21:53 >>Mary Gibbs: I'M NOT SURE WHAT THAT MEANS BUT IT SOUNDS
07:21:55 SCARY.
07:21:57 >>Jim Wallace: THAT WAS A FAMOUS OBAMA QUOTE AFTER HE DID
07:22:00 ALL THE EXECUTIVE -- HE SAID THERE ARE CONSEQUENCES TO
07:22:04 ELECTIONS.
07:22:05 >>Kristin Jeannin: IF WE HAVE A 4-4 VOTE, WHAT HAPPENS?
07:22:09 >>Mary Gibbs: WE'VE HAD THAT HAPPEN ONCE OR TWICE.
07:22:11 WE HAD TO REVOTE AND THEN A TIE VOTE AND THEN A TIE VOTE,
07:22:14 LIKE TWO OR THREE DIFFERENT WAYS.
07:22:16 IF IT WAS A RECOMMENDATION, IT GOES TO COUNCIL WITH NO
07:22:20 RECOMMENDATION.
07:22:23 >>Al Paivandy: LET'S DO THAT ONE TIME.
07:22:25 >>Kristin Jeannin: LET'S NOT.
07:22:27 >>Jim Wallace: ARE WE GOING TO ADJOURN THIS MEETING?
07:22:33 >>Anthony Gargano: MOTION TO ADJOURN.
07:22:35 >> SECOND.
07:22:38 >>Anthony Gargano: WE'RE ADJOURNED.

DISCLAIMER:
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ANY PERSON WHO NEEDS A VERBATIM TRANSCRIPT OF THE PROCEEDINGS MAY NEED TO HIRE A COURT REPORTER.

Village of ESTERO

Planning Zoning and Design Board

Staff Report

PROJECT NAME
Woodfield
CASE NUMBER
DOS2024-E002
MEETING DATE
November 12th, 2024
REQUEST
Applicant is requesting a development order for the first phase of a mixed-use development on an approximately 45.6-acre site, built out in several phases and includes all supporting infrastructure, utilities, drainage, surface water management, roadway, landscape, and lighting improvements.
APPLICANT
Ross Abramson, Coconut Road Estero Apartments, LLC
LOCATION
Northwest corner of US-41 and Coconut Road.
PROPERTY SIZE
45.6 acres±
ZONING
EPD (Estero Planned Development – Ordinance No. 2023-06)
PUBLIC INFORMATION MEETING DATES
A Public Information Meeting with the PZDB was held on February 13, 2024.

Staff Recommendation

Staff recommends approval with stipulations of the development order but not signage. A unified signage plan must be submitted as a Planned Development Amendment. Please note that a resubmittal was recently received, and staff is still reviewing some aspects of this request. A verbal update will be provided at the PZDB meeting.

Project Summary

This project is for the development of the Woodfield Estero Planned Development. The property is located on the northwest corner of US-41 and Coconut Road. Ordinance No. 2023-06, rezoned the property from Mixed Use Planned Development (MPD) to Estero Planned Development (EPD) with several conditions and approved deviations.

Request

This project is for the development of the first phase of the Woodfield Estero Planned Development. This Development Order includes:

- The master infrastructure, including stormwater retention, roadways, utilities, and perimeter landscape buffers
- Two apartment buildings, two parking garages, and the pedestrian paseo mixed-use on the southeast corner, but not the hotel.

Architecture

As part of Zoning Ordinance 2023-06, the Woodfield Estero Planned Development Pattern Book was approved. The proposed development features a color palette of warm, natural tones with hints of limestone and Mediterranean Style architectural features like building corner tower details, façade articulations, detailed building connections, and gable roof lines. The proposed development is also consistent with Mediterranean Style seen in the surrounding area and in the Coconut Point Mall located across US-41.

The PZDB initial review suggested more color contrast be provided and the applicant has complied with that recommendation.

Transportation

The developer will be responsible for the installation of a roundabout at the intersection of Coconut Road and Walden Center Dr. Details on right-of-way are being worked out.

The applicant previously provided a traffic impact report titled *Woodfield EPD Transportation Assessment* dated April 2023. As part of their most recent submittal, the applicant has provided a traffic memorandum, dated October 4, 2024, that provides an analysis of the US-41 and Coconut Road intersection operations under Phase 1 of the Woodfield project. The traffic memorandum is attached. The applicant will also comply with the transportation conditions listed in Ordinance No. 2023-06.

Stormwater

The project's proposed stormwater outfall discharges to a ditch along the east side of the FPL transmission line on property owned by Coconut Shores Community Association and Marsh Landing Community Association. There is a zoning condition that addresses this item.

Environmental

An Indigenous Preserve Management Plan was recently provided by the applicant and is still being reviewed at this time. All gopher tortoises found on site will be relocated in accordance with FWC guidelines.

Lighting

Revised site lighting plans were provided by the applicant on November 1, 2024, and are still being reviewed at this time.

Utilities

This project will be developed with underground utilities, including electric. The potable water and sewer service for this development will be provided by Bonita Springs Utilities (BSU). This project requires approval from BSU.

Landscaping

Revised landscape plans were provided by the applicant on November 1, 2024, and are still being reviewed at this time.

Open Space

This development meets the criteria for the 40% open space required by the Zoning Ordinance 2023-06. This project includes several public gathering areas and a public park, including the Central Green, Neighborhood Park, Crescent Park, Paseo and Rambla Street North and South as shown in the approved Pattern Book. Additionally, a minimum of 7.6 acres of indigenous open space will be provided along the northern and western property lines as shown on the approved Master Concept Plan.

Deviations

The applicant has requested 5 deviations from the Land Development Code.

- Deviation 1 from LDC Section 5-406.B.3, to eliminate the requirement for a 48" double staggered hedgerow within portions of the Coconut Road and US 41 right-of-way buffer to allow for enhanced views of the Crescent Lake Park & Neighborhood Park.

- Deviation 2 from LDC Table 5-403.B.3 to allow for typical streetscapes and center medians to have a reduced landscape clearance from hardscape from 6 foot to 4 feet.

- Deviation 3 from LDC Section 5-406, to allow for parallel parking spaces to encroach up to 10 feet into the 32-foot-wide enhanced Type D buffer along US 41 for approximately 290 feet.

- Deviation 4 from LDC Section 5-604.E Standards for LED Luminaries, which requires all exterior luminaries that include LED light sources shall comply with IES: CCT of 3,000K

and BUG rating of 1-0-1; to allow for a BUG rating of 3-0-1 at the decorative street pole light at a distance of 34ft or greater from residential apartments, where the FC reading is .5 and to allow for a BUG rating of 3-0-2 at the parking lot pole lights at a distance of 10ft or greater from residential apartments, where the FC reading is .5.

- Deviation 5 from LDC Section 5-310.A & LDC Appendix C General Road Specifications, Table C-(A)4.D Minimum Edge of Pavement Radius-Local street with Local Street must be 30' if commercial; to allow for a minimum radius of 15'.

The applicant's justification is attached. The applicant will explain the deviations at the PZDB meeting.

Attachments

Attachment A: Traffic Memorandum, dated October 4th, 2024

Attachment B: Deviation Justification

Memorandum

Date: October 4, 2024

To: Ross Abramson, Woodfield Development

From: Kathrin Tellez, Fehr & Peers
Elizabeth Suárez, Fehr & Peers

Subject: Woodfield Village – Coconut Road and US 41 Intersection Improvements

OR22-0027

Introduction

The Coconut Road EPD project proposed on the northwest corner of Coconut Road and US 41 in the Village of Estero was approved by City Council with Conditions of Approval (COA) on July 5th, 2023. Two conditions for the project include assessing the need for signal timing adjustments and considering the necessity of an additional northbound left-turn lane at the Coconut Road and US 41 intersection. The applicable COAs are as follows:

> *At time of the first development order, the Applicant will coordinate with FDOT and Village to determine if modification of the timing of the signals for the eastbound turn lane on Coconut Road to US-41 north, and the westbound turn lane on US-41 to Coconut Road are warranted. If modifications are not needed at that time, subsequent development orders shall evaluate the need.*
>
> *Once it is determined that an additional northbound left turn lane from US-41 to Coconut Road and/or an additional eastbound left turn lane on Coconut Road to US-41 north is warranted, the Applicant will enter into a development agreement with the Village of Estero to address its proportionate fair share of the improvement.*

For additional details on the project and its transportation impacts, please refer to the Woodfield EPD Transportation Assessment dated April 2023. This memo provides an analysis of the US 41 and Coconut Road intersection operations under Phase 1 of the Woodfield project.

Phase 1 Project Description

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

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

- 21,000 square feet of retail
- 14,000 square feet of dining
- 190-room hotel
- 296 residential units

Existing Intersection Volumes

Intersection vehicle turning movement counts were collected for the AM (7:00 AM – 10:00 AM) and PM (3:00 PM – 7:00 PM) peak hours on Tuesday, July 16, 2024 on a clear day. The data includes counts of heavy vehicles, pedestrians, and bicycles. The single hour with the highest traffic volumes during the count periods was identified.

Because the counts were taken outside of peak season, they were factored up by 1.09. The seasonal factor was derived from FDOT's Peak Season Factor Category Report for US 41 in Lee County (https://tdaappsprod.dot.state.fl.us/fto/reports/Concatenated_PeakSeason_2023/12_PKSEASON.pdf).

The adjusted counts are slightly lower than the existing counts used in the April 2023 report. Similar to the April 2023 report, this analysis focuses on the weekday evening (4:00 to 7:00 PM) peak period when traffic volumes on the surrounding roadway network are the highest, and when the project generates the most vehicle traffic. The AM peak hour was not analyzed because the AM peak hour intersection volumes are 90 percent of the PM peak hour volumes and the AM peak hour driveway vehicle volumes for the Woodfield Village project is estimated to be about 75 percent of the trips generated in the PM peak hour. The peak hour vehicle volumes are presented on **Image 1** along with the existing lane configuration and traffic control. Traffic count worksheets are provided in **Attachment A**.

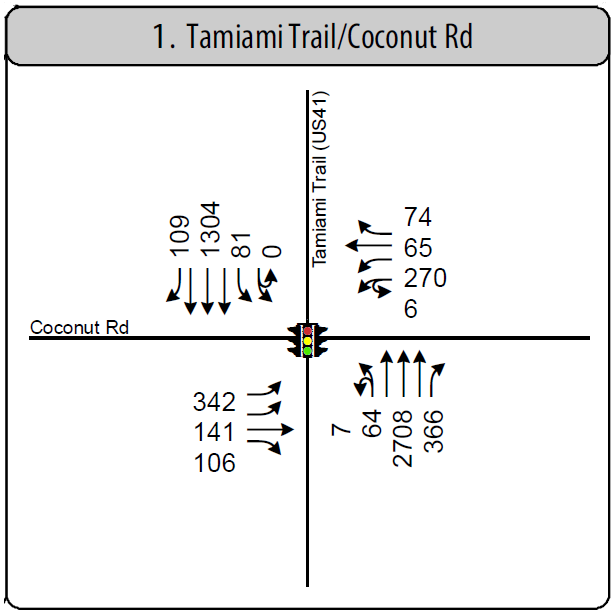


Image 1: Existing (2024) Seasonally Adjusted PM Peak Hour Traffic Volumes and Lane Configurations

Phase 1 Trip Generation

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

The most common method used by traffic engineers is outlined in the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). However, to better account for the project's mixture of land uses, as well as the Village of Estero's Comprehensive Plan goals of promoting mixed-use development that reduces vehicle trip generation and supports non-auto travel modes, Fehr & Peers calculated trip generation using the MXD+ model. For more information on MXD+, see the Woodfield EPD Transportation Assessment dated April 2023. The expected trip generation for Phase 1 is shown in **Table 1**.

Table 1: Phase 1 – Project Trip Generation Estimates

Use	Size	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Retail (822)[1]	21,000 sf	1,140	30	20	50	69	69	138
Restaurant (932)[2]	7,000 sf	750	37	30	67	39	24	63
Restaurant (931)[3]	7,000 sf	590	0	0	0	37	18	55
Hotel (310)[4]	190 Rooms	1,520	49	38	87	57	55	112
Multifamily (mid-rise) (221)[5]	296 Units	1,340	25	85	110	70	45	115
Total Trip Generation		*5,340*	*141*	*173*	*314*	*272*	*211*	*483*
Trip Adjustments								
Internal Capture[6]		-174	-9	-11	-20	-27	-21	-48
Vehicle Trips Converted to Walk/Bike/Transit Trips[7]		-115	-3	-4	-7	-5	-4	-9
Total Driveway Vehicle Volumes		*5,051*	*129*	*158*	*287*	*240*	*186*	*426*
Pass-by Trips[8]		-496	-8	-6	-14	-29	-23	-52
Net New Vehicle Trips to Transportation Network		*4,555*	*121*	*152*	*273*	*211*	*163*	*374*

Notes:
1. Based on *Trip Generation* (11th Edition) trip generation rates for land use 822, General Retail, from suburban locations
2. Based on *Trip Generation* (11th Edition) trip generation rates for land use 932, High turnover restaurant
3. Based on *Trip Generation* (11th Edition) trip generation rates for land use 931, Quality Restaurants from suburban locations
4. Based on *Trip Generation* (11th Edition) trip generation rates for land use 310, Hotel, from suburban locations
5. Based on *Trip Generation* (11th Edition) trip generation rates for land use 931, Multifamily Housing Mid-Rise; multifamily housing Mid-Rise Residential with 1st Floor Commercial was considered for application for a portion of the housing, but this land use has limited data points and could over count potential internalization.
6. Internal trips, meaning trips that have an origin and destination within the site, are expected to comprise 3.3 percent of daily, 6.3 percent of morning peak hour and 9.9 percent of PM peak hour activity. Based on the less intensive mix of land uses in Phase 1, it was assumed that only half of the percentage of trips internalized with the full project would be internalized during Phase 1.
7. Walk/bike and transit trips are expected to comprise 2.2 percent of daily activity, 2.2 percent of morning peak hour and 1.9 percent of evening peak hour activity. Because the surrounding land use is less developed during Phase, it was assumed that only half of the percentage of trips converted to walk/bike/transit trips with the full project would be converted during Phase 1.
8. A pass-by trip reduction of 20 percent was applied to retail and restaurant land uses in the PM peak hour and to retail land uses in the AM peak hour after the application of internal and non-auto reductions.

Source: Fehr & Peers, 2024.

Project Trip Distribution

Project trip distribution refers to the directions of approach and departure that vehicles would take to access and leave the site. The trip distribution is discussed in the April Transportation Assessment. Project vehicle trips were assigned to the intersection of Coconut Road and US 41 based on these directions of approach and departure. Phase 1 vehicle trip assignment is presented on **Image 2.**

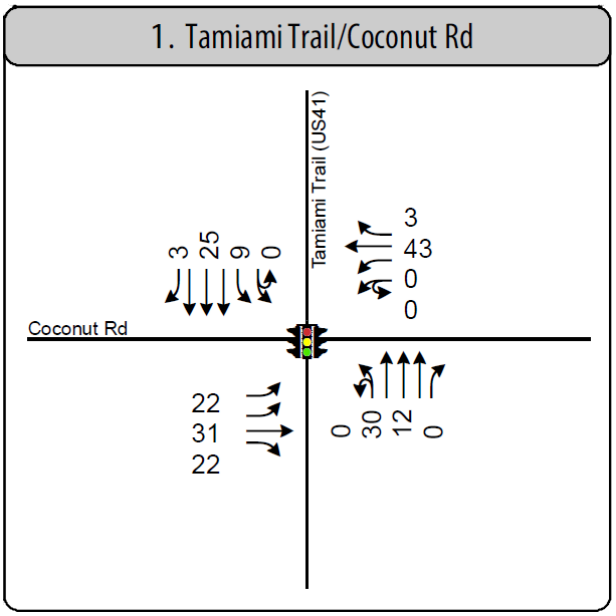


Image 2: Phase 1 PM Peak Hour Project Trip Assignment

Existing Plus Phase 1 Conditions

The project Phase 1 vehicle traffic volumes on **Image 2** were added to the existing traffic volumes from **Image 1** to estimate the Existing with Phase 1 traffic volumes, as shown on **Image 3**.

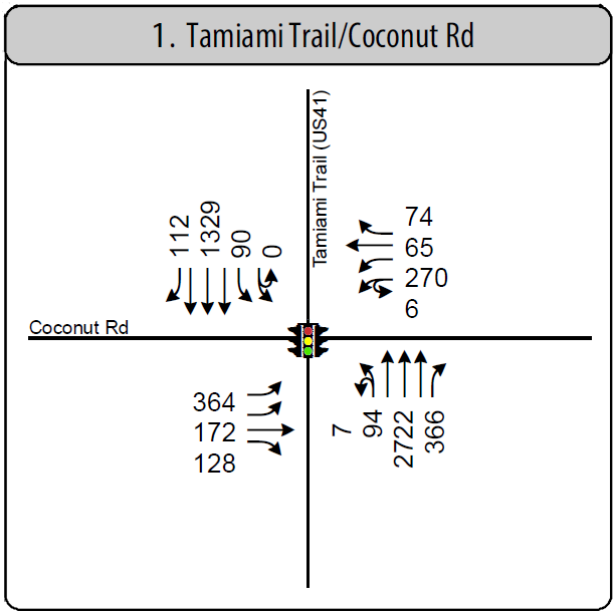


Image 3: Existing (2024) Plus Phase 1 Traffic Volumes and Lane Configurations

Intersection Operations

The intersection of Coconut Road and US 41 was evaluated under Existing with Phase 1 conditions using the methods described in Chapter 1 of the Woodfield EPD Transportation Assessment dated April 2023. The Existing with Phase 1 LOS analysis results are presented in **Table 2** along with the results for Existing conditions. **Table 3** displays the 95th percentile queue lengths. LOS calculations and queue worksheets are provided in **Attachment B**.

The intersection continues to operate acceptably under Existing Plus Phase 1 conditions, and all the queues are contained within the available storage. The intersection experiences approximately 12 seconds less delay under Phase 1 conditions compared to the Existing (2022) Plus Project conditions. This is because the Existing (2022) Plus Project scenario includes the complete implementation of the project, whereas Phase 1 only involves the initial development phase. The westbound left-turn queue exceeded the available storage under both Existing (2022) and Existing (2022) Plus Project conditions. While the westbound left-turn traffic is higher under both Existing (2024) and Existing (2024) Plus Phase 1 conditions, the total intersection volume is lower by around 590 and 390 trips respectively.

Table 2: Existing (2024) Plus Phase 1 Conditions – Intersection Operations

Intersection	Control[1]	Peak Hour[2]	LOS Standard	Existing (2024)		Existing (2024) with Project Phase 1	
				Delay[3]	LOS	Delay[3]	LOS
1. Coconut Road at Tamiami Trail	Signalized	PM	D	48	D	55	D

Notes:
1. Existing intersection traffic control type
2. PM = Weekday evening peak hour
3. Whole intersection average delay reported for signalized intersections
Source: Fehr & Peers, 2024.

Table 3: Existing (2024) Plus Phase 1 Conditions – PM Peak Hour 95th Percentile Queue at Signalized Intersections

Intersection	Movement	Storage Length (ft)[1]	Existing 95th Percentile Queue	Existing with Phase 1 95th Percentile Queue
1. Coconut Road at Tamiami Trail	EBL	735 / 400[2]	350	375
	EBT	735	300	350
	EBR	350	50	75
	WBL	350	275	225
	WBT	1,450	150	100
	WBR	1,450	25	25
	NBL	435	175	275
	NBT	6,335	1,700	1,725
	NBR	670	75	75
	SBL	485	100	125
	SBT	2,240	525	550
	SBR	235	25	25

Notes:
1. For turn pockets, an additional 60 to 90 feet of storage is typically provided in the taper area outside of the through lane, which is not reflected in the storage length above.
2. With Phase 1 of the project, a roundabout would be constructed at the Coconut Road / Walden Road intersection that we would reduce the length of the second eastbound left-turn lane from 735 feet to 400 feet such that both left-turn lanes would be 400 feet each.
Source: Fehr & Peers, 2024.

Conclusions

Based on the results of the intersection analysis, neither signal timing changes nor an additional northbound left-turn lane are needed for Phase 1 of the Woodfield Village development. This was the same conclusion reached by the April 2023 report.

If you have questions, please contact Elizabeth Suárez (e.suarez@fehrandpeers.com).

Attachment A – Traffic Count Sheets

FEHR & PEERS

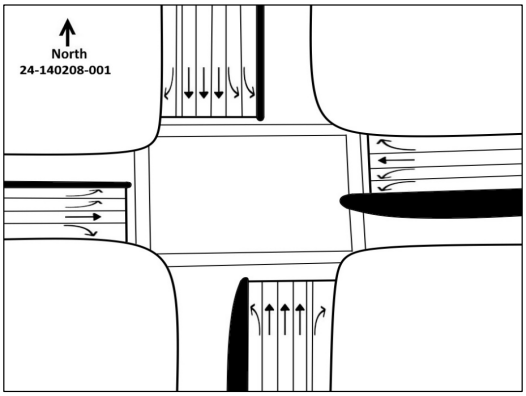
LOCATION: S Tamiami Trail/US 41 & Coconut Rd
CITY/STATE: Estero, FL

PROJECT ID: 24-140208-001
DATE: Tue, Jul 16, 2024

Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM

Peak Hour Factor: **0.96**

National Data & Surveying Services

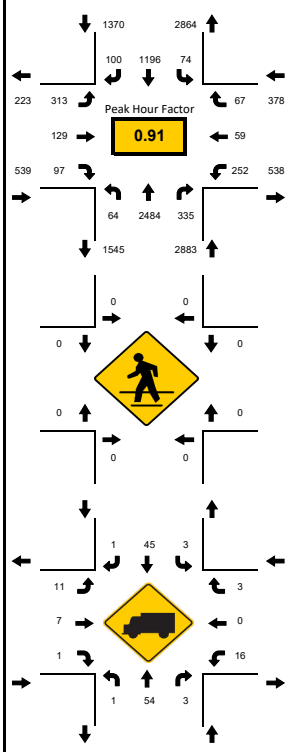


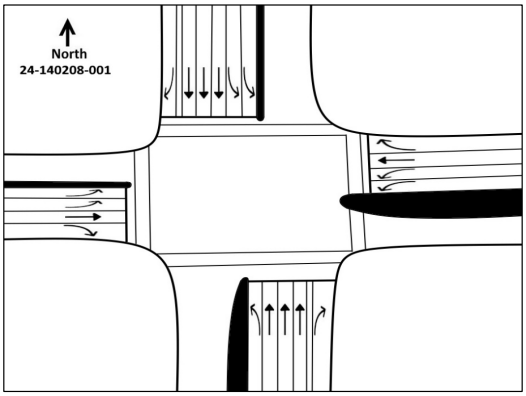
15-Min Count Period Beginning At	S Tamiami Trail/US 41 Northbound					S Tamiami Trail/US 41 Southbound					Coconut Rd Eastbound					Coconut Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
7:00 AM	15	184	15	0		9	534	42	0		23	10	18	0		60	17	8	0		935	4356
7:15 AM	15	199	15	0		5	613	28	0		28	5	22	0		91	13	8	2		1044	4611
7:30 AM	13	229	27	1		17	603	44	1		31	10	17	0		111	26	12	1		1143	4729
7:45 AM	20	235	27	0		16	669	40	0		28	9	24	0		129	29	8	0		1234	4650
8:00 AM	12	234	28	0		16	625	42	0		33	18	32	0		116	23	11	0		1190	4487
8:15 AM	17	233	33	1		19	607	38	1		29	21	34	1		99	20	9	0		1162	4301
8:30 AM	13	235	23	2		16	533	32	0		31	15	27	0		94	32	10	1		1064	4070
8:45 AM	11	237	31	1		16	567	32	0		27	18	29	1		71	21	8	1		1071	3932
9:00 AM	12	258	21	1		10	457	20	0		41	13	33	0		106	18	14	0		1004	3802
9:15 AM	14	247	33	2		11	427	17	0		36	11	32	0		67	15	19	0		931	2798
9:30 AM	18	277	32	2		20	393	23	0		25	16	29	0		61	18	12	0		926	1867
9:45 AM	17	272	51	2		12	360	31	1		33	14	34	0		72	27	15	0		941	941
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	80	940	132	4		76	2676	176	4		132	84	136	4		516	116	48	4		**5128**	
Heavy Trucks	16	104	20	0		8	152	24	0		16	4	12	0		12	12	0	0		**380**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	4	0	0		4	4	0	0		0	0	0	0		0	0	0	4		**12**	
Buses																						
Stopped Buses																						

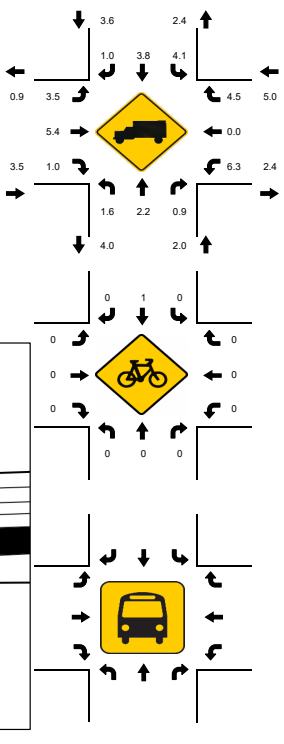
LOCATION: S Tamiami Trail/US 41 & Coconut Rd
CITY/STATE: Estero, FL

PROJECT ID: 24-140208-001
DATE: Tue, Jul 16, 2024

Peak-Hour: 04:30 PM - 05:30 PM
Peak 15-Minute: 05:15 PM - 05:30 PM







15-Min Count Period Beginning At	S Tamiami Trail/US 41 Northbound					S Tamiami Trail/US 41 Southbound					Coconut Rd Eastbound					Coconut Rd Westbound					Total	Hourly Total
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
3:00 PM	17	453	64	2		22	272	31	0		61	28	22	0		49	26	14	1		1062	4518
3:15 PM	12	509	69	0		20	255	23	0		56	22	25	0		59	16	18	1		1085	4673
3:30 PM	11	603	57	5		11	274	23	0		95	44	45	0		72	22	17	1		1280	4903
3:45 PM	13	466	78	1		21	297	25	0		55	24	30	0		49	15	17	0		1091	4898
4:00 PM	13	610	95	1		9	269	31	0		69	26	19	0		53	6	15	1		1217	5055
4:15 PM	10	655	96	1		16	300	21	0		66	31	34	0		44	26	14	1		1315	5067
4:30 PM	18	608	84	2		20	266	28	0		78	34	29	0		66	17	23	2		1275	5170
4:45 PM	15	641	72	0		14	300	22	0		62	22	14	0		57	11	17	1		1248	5057
5:00 PM	15	523	78	3		20	284	21	0		107	46	30	0		72	18	11	1		1229	4928
5:15 PM	10	712	101	1		20	346	29	0		66	27	24	0		52	13	16	1		1418	4644
5:30 PM	16	546	67	2		22	265	21	0		73	29	31	0		64	12	14	0		1162	4026
5:45 PM	16	583	48	1		15	282	30	1		31	17	26	0		43	9	17	0		1119	3537
6:00 PM	11	445	42	0		7	241	26	0		40	19	29	0		56	13	16	0		945	3037
6:15 PM	16	396	45	1		7	218	17	2		27	11	19	0		27	10	4	0		800	2092
6:30 PM	11	290	25	0		5	221	15	0		20	16	13	0		41	7	8	1		673	1292
6:45 PM	16	263	23	0		6	195	15	0		28	9	15	0		26	12	10	1		619	619
Peak 15-Min Flowrates	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					**Total**	
	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*	Left	Thru	Rgt	U	R*		
All Vehicles	72	2848	404	12		80	1384	116	0		428	184	120	0		288	72	92	8		**6108**	
Heavy Trucks	4	68	8	0		4	72	4	0		28	16	4	0		20	0	4	0		**232**	
Pedestrians		0					0					0					0				**0**	
Bicycles	0	0	0	0		0	4	0	0		0	0	0	0		0	0	0	0		**4**	
Buses																						
Stopped Buses																						

Attachment B – LOS Calculation and Queue Worksheets

FEHR & PEERS

Woodfield Village
1: Tamiami Trail (US41) & Coconut Road

Existing - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	376	155	116	304	71	81	78	2976	402	89	1433	120
v/c Ratio	0.88	0.76	0.38	0.77	0.40	0.28	0.66	1.02	0.38	0.55	0.51	0.13
Control Delay	106.7	109.2	6.8	99.2	89.0	2.5	115.4	62.2	3.3	105.7	28.8	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	106.7	109.2	6.8	99.2	89.0	2.5	115.4	62.2	3.3	105.7	28.8	1.7
Queue Length 50th (ft)	253	202	0	204	90	0	102	~1527	7	59	411	0
Queue Length 95th (ft)	#329	283	26	255	141	0	167	#1698	65	#97	524	18
Internal Link Dist (ft)		777			736			1392			621	
Turn Bay Length (ft)	400		350	350			425		675	500		225
Base Capacity (vph)	450	241	331	557	286	366	144	2917	1060	162	2835	934
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.64	0.35	0.55	0.25	0.22	0.54	1.02	0.38	0.55	0.51	0.13

Intersection Summary

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

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

Queues

Woodfield Village
1: Tamiami Trail (US41) & Coconut Road

Existing - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	342	141	106	6	270	65	74	7	64	2708	366	81
Future Volume (veh/h)	342	141	106	6	270	65	74	7	64	2708	366	81
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98		1.00		0.98		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln	1856	1856	1856		1856	1856	1856		1856	1856	1856	1856
Adj Flow Rate, veh/h	376	155	3		297	71	1		70	2976	222	89
Peak Hour Factor	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3		3	3	3		3	3	3	3
Cap, veh/h	413	178	147		341	137	114		86	3146	976	122
Arrive On Green	0.12	0.10	0.10		0.10	0.07	0.07		0.05	0.62	0.62	0.04
Sat Flow, veh/h	3428	1856	1537		3428	1856	1543		1767	5066	1572	3428
Grp Volume(v), veh/h	376	155	3		297	71	1		70	2976	222	89
Grp Sat Flow(s),veh/h/ln	1714	1856	1537		1714	1856	1543		1767	1689	1572	1714
Q Serve(g_s), s	21.7	16.5	0.4		17.1	7.4	0.1		7.8	107.9	12.5	5.1
Cycle Q Clear(g_c), s	21.7	16.5	0.4		17.1	7.4	0.1		7.8	107.9	12.5	5.1
Prop In Lane	1.00		1.00		1.00		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	413	178	147		341	137	114		86	3146	976	122
V/C Ratio(X)	0.91	0.87	0.02		0.87	0.52	0.01		0.82	0.95	0.23	0.73
Avail Cap(c_a), veh/h	454	235	194		562	289	240		146	3146	976	134
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.9	89.2	81.9		88.8	89.2	85.9		94.3	34.8	16.7	95.5
Incr Delay (d2), s/veh	21.3	22.8	0.1		8.1	3.0	0.0		16.8	7.6	0.5	16.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	9.1	0.1		7.9	3.6	0.0		4.0	43.7	4.7	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.3	112.0	81.9		96.9	92.3	85.9		111.0	42.4	17.3	112.3
LnGrp LOS	F	F	F		F	F	F		F	D	B	F
Approach Vol, veh/h		534				369				3268		
Approach Delay, s/veh		109.2				96.0				42.2		
Approach LOS		F				F				D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	129.6	31.6	21.6	15.3	131.5	27.1	26.1
Change Period (Y+Rc), s	* 7.5	* 7.3	7.5	6.9	8.2	* 7.3	* 7.2	* 6.9
Max Green Setting (Gmax), s	* 17	* 97	26.5	31.1	7.8	* 1E2	* 33	* 25
Max Q Clear Time (g_c+I1), s	9.8	32.6	23.7	9.4	7.1	109.9	19.1	18.5
Green Ext Time (p_c), s	0.1	31.0	0.4	0.2	0.0	0.0	0.8	0.4

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

Woodfield Village
1: Tamiami Trail (US41) & Coconut Road

Existing - PM Peak Hour

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1304	109
Future Volume (veh/h)	1304	109
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1856
Adj Flow Rate, veh/h	1433	63
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	3	3
Cap, veh/h	3098	949
Arrive On Green	0.61	0.61
Sat Flow, veh/h	5066	1552
Grp Volume(v), veh/h	1433	63
Grp Sat Flow(s),veh/h/ln	1689	1552
Q Serve(g_s), s	30.6	3.3
Cycle Q Clear(g_c), s	30.6	3.3
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	3098	949
V/C Ratio(X)	0.46	0.07
Avail Cap(c_a), veh/h	3098	949
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	21.0	15.7
Incr Delay (d2), s/veh	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.0	1.2
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	21.5	15.9
LnGrp LOS	C	B
Approach Vol, veh/h	1585	
Approach Delay, s/veh	26.4	
Approach LOS	C	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary

Woodfield Village
1: Tamiami Trail (US41) & Coconut Road

Existing Plus Phase 1 - PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	400	189	141	304	71	81	111	2991	402	99	1460	123
v/c Ratio	0.91	0.81	0.43	0.77	0.35	0.27	0.77	1.06	0.39	0.60	0.55	0.14
Control Delay	110.4	109.4	11.9	99.2	84.6	2.1	120.0	76.3	3.5	107.1	33.0	1.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	110.4	109.4	11.9	99.2	84.6	2.1	120.0	76.3	3.5	107.1	33.0	1.8
Queue Length 50th (ft)	271	245	0	204	88	0	144	~1609	8	65	468	0
Queue Length 95th (ft)	#365	341	62	255	141	0	#258	#1713	67	#114	538	21
Internal Link Dist (ft)		777			736			1392			621	
Turn Bay Length (ft)	400		350	350			425		675	500		225
Base Capacity (vph)	450	251	339	557	286	366	153	2826	1038	165	2674	890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.75	0.42	0.55	0.25	0.22	0.73	1.06	0.39	0.60	0.55	0.14

Intersection Summary

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

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

Queues
Fehr & Peers

Woodfield Village
1: Tamiami Trail (US41) & Coconut Road — Existing Plus Phase 1 - PM Peak Hour

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL
Lane Configurations												
Traffic Volume (veh/h)	364	172	128	6	270	65	74	7	94	2722	366	90
Future Volume (veh/h)	364	172	128	6	270	65	74	7	94	2722	366	90
Initial Q (Qb), veh	0	0	0		0	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98		1.00		0.98		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach		No				No				No		
Adj Sat Flow, veh/h/ln	1856	1856	1856		1856	1856	1856		1856	1856	1856	1856
Adj Flow Rate, veh/h	400	189	6		297	71	2		103	2991	215	99
Peak Hour Factor	0.91	0.91	0.91		0.91	0.91	0.91		0.91	0.91	0.91	0.91
Percent Heavy Veh, %	3	3	3		3	3	3		3	3	3	3
Cap, veh/h	434	209	173		341	156	130		120	3046	945	132
Arrive On Green	0.13	0.11	0.11		0.10	0.08	0.08		0.07	0.60	0.60	0.04
Sat Flow, veh/h	3428	1856	1539		3428	1856	1544		1767	5066	1572	3428
Grp Volume(v), veh/h	400	189	6		297	71	2		103	2991	215	99
Grp Sat Flow(s),veh/h/ln	1714	1856	1539		1714	1856	1544		1767	1689	1572	1714
Q Serve(g_s), s	23.1	20.1	0.7		17.1	7.3	0.2		11.5	114.9	12.6	5.7
Cycle Q Clear(g_c), s	23.1	20.1	0.7		17.1	7.3	0.2		11.5	114.9	12.6	5.7
Prop In Lane	1.00		1.00		1.00		1.00		1.00		1.00	1.00
Lane Grp Cap(c), veh/h	434	209	173		341	156	130		120	3046	945	132
V/C Ratio(X)	0.92	0.90	0.03		0.87	0.45	0.02		0.86	0.98	0.23	0.75
Avail Cap(c_a), veh/h	454	235	195		562	289	240		146	3046	945	134
HCM Platoon Ratio	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.4	87.7	79.0		88.8	87.2	84.0		92.3	38.8	18.4	95.2
Incr Delay (d2), s/veh	23.8	32.2	0.1		8.1	2.1	0.0		32.9	12.6	0.6	20.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	11.5	0.3		7.9	3.6	0.1		6.3	48.3	4.8	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.1	119.9	79.1		96.9	89.3	84.0		125.1	51.4	19.0	115.9
LnGrp LOS	F	F	E		F	F	F		F	D	B	F
Approach Vol, veh/h		595				370				3309		
Approach Delay, s/veh		112.9				95.4				51.6		
Approach LOS		F				F				D		

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	122.4	32.8	23.7	15.9	127.6	27.1	29.4
Change Period (Y+Rc), s	* 7.5	* 7.3	7.5	6.9	8.2	* 7.3	* 7.2	* 6.9
Max Green Setting (Gmax), s	* 17	* 97	26.5	31.1	7.8	* 1E2	* 33	* 25
Max Q Clear Time (g_c+I1), s	13.5	36.4	25.1	9.3	7.7	116.9	19.1	22.1
Green Ext Time (p_c), s	0.1	30.9	0.2	0.3	0.0	0.0	0.8	0.3

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
User approved ignoring U-Turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
Fehr & Peers

Woodfield Village
1: Tamiami Trail (US41) & Coconut Road — Existing Plus Phase 1 - PM Peak Hour

Movement	SBT	SBR
Lane Configurations		
Traffic Volume (veh/h)	1329	112
Future Volume (veh/h)	1329	112
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		0.99
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1856	1856
Adj Flow Rate, veh/h	1460	59
Peak Hour Factor	0.91	0.91
Percent Heavy Veh, %	3	3
Cap, veh/h	2916	893
Arrive On Green	0.58	0.58
Sat Flow, veh/h	5066	1552
Grp Volume(v), veh/h	1460	59
Grp Sat Flow(s),veh/h/ln	1689	1552
Q Serve(g_s), s	34.4	3.4
Cycle Q Clear(g_c), s	34.4	3.4
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2916	893
V/C Ratio(X)	0.50	0.07
Avail Cap(c_a), veh/h	2916	893
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	1.00
Uniform Delay (d), s/veh	25.3	18.7
Incr Delay (d2), s/veh	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.7	1.3
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	25.9	18.9
LnGrp LOS	C	B
Approach Vol, veh/h	1618	
Approach Delay, s/veh	31.2	
Approach LOS	C	
Timer - Assigned Phs		

HCM 6th Signalized Intersection Summary
Fehr & Peers

Woodfield Mixed Use Development Order
Deviation/Landscape Alternative Betterment Plan

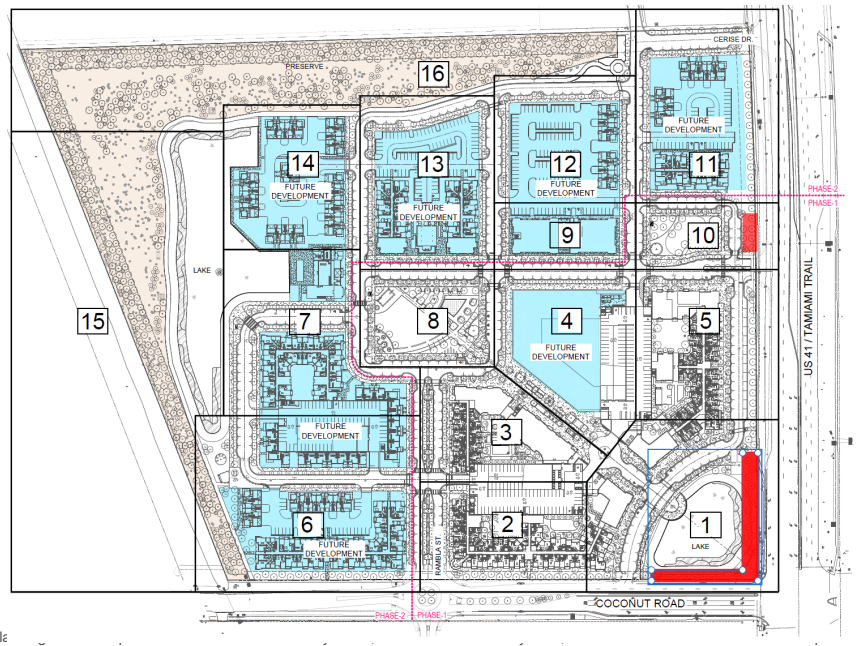
1) **Alternative from LDC Section – Perimeter Buffers, 5-406(B)(3), to eliminate the requirement for a 48" double staggered hedgerow within portions of the Coconut Road and US 41 right-of-way buffer to allow for enhanced views of the Crescent Lake Park & Neighborhood Park.**

Justification: *The deviation request applies to the areas labeled on the enclosed development order and landscape plan sets, along portions of the US 41 and Coconut Road frontages. Along both rights-of-way the LDC and Ordinance 2023-06 require an enhanced Type "D" buffer with 4 trees per 100 linear feet planted at 14-18' and a double hedgerow planted at 48".*

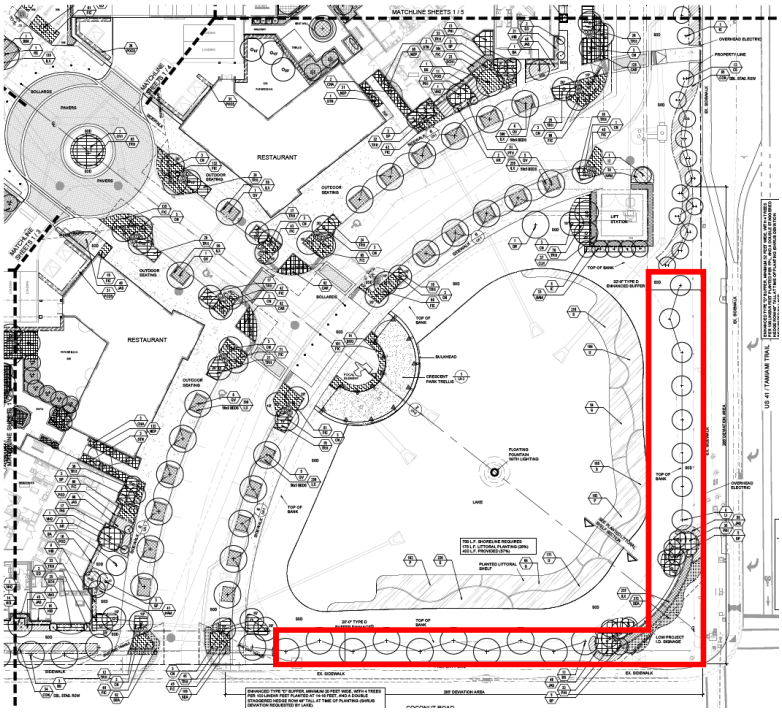
The plans propose to omit the hedgerow in certain locations to allow for views of the park areas, along with the associated landscape and hardscape features. The enclosed illustrative drawings depict the buffer tree plantings and internal park plantings and design features that will maintain the intent of the LDC buffering provisions to ensure attractive and well-screened development that contributes to the public realm.

The following illustration highlights the proposed park areas where the hedge row was eliminated to allow for enhanced views of the Crescent Lake Park and Neighborhood Park.

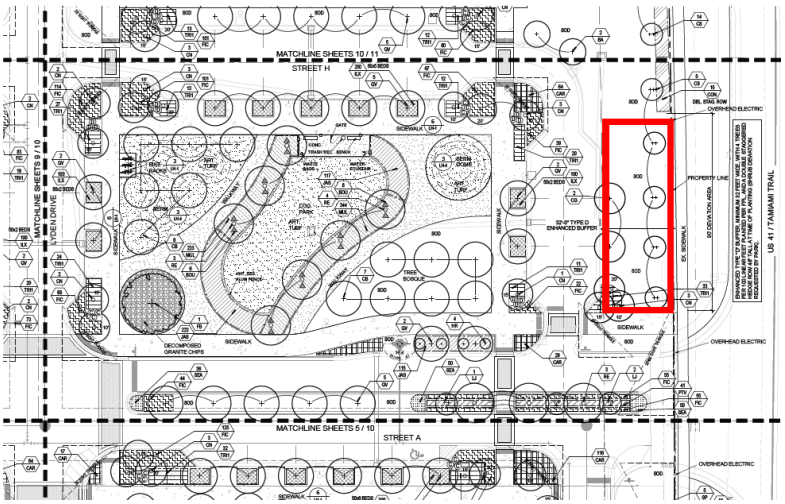
LP-0 Overall Plan with Highlighted Deviation Area:



LP-01 Crescent Lake Park:



LP-10 Neighborhood Park:



2) **Alternative from LDC Table 5-403.B.3 – Landscape separation from hardscape; to allow for typical streetscapes and center medians to have a reduced landscape clearance from hardscape from 6 foot to 4 feet;**

Justification: *The deviation request will allow the project's landscape and hardscape design to align with the streetscape sections and MCP roadway dimensions included within the approved Zoning Ordinance and Pattern Book. The deviation is required to attain the urban, compact and mixed-use form of development required in the Village Center future land use category and by the Estero Planned Development zoning approval. The species of landscaping materials shown on the landscape plans were purposefully selected to ensure there is adequate space for maturation of the plant materials with the reduced hardscape separation. Additionally, mitigation techniques will be employed, such as root barriers, to ensure both the hardscape and landscape areas function long term.*

3) **Alternative from LDC Section 5-406. – Perimeter Buffers, to allow for parallel parking spaces to encroach up to 10 feet into the 32-foot-wide enhanced Type D buffer along US 41 for approximately 290 feet.**

Justification: *The encroachment will still maintain a minimum of 22 feet of unobstructed, plantable landscape buffer area, which will still exceed the LDC requirement for 20-foot-wide Type "D" buffers.*

The deviation request applies to only the area labeled on the enclosed development order and landscape plan sets, along approximately 290 feet of the US 41 frontage, just south of the main entrance off US-41. After review with Village staff following the prior submittal, we have included additional landscape islands to the parallel spaces to further enhance the landscape buffer.

The deviation will allow for additional surface parking spaces proximate to commercial uses areas to allow for convenient parking for patrons that may be adverse to using garage/structured parking. The Estero LDC defines On-Street parking as a "very highly desirable public benefit".

Per the zoning approval this buffer will contain enhanced plantings, including 4 trees per 100 linear feet planted at 14-18' and a double hedgerow planted at 48". The mixture of hedges and trees will ensure the project and associated parking spaces are attractively screened from the public viewshed along US 41. Additionally, due to the expansive right-of-way width, the parking spaces will not propose a hazard to travelling vehicles along the roadway.

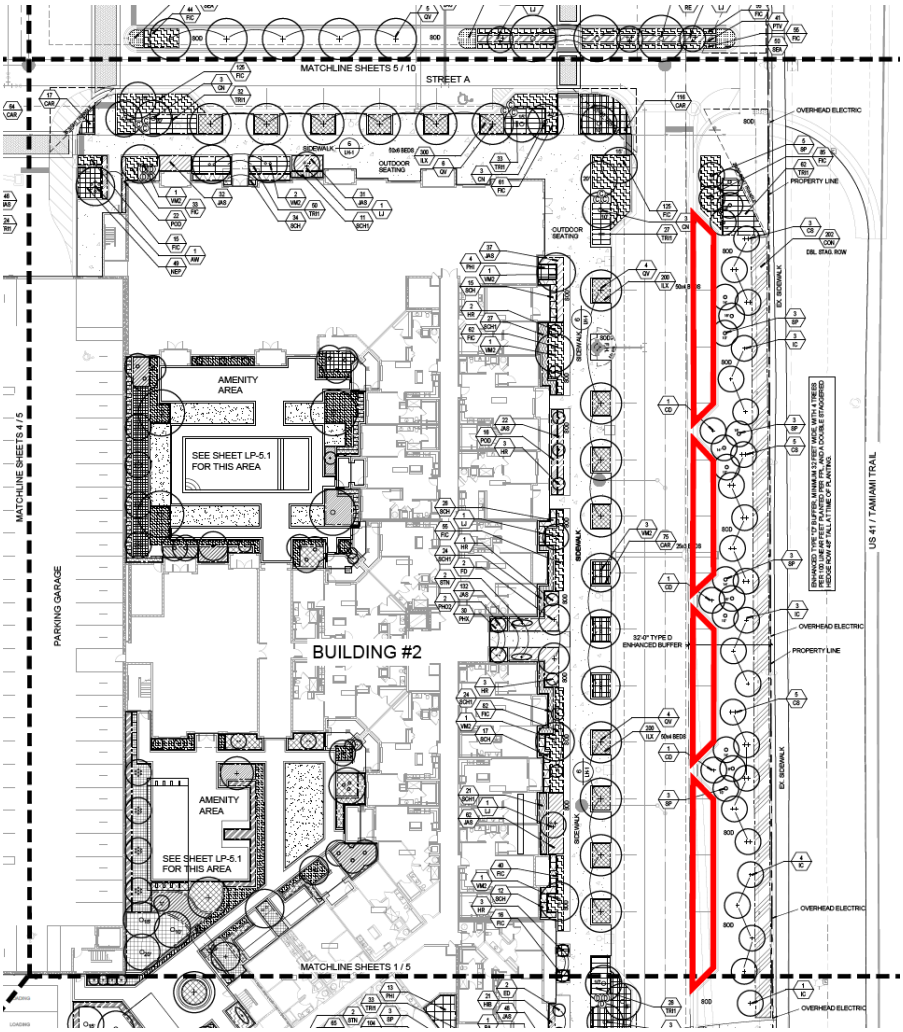
Lastly, the Applicant is proffering the following additional enhancements where the parking spaces encroach into the 32 foot buffer, above and beyond the EPD zoning conditions, to further address staff's concerns relating to project aesthetics and safety. These enhancements apply to the 290+/- feet only, and will include:

- *Maintaining the hedgerow at 60" (planted at 48")*
- *An additional two (2) palm clusters, containing three (3) palms per cluster, per 100 l.f.*

The enclosed drawings depict the proposed enhancements to ensure attractive and well-screened development that contributes to the public realm. The alternative will also allow for convenient and appropriate parking for the project.

See the below drawings depicting the specific location this deviation is being requested, along with proposed enhancements to ensure attractive and well-screened development that contributes to the public realm. In addition to the required double hedgerow planted at 48" and 4 trees per 100 linear feet, we are proposing to add an additional 3 trees per 100 linear feet.

LP-5 Enlarged Deviation Area Plan:



4) **Alternative from LDC Section 5-604E. – Standards for LED Luminaries, which requires all exterior luminaries that include LED light sources shall comply with IES: CCT of 3,000K and BUG rating of 1-0-1; to allow for a BUG rating of 3-0-1 at the decorative street pole light at a distance of 34ft or greater from residential apartments, where the FC reading is .5 and to allow for a BUG rating of 3-0-2 at the parking lot pole lights at a distance of 10ft or greater from residential apartments, where the FC reading is .5.**

Justification: *This deviation request applies to the Backlight and Glare requirements for decorative street pole lights and typical offsite parking lot pole lights.*

DARKSKY and IES (which is the basis of Estero's LDC Lighting requirements) developed the MODEL LIGHTING ORDINANCE (MLO) to address lighting regulation in North America and help municipalities develop outdoor lighting standards that reduce glare, light trespass and sky glow. The MLO uses "BUG" (Backlight, Uplight and Glare) classifications for outdoor lighting fixtures to ensure only well-shielded fixtures are used. MLO recommendations for regulation of Lighting Zones:

Estero LDC aligns with Model Lighting Ordinance (MLO) Lighting Zone 0.

MLO Lighting Zone 0 (Allows a maximum BUG 1-0-1) "Recommended default zone for wilderness areas, parks and preserves, and undeveloped rural areas. *This should be applied to areas in which permanent lighting is not expected and when used, is limited in the amount of lighting and the period of operation"*

Deviation Request:

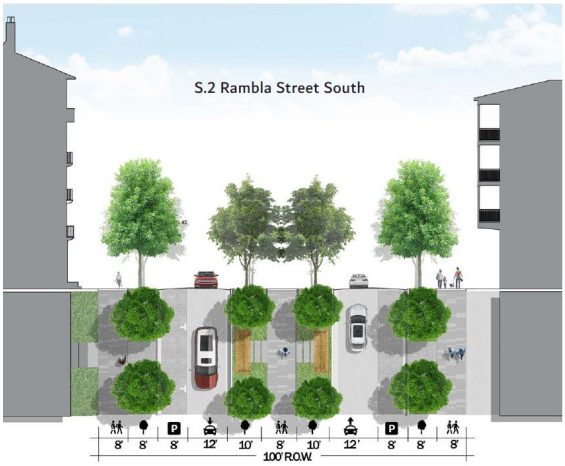
MLO Lighting Zone 1 (Allows a maximum BUG 3-0-2) "Recommended default zone for rural and low density residential areas." *This pertains to areas that desire low ambient light levels. These typically included single and two-family residential communities, rural town centers, business parks and other commercial or industrial /storage areas typically with limited nighttime activity.*

The Woodfield Mixed-Use project was designed to meet the Tier 3 Estero Planned Development (EPD) street standards with the goal of connectivity and walkability of mixed-use neighborhoods, including typical street cross-sections (See below), which incorporate landscape areas between streets and sidewalks. This deviation will allow for:

1. *The project lighting to be designed to light both the streetscape in front of the light poles as well as the sidewalk behind the poles – Only where the fixture is located a minimum of 34' from residential uses and the preserve area.*
2. *The project lighting scheme to be more closely aligned with DarkSky and IES recommendations for Lighting Zone 1 Rural town centers.*

We are meeting the remaining LDC requirements for full cutoff (no uplight), Correlated Color Temperature (CCT) not to exceed 3,000 K requirements for LED Luminaries and site spill criteria of .5 foot candles as measured at the property line, or 0.0 foot candles measured at 10 feet from the property line onto adjacent residentially zoned property. For these reasons, the deviation will not impact compatibility with the surrounding neighborhoods and will uphold public health, safety and welfare.

Typical Project Street Sections:



DARKSKY and IES MODEL LIGHTING ORDINANCE (MLO) LIGHTING ZONES:

Zone	Recommended Uses or Areas	Zoning Considerations
LZ-0	Lighting Zone 0 should be applied to areas in which permanent lighting is not expected and when used, is limited in the amount of lighting and the period of operation. LZ-0 typically includes undeveloped areas of open space, wilderness parks and preserves, areas near astronomical observatories, or any other area where the protection of a dark environment is critical. Special review should be required for any permanent lighting in this zone. Some rural communities may choose to adopt LZ-0 for residential areas.	Recommended default zone for wilderness areas, parks and preserves, and undeveloped rural areas. Includes protected wildlife areas and corridors.
LZ-1	Lighting Zone 1 pertains to areas that desire low ambient lighting levels. These typically include single and two family residential communities, rural town centers, business parks, and other commercial or industrial/ storage areas typically with limited nighttime activity. May also include the developed areas in parks and other natural settings.	Recommended default zone for rural and low density residential areas. Includes residential single or two family; agricultural zone districts; rural residential zone districts; business parks; open space include preserves in developed areas.

MODEL LIGHTING ORDINANCE - TEXT

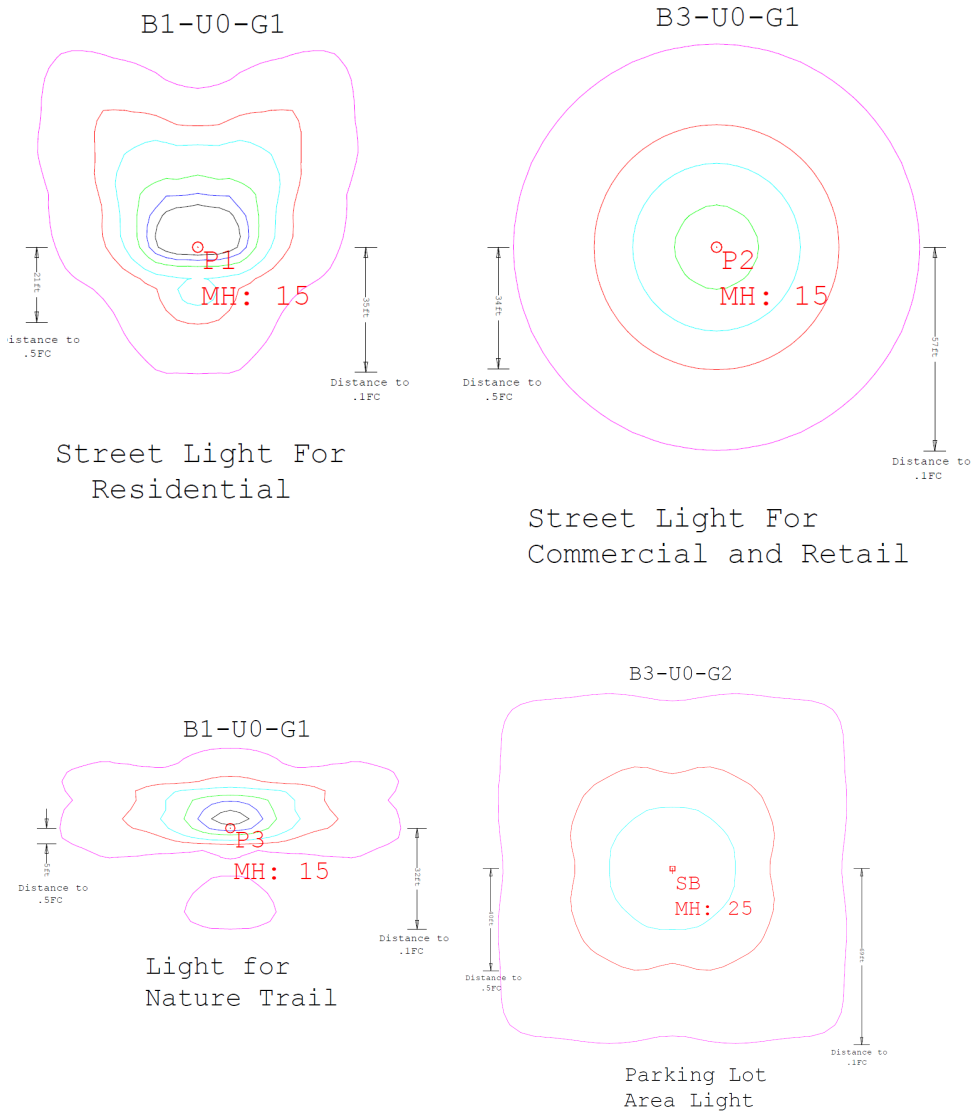
IX. TABLES (cont.) - Ordinance Text

Table C - Maximum Allowable Backlight, Uplight and Glare (BUG) Ratings

May be used for any project. A luminaire may be used if it is rated for the lighting zone of the site or lower in number for all ratings B, U and G. Luminaires equipped with adjustable mounting devices permitting alteration of luminaire aiming in the field shall not be permitted.

TABLE C-1	Lighting Zone 0	Lighting Zone 1	Lighting Zone 2	Lighting Zone 3	Lighting Zone 4
Allowed Backlight Rating*					
Greater than 2 mounting heights from property line	B1	B3	B4	B5	B5
1 to less than 2 mounting heights from property line and ideally oriented**	B1	B2	B3	B4	B4
0.5 to 1 mounting heights from property line and ideally oriented**	B0	B1	B2	B3	B3
Less than 0.5 mounting height to property line and properly oriented**	B0	B0	B0	B1	B2

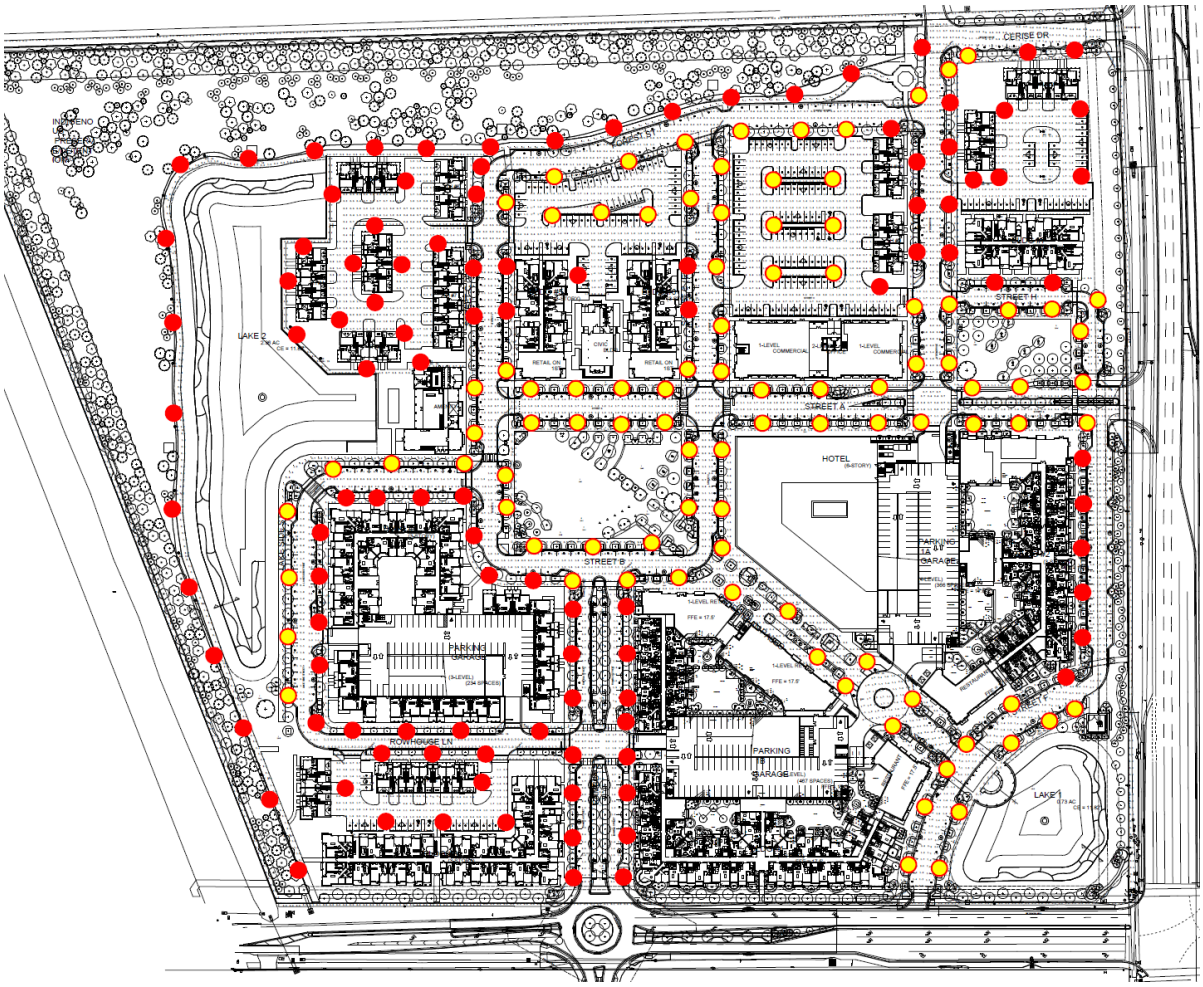
Light Fixture Isoline Maps:



Highlighted Photometric Plan:

***Red** = No Deviation (meeting Estero LDC)*

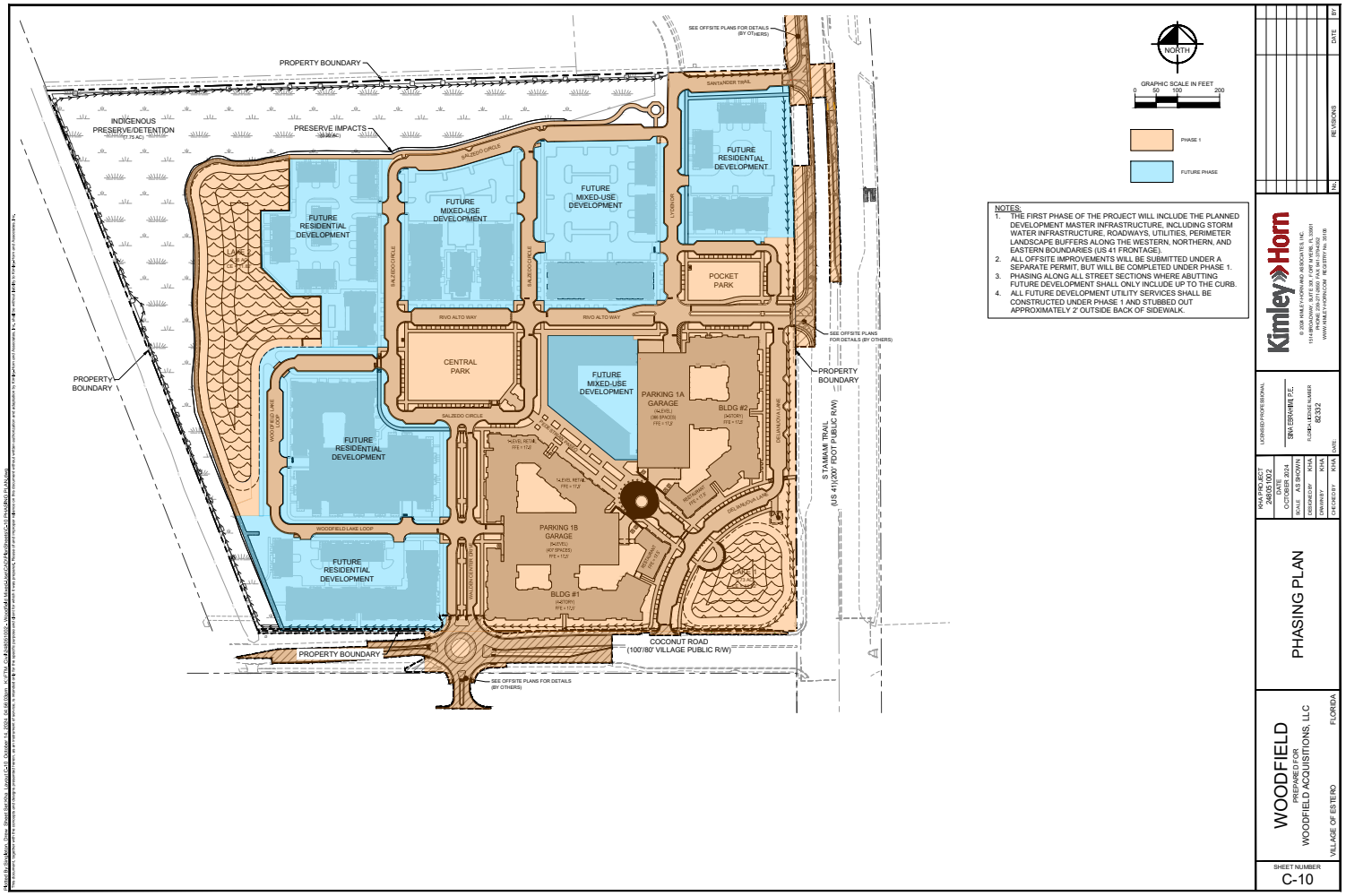
***Yellow** = Deviation (to allow higher BUG Rating away from residential apartments)*

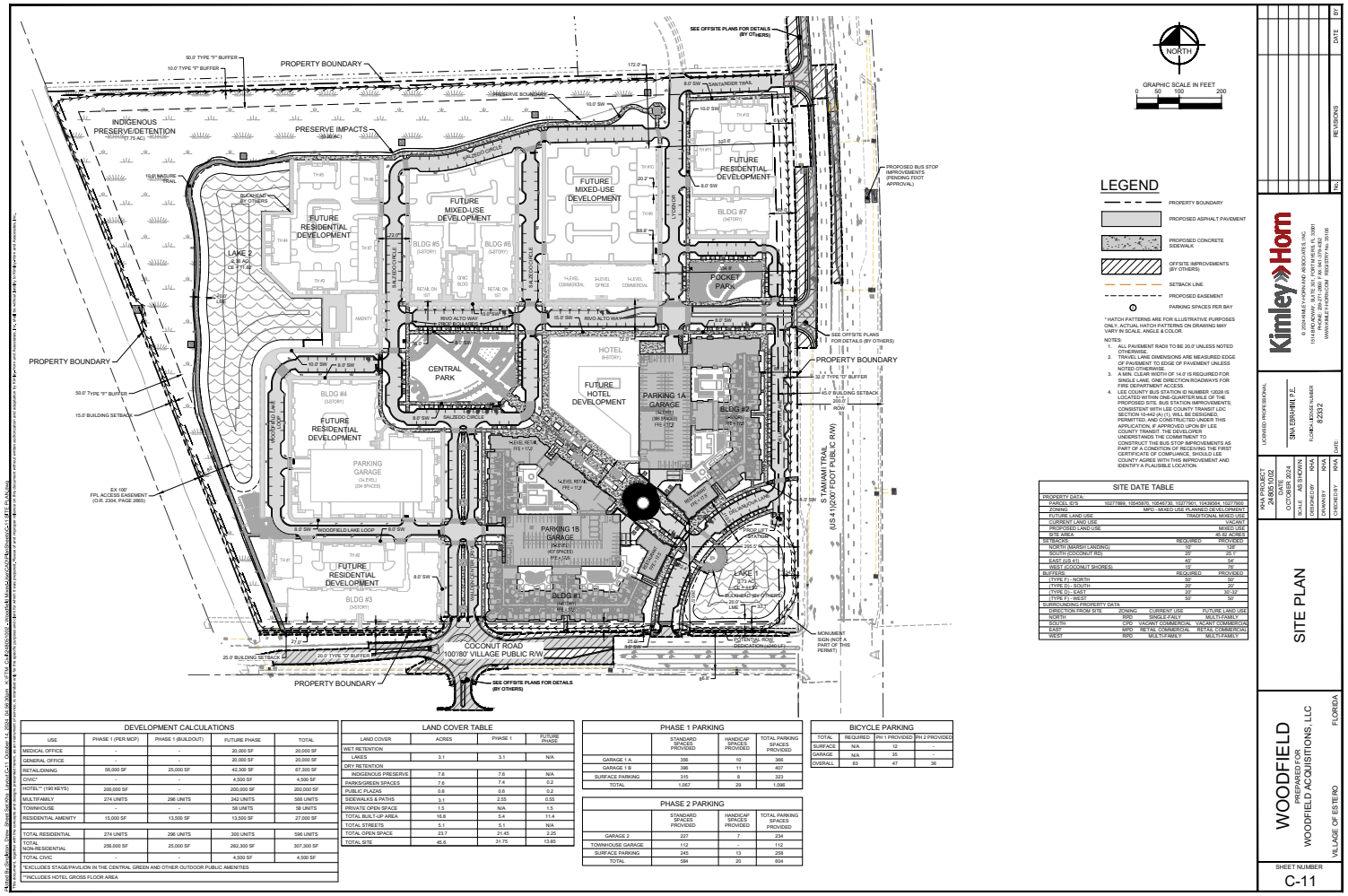


C:\Users\rossa\Dropbox\Woodfield Development\Estero - Coconut Road & US 41\100 Land and Pursuit\06 Development Order\Deviations\Woodfield Estero Deviations and Justifications 11.06.24.docx

5) **Alternative from LDC Section 5-310.A & LDC Appendix C – General Road Specifications, Table C-(A)4.D. – Minimum Edge of Pavement Radius-Local street with Local Street must be 30' if commercial; to allow for a minimum radius of 15'.**

Justification: *Please see maneuverability analysis included without resubmittal for all internal streets. All internal radii are adequately designed to accommodate expected truck and emergency vehicle movements. As a reference, Lee County allows for 10' corner radius in all four Transect Zones or Core, Center, General and Edge. The Village of Estero Fire District acknowledged acceptance of the design with confirmation that the AutoTurn movements show no conflicts. The proposed development is intentionally designed with smaller radii to better suit a mixed-use development with heavy pedestrian circulation and slower vehicle speeds. All internal radii are adequately designed to accommodate expected truck, emergency vehicle movements, along with a complete AutoTurn analysis was provided to demonstrate how two F150 trucks (the most popular truck model in the US) would be able to simultaneously navigate intersections with a 15' radius. Please see maneuverability analysis included with our resubmittal for all internal streets.*


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION
PRESERVE IMPACTS
FUTURE RESIDENTIAL DEVELOPMENT
FUTURE MIXED-USE DEVELOPMENT
POCKET PARK
CENTRAL PARK
PARKING 1A GARAGE
BLDG #2
PARKING 1B GARAGE
BLDG #1
S TAMIAMI TRAIL (US 41)(200' ROOT PUBLIC R/W)
COCONUT ROAD (100'/80' VILLAGE PUBLIC R/W)
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
NORTH
GRAPHIC SCALE IN FEET
PHASE 1
FUTURE PHASE
NOTES:
1. THE FIRST PHASE OF THE PROJECT WILL INCLUDE THE PLANNED DEVELOPMENT MASTER INFRASTRUCTURE, INCLUDING STORM WATER INFRASTRUCTURE, ROADWAYS, UTILITIES, PERIMETER LANDSCAPE BUFFERS ALONG THE WESTERN, NORTHERN, AND EASTERN BOUNDARIES (US 41 FRONTAGE).
2. ALL OFFSITE IMPROVEMENTS WILL BE SUBMITTED UNDER A SEPARATE PERMIT, BUT WILL BE COMPLETED UNDER PHASE 1.
3. PHASING ALONG ALL STREET SECTIONS WHERE ABUTTING FUTURE DEVELOPMENT SHALL ONLY INCLUDE UP TO THE CURB.
4. ALL FUTURE DEVELOPMENT UTILITY SERVICES SHALL BE CONSTRUCTED UNDER PHASE 1 AND STUBBED OUT APPROXIMATELY 2' OUTSIDE BACK OF SIDEWALK.
Kimley»Horn
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
PHASING PLAN
SHEET NUMBER
C-10



* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.

NOTES:
1. ALL PAVEMENT RADII TO BE 20.0' UNLESS NOTED OTHERWISE.
2. TRAVEL LANE DIMENSIONS ARE MEASURED EDGE OF PAVEMENT TO EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
3. A MIN. CLEAR WIDTH OF 14.0' IS REQUIRED FOR SINGLE-LANE, ONE DIRECTION ROADWAYS FOR FIRE ACCESS AND CIRCULATION.
4. LEE COUNTY BUS STATION ID NUMBER 12026 IS LOCATED WITHIN ONE-QUARTER MILE OF THE PROPOSED SITE. BUS STATION IMPROVEMENTS, CONSISTENT WITH LEE COUNTY TRANSIT LDC SECTION 10-442 (A) (1), WILL BE DESIGNED, PERMITTED, AND CONSTRUCTED UNDER THIS APPLICATION, IF APPROVED UPON BY LEE COUNTY TRANSIT. THE DEVELOPER UNDERSTANDS THE COMMITMENT TO CONSTRUCT THE BUS STOP IMPROVEMENTS AS DESCRIBED IN CONDITION 3 PRIOR TO THE FIRST CERTIFICATE OF COMPLIANCE. SHOULD LEE COUNTY AGREE WITH THIS IMPROVEMENT AND IDENTIFY A PLAUSIBLE LOCATION.

SITE DATE TABLE

PROPERTY DATA:		
PARCEL ID'S	10277899, 10545870, 10545730, 10277901, 10438584, 10277900	
ZONING	MPD - MIXED USE PLANNED DEVELOPMENT	
FUTURE LAND USE		TRADITIONAL MIXED USE
CURRENT LAND USE		VACANT
PROPOSED LAND USE		MIXED USE
SITE AREA		45.62 ACRES
SETBACKS	REQUIRED	PROVIDED
NORTH (MARSH LANDING)	15'	15'
SOUTH (COCONUT RD)	25'	25.1'
EAST (US 41)	45'	54'
WEST (COCONUT SHORES)	15'	76'
BUFFERS	REQUIRED	PROVIDED
(TYPE F) - NORTH	50'	50'
(TYPE D) - SOUTH	20'	20'
(TYPE D) - EAST	20'	30'-32'
(TYPE F) - WEST	50'	50'
SURROUNDING PROPERTY DATA		
DIRECTION FROM SITE	ZONING / CURRENT USE	FUTURE LAND USE
NORTH	RPD / SINGLE-FAMILY	MULTI-FAMILY
SOUTH	CPD / VACANT COMMERCIAL	VACANT COMMERCIAL
EAST	MPD / RETAIL COMMERCIAL	RETAIL COMMERCIAL
WEST	RPD / MULTI-FAMILY	MULTI-FAMILY

DEVELOPMENT CALCULATIONS

USE	PHASE 1 (PER MCP)	PHASE 1 (BUILDOUT)	FUTURE PHASE	TOTAL
MEDICAL OFFICE	-	-	20,000 SF	20,000 SF
GENERAL OFFICE	-	-	20,000 SF	20,000 SF
RETAIL/DINING	56,000 SF	25,000 SF	42,300 SF	67,300 SF
CIVIC*	-	-	4,500 SF	4,500 SF
HOTEL** (193 KEYS)	200,000 SF	-	200,000 SF	200,000 SF
MULTI-FAMILY	274 UNITS	298 UNITS	242 UNITS	598 UNITS
TOWNHOUSE	-	-	58 UNITS	58 UNITS
RESIDENTIAL AMENITY	15,000 SF	13,500 SF	13,500 SF	27,000 SF
TOTAL RESIDENTIAL	274 UNITS	298 UNITS	300 UNITS	598 UNITS
TOTAL NON-RESIDENTIAL	256,000 SF	25,000 SF	282,300 SF	307,300 SF
TOTAL CIVIC	-	-	4,500 SF	4,500 SF

*EXCLUDES STAGE/PAVILION IN THE CENTRAL GREEN AND OTHER OUTDOOR PUBLIC AMENITIES
**INCLUDES HOTEL GROSS FLOOR AREA

LAND COVER TABLE

LAND COVER	ACRES	PHASE 1	FUTURE PHASE
WET RETENTION			
LAKES	3.1	3.1	N/A
DRY RETENTION			
INDIGENOUS PRESERVE	7.6	7.6	N/A
PARKS/GREEN SPACES	7.6	7.4	0.2
PUBLIC PLAZAS	0.8	0.6	0.2
SIDEWALKS & PATHS	3.1	2.55	0.55
PRIVATE OPEN SPACE	1.5	N/A	1.5
TOTAL BUILT-UP AREA	16.8	5.4	11.4
TOTAL STREETS	5.1	5.1	N/A
TOTAL OPEN SPACE	23.7	21.45	2.25
TOTAL SITE	45.6	31.75	13.85

PHASE 1 PARKING

	STANDARD SPACES PROVIDED	HANDICAP SPACES PROVIDED	TOTAL PARKING SPACES PROVIDED
GARAGE 1 A	355	10	365
GARAGE 1 B	396	11	407
SURFACE PARKING	315	8	323
TOTAL	1,067	29	1,096

PHASE 2 PARKING

	STANDARD SPACES PROVIDED	HANDICAP SPACES PROVIDED	TOTAL PARKING SPACES PROVIDED
GARAGE 2	227	7	234
TOWNHOUSE GARAGE	112	-	112
SURFACE PARKING	245	13	258
TOTAL	584	20	604

BICYCLE PARKING

TOTAL	REQUIRED	PH 1 PROVIDED	PH 2 PROVIDED
SURFACE	N/A	12	-
GARAGE	N/A	35	-
OVERALL	83	47	36

Kimley»Horn
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1514 BRICKYARD WAY, SUITE 201, FORT MYERS, FL 33907
PHONE: 239-277-1900 / FAX: 239-278-4382
WWW.KIMLEY-HORN.COM / REGISTRY NO. 35106

LICENSED PROFESSIONAL
STEPHANIE Z. SHOOK
FLORIDA LICENSE NUMBER 92332
DATE

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

SITE PLAN

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-11

NO.	REVISIONS	DATE	BY

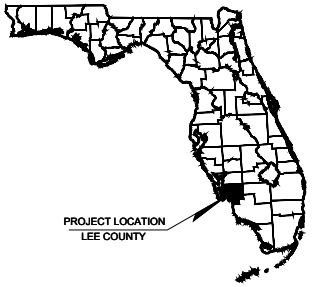
VILLAGE OF ESTERO APPLICATION NUMBER
DOS2024-E002

SFWMD APPLICATION NUMBERS
240131-42205 (ONSITE)
240321-42946 (OFFSITE)

FDOT APPLICATION NUMBERS
2024-A-192-00009 (ACCESS)
2024-D-192-00012 (DRAINAGE)

PERMIT PLANS
FOR
WOODFIELD MIXED-USE

OCTOBER 2024
LOCATED IN SECTION 09, TOWNSHIP 47S, RANGE 25E
VILLAGE OF ESTERO, FLORIDA



PROJECT TEAM

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SURVEYOR:
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12831 WESTLINKS DRIVE, UNITS 5-6
FORT MYERS, FL 33913
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CONTACT: JAMES M CONDON, PSM

GEOTECH:
UNIVERSAL ENGINEERING SCIENCES
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LEHIGH ACRES, FLORIDA
PHONE NUMBER:(239)-489-2443
CONTACT: ADAM J DORNACKER, P.E.

CIVIL ENGINEER:
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CONTACT: BETH BROSIOUS

ARCHITECT:
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DALLAS, TX 75240
PHONE: (239) 269-5083
CONTACT: GRACE L. JONES, AIA

LANDSCAPE ARCHITECT:
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NW SUITE 214
BOCA RATON, FL 33431
PHONE NUMBER: (561)-955-9623
CONTACT: MARK JACOBSEN, RLA, ASLA

UTILITIES PROVIDING SERVICE

POTABLE WATER
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11600 E. TERRY ST.,
BONITA SPRINGS, FL 34135
PHONE: (239)-533-8181

SANITARY SEWER
BONITA SPRINGS UTILITIES
11600 E. TERRY ST.
BONITA SPRINGS, FL 34135
PHONE: (239)-533-8181

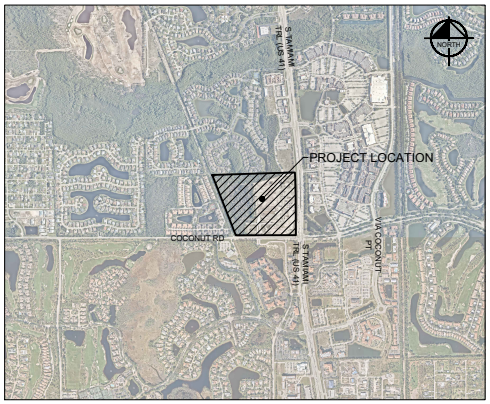
ELECTRIC
FLORIDA POWER & LIGHT
1220 5TH AVENUE N
NAPLES, FL 34102
PHONE: (239) 262-1322

FIRE
ESTERO FIRE DISTRICT
21500 THREE OAKS PARKWAY,
ESTERO, FL 33928
PHONE: (239) 390-6000

GAS
TECO PEOPLES GAS - FT. MYERS
9416 PALM RIVER ROAD
TAMPA, FL 33619
PHONE: (813) 275-3783
JOAN DOMNING

TELEPHONE
CENTURY LINK INC.
1325 BLAIRSTONE ROAD, ROOM 113
TALLAHASSEE, FL 32301
PHONE: (850) 599-1444
BILL MCCLOUD

CABLE TELEVISION
COMCAST
2801 SW 145TH AVE
MIRAMAR, FL 33027
PHONE: (754) 221-1254
LEONARD MAXWELL-NEWBOLD



LOCATION MAP
1"=1000'

SHEET INDEX

C-01	COVER SHEET	C-34	SALZEDO CIR PLAN AND PROFILE
C-02	AERIAL LOCATION MAP	C-35	CIVIC CENTER PLAN AND PROFILE
C-03	GENERAL NOTES	C-36	RIVO ALTO WAY PLAN AND PROFILE
C-04	SOILS MAP	C-37	RIVO ALTO WAY PLAN AND PROFILE
C-05	EXISTING CONDITIONS	C-38	LYDEN DR PLAN AND PROFILE
C-06	PH I EROSION CONTROL PLAN	C-39	SANTANDER TRL PLAN AND PROFILE
C-07	PH II EROSION CONTROL PLAN	C-40	FUTURE RESIDENTIAL PLAN AND PROFILE
C-08	EROSION CONTROL DETAILS	C-41	PEDESTRIAN PASEO PLAN AND PROFILE
C-09	DEMOLITION PLAN	C-42	DELIANUOVA LN PLAN AND PROFILE
C-10	PHASING PLAN	C-43	DELIANUOVA LN PLAN AND PROFILE
C-11	SITE PLAN	C-44	PUMP STATION & FORCE MAIN PLAN AND PROFILE
C-12	SITE PLAN	C-45	CROSS SECTIONS
C-13	SITE PLAN	C-46	CROSS SECTIONS
C-14	MASTER DRAINAGE PLAN	C-47	CROSS SECTIONS
C-15	PAVING GRADING AND DRAINAGE	C-48	DRAINAGE DETAILS
C-16	PAVING GRADING AND DRAINAGE	C-49	CONTROL STRUCTURE DETAILS
C-17	PAVING GRADING AND DRAINAGE	C-50	CONTROL STRUCTURE DETAILS
C-18	PAVING GRADING AND DRAINAGE	C-51	DRAINAGE STRUCTURE DETAILS
C-19	PAVING GRADING AND DRAINAGE	C-52	DRAINAGE STRUCTURE DETAILS
C-20	PAVING GRADING AND DRAINAGE	C-53	DRAINAGE STRUCTURE DETAILS
C-21	PAVING GRADING AND DRAINAGE	C-54	DRAINAGE STRUCTURE DETAILS
C-22	PAVING GRADING AND DRAINAGE	C-55	DRAINAGE STRUCTURE DETAILS
C-23	PAVING GRADING AND DRAINAGE	C-56	DRAINAGE STRUCTURE DETAILS
C-24	MASTER UTILITY PLAN - POTABLE WATER	C-57	PAVING DETAILS
C-25	MASTER UTILITY PLAN - SANITARY SEWER	C-58	BSU WATER DETAILS
C-26	PLAN AND PROFILE KEY SHEET	C-59	BSU COMBINATION WATER WASTEWATER DETAILS
C-27	COCONUT ROAD PLAN AND PROFILE	C-60	BSU WASTEWATER DETAILS
C-28	WALDEN CENTER DR PLAN AND PROFILE	C-61	BSU PUMP STATION DETAILS
C-29	WOODFIELD LAKE LOOP PLAN AND PROFILE	C-62	BSU BACKFLOW DETAILS
C-30	WOODFIELD LAKE LOOP PLAN AND PROFILE	C-63	BSU EASEMENT PLAN
C-31	WOODFIELD LAKE LOOP PLAN AND PROFILE	C-64	EASEMENT PLAN
C-32	SALZEDO CIR PLAN AND PROFILE	C-65	ADA ROUTING PLAN
C-33	SALZEDO CIR PLAN AND PROFILE		

PROPERTY INFORMATION	
STRAP #	09-47-25-E2-U1902.2012, 09-47-25-E2-U1900.2033, 09-47-25-E2-U1908.2037, 09-47-25-E2-U1909.2404, 09-47-25-E1-U1874.2023, 09-47-25-E1-U1877.2039
ZONING	ESTERO PLANNED DEVELOPMENT (EPD)

CALL 2 WORKING DAYS BEFORE YOU DIG
IT'S THE LAW! DIAL 811
Know what's Call below.
SUNSHINE STATE ONE CALL OF FLORIDA, INC.

NOTE:
THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED DEWATERING PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE ENGINEER PRIOR TO ANY EXCAVATION.

PREPARED BY
Kimley»Horn

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1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-271-2650 FAX: 941-379-4302
WWW.KIMLEY-HORN.COM REGISTRY No. 35106

THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 301
FORT MYERS, FL 33901
239-984-6524
FLORIDA REGISTRY NO. 35106
SINA EBRAHIMI, P.E. NO. 82332

THE SEVEN SIGNED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.
SHEETS: C-07 TO C-08, C-24 TO C-26

Planning Packet Items Shared Documents - Submission Items\Civil - October 9, 2024 (9:15:00am, EDT)\K-FPM_Civil_240925.dwg, Civil Cover Sheet, Ross Abramson, 10/9/2024 9:15:00 AM

PROPERTY BOUNDARY
CERISE DR
PROPERTY BOUNDARY
LYDEN DR
PROPERTY BOUNDARY
STADIUM TRAIL
(S-41 (TOLL) ROAD) (R/W)
RAMBLA ST
COCONUT ROAD
100/80' VILLAGE PUBLIC R/W
PROPERTY BOUNDARY
WALDEN CENTER DR
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
REVISIONS
NO.
DATE
BY
Kimley»Horn
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1514 BROADWAY, SUITE 301, FORT MYERS, FL 33901
PHONE: 239-277-1000 FAX: 941-277-4630
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106
KHA PROJECT
24005 1002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED KHA
DRAWN BY KHA
CHECKED BY KHA
LICENSED PROFESSIONAL
SIMA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
AERIAL LOCATION MAP
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-02

GENERAL CONSTRUCTION NOTES

1. THE CONTRACTOR AND SUBCONTRACTORS SHALL OBTAIN A COPY OF THE FLORIDA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" (LATEST EDITION) AND BECOME FAMILIAR WITH THE CONTENTS PRIOR TO COMMENCING WORK, AND, UNLESS OTHERWISE NOTED, ALL WORK SHALL CONFORM AS APPLICABLE TO THESE STANDARDS AND SPECIFICATIONS. THE GENERAL CONTRACTOR AND SUBCONTRACTORS SHALL NOTIFY THE CIVIL DESIGN TEAM OF ANY KNOWN DESIGN CHANGES NEEDED TO MEET THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARDS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING ALL MATERIAL AND LABOR TO CONSTRUCT THE FACILITY AS SHOWN AND DESCRIBED IN THE CONSTRUCTION DOCUMENTS IN ACCORDANCE WITH THE APPROPRIATE APPROVING AUTHORITIES, SPECIFICATIONS AND REQUIREMENTS. CONTRACTOR SHALL CLEAR AND GRUB ALL AREAS UNLESS OTHERWISE INDICATED, REMOVING TREES, STUMPS, ROOTS, MUCK, EXISTING PAVEMENT AND ALL OTHER DELETERIOUS MATERIAL.
3. EXISTING UTILITIES SHOWN ARE LOCATED ACCORDING TO THE INFORMATION AVAILABLE TO THE ENGINEER AT THE TIME OF THE DESIGN AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR THE ENGINEER. GUARANTEE IS NOT MADE THAT ALL EXISTING UNDERGROUND UTILITIES ARE SHOWN OR THAT THE LOCATION OF THOSE SHOWN ARE ENTIRELY ACCURATE. FINDING THE ACTUAL LOCATION OF ANY EXISTING UTILITIES IS THE CONTRACTOR'S RESPONSIBILITY AND SHALL BE DONE BEFORE HE COMMENCES ANY WORK IN THE VICINITY. FURTHERMORE, THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES. THE OWNER OR ENGINEER WILL ASSUME NO LIABILITY FOR ANY DAMAGES SUSTAINED OR COST INCURRED BECAUSE OF THE OPERATIONS IN THE VICINITY OF EXISTING UTILITIES OR STRUCTURES, NOR FOR TEMPORARY BRACING AND SHORING OF SAME. IF IT IS NECESSARY TO SHORE, BRACE, SWING OR RELOCATE A UTILITY, THE UTILITY COMPANY OR DEPARTMENT AFFECTED SHALL BE CONTACTED AND THEIR PERMISSION OBTAINED REGARDING THE METHOD TO USE FOR SUCH WORK.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES WHICH MAY HAVE BURIED OR AERIAL UTILITIES WITHIN THE LIMITS OF THE CONSTRUCTION AREA BEFORE COMMENCING WORK. THE CONTRACTOR SHALL PROVIDE 48 HOURS MINIMUM NOTICE TO ALL UTILITY COMPANIES PRIOR TO BEGINNING CONSTRUCTION. A LIST OF THE UTILITY COMPANIES WHICH THE CONTRACTOR MUST CALL BEFORE COMMENCING WORK IS PROVIDED ON THE COVER SHEET OF THESE CONSTRUCTION PLANS. THIS LIST SERVES AS A GUIDE ONLY AND IS NOT INTENDED TO LIMIT THE UTILITY COMPANIES WHICH THE CONTRACTOR MAY WISH TO NOTIFY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED CONSTRUCTION PERMITS AND BONDS IF REQUIRED PRIOR TO CONSTRUCTION.
6. THE CONTRACTOR SHALL HAVE AVAILABLE AT THE JOB SITE AT ALL TIMES ONE COPY OF THE CONSTRUCTION DOCUMENTS INCLUDING PLANS, SPECIFICATIONS, AND SPECIAL CONDITIONS AND COPIES OF ANY REQUIRED CONSTRUCTION PERMITS.
7. ANY DISCREPANCIES ON THE DRAWINGS SHALL BE IMMEDIATELY BROUGHT TO THE ATTENTION OF THE OWNER AND ENGINEER BEFORE COMMENCING WORK. NO FIELD CHANGES OR DEVIATIONS FROM DESIGN ARE TO BE MADE WITHOUT PRIOR APPROVAL OF THE OWNER AND NOTIFICATION TO THE ENGINEER OF RECORD.
8. ALL COPIES OF COMPACTION, CONCRETE AND OTHER REQUIRED TEST RESULTS ARE TO BE SENT TO THE OWNER AND CIVIL ENGINEER OF RECORD DIRECTLY FROM THE TESTING AGENCY.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING TO THE ENGINEER A CERTIFIED RECORD SURVEY SIGNED AND SEALED BY A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF FLORIDA DEPICTING THE ACTUAL FIELD LOCATION OF ALL CONSTRUCTED IMPROVEMENTS THAT ARE REQUIRED BY THE JURISDICTIONAL AGENCIES FOR THE CERTIFICATION PROCESS. ALL SURVEY COSTS WILL BE THE CONTRACTORS RESPONSIBILITY.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DOCUMENTING AND MAINTAINING AS-BUILT INFORMATION WHICH SHALL BE RECORDED AS CONSTRUCTION PROGRESSES OR AT THE COMPLETION OF APPROPRIATE CONSTRUCTION INTERVALS AND SHALL BE RESPONSIBLE FOR PROVIDING AS-BUILT DRAWINGS TO THE OWNER FOR THE PURPOSE OF CERTIFICATION TO JURISDICTIONAL AGENCIES AS REQUIRED. ALL AS-BUILT DATA SHALL BE COLLECTED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR WHOSE SERVICES ARE ENGAGED BY THE CONTRACTOR. AS-BUILTS SHALL BE PROVIDED AS AN ALTA/NSPS LAND TITLE SURVEY WITH A TOPO/IMPROVEMENT PLAN.
11. ANY WELLS DISCOVERED ON SITE THAT WILL HAVE NO USE MUST BE PLUGGED BY A LICENSED WELL DRILLING CONTRACTOR IN A MANNER APPROVED BY ALL JURISDICTIONAL AGENCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY WELL ABANDONMENT PERMITS REQUIRED.
12. ANY WELL DISCOVERED DURING EARTH MOVING OR EXCAVATION SHALL BE REPORTED TO THE APPROPRIATE JURISDICTIONAL AGENCIES WITHIN 24 HOURS AFTER DISCOVERY IS MADE.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THAT THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS DO NOT CONFLICT WITH ANY KNOWN EXISTING OR OTHER PROPOSED IMPROVEMENTS. IF ANY CONFLICTS ARE DISCOVERED, THE CONTRACTOR SHALL NOTIFY THE OWNER PRIOR TO INSTALLATION OF ANY PORTION OF THE SITE WORK THAT WOULD BE AFFECTED. FAILURE TO NOTIFY OWNER OF AN IDENTIFIABLE CONFLICT PRIOR TO PROCEEDING WITH INSTALLATION RELIEVES OWNER OF ANY OBLIGATION TO PAY FOR A RELATED CHANGE ORDER.
14. ALL ELEVATIONS ARE RELATIVE TO NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

DEMOLITION NOTES

1. ALL MATERIAL REMOVED FROM THIS SITE BY THE CONTRACTOR SHALL BE DISPOSED OF BY THE CONTRACTOR IN A LEGAL MANNER.
2. REFER TO THE TOPOGRAPHIC SURVEY FOR ADDITIONAL DETAILS OF EXISTING STRUCTURES, ETC., LOCATED WITHIN THE PROJECT SITE. UNLESS OTHERWISE NOTED, ALL EXISTING BUILDINGS, STRUCTURES, SLABS, CONCRETE, ASPHALT, DEBRIS PILES, SIGNS, AND ALL APPURTENANCES ARE TO BE REMOVED FROM THE SITE BY THE CONTRACTOR AND PROPERLY DISPOSED OF IN A LEGAL MANNER AS PART OF THIS CONTRACT. SOME ITEMS TO BE REMOVED MAY NOT BE DEPICTED ON THE TOPOGRAPHIC SURVEY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE AND DETERMINE THE FULL EXTENT OF ITEMS TO BE REMOVED. IF ANY ITEMS ARE IN QUESTION, THE CONTRACTOR SHALL CONTACT THE OWNER PRIOR TO REMOVAL OF SAID ITEMS. EXCAVATION IS REQUIRED TO 36" FOR ALL EXISTING FOUNDATIONS WITH APPROVED COMPACTED BACKFILL PER THE GEOTECHNICAL REPORT AND STRUCTURAL DRAWINGS.
3. THE CONTRACTOR SHALL REFER TO THE PLAN FOR DEMOLITION/PRESERVATION OF EXISTING TREES. ALL TREES NOT SPECIFICALLY SHOWN TO BE PRESERVED OR RELOCATED SHALL BE REMOVED AS A PART OF THIS CONTRACT. TREE PROTECTION FENCING SHALL BE INSTALLED PRIOR TO ANY DEMOLITION.
4. CONTRACTOR TO OBTAIN ANY REQUIRED TREE REMOVAL PERMITS.

PAVING, GRADING AND DRAINAGE NOTES

1. ALL PAVING, CONSTRUCTION, MATERIALS, AND WORKMANSHIP WITHIN RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH LOCAL OR COUNTY SPECIFICATIONS AND STANDARDS (LATEST EDITION) OR FDOT SPECIFICATIONS AND STANDARDS (LATEST EDITION) IF NOT COVERED BY LOCAL OR COUNTY REGULATIONS.
2. ALL UNPAVED AREAS IN EXISTING RIGHTS-OF-WAY DISTURBED BY CONSTRUCTION SHALL BE REGRADED AND SODDED.
3. TRAFFIC CONTROL ON ALL FDOT, LOCAL AND COUNTY RIGHTS-OF-WAY SHALL MEET THE REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (U.S. DOT/FHA) AND THE REQUIREMENTS OF THE STATE AND ANY LOCAL AGENCY HAVING JURISDICTION. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
4. THE CONTRACTOR SHALL GRADE THE SITE TO THE ELEVATIONS INDICATED AND SHALL REGRADE WASHOUTS WHERE THEY OCCUR AFTER EVERY RAINFALL UNTIL A GRASS STAND IS WELL ESTABLISHED ON ADEQUATE STABILIZATION OCCURS.
5. ALL OPEN AREAS WITHIN THE PROJECT SITE SHALL BE SEEDED OR SODDED PER DIRECTION FROM OWNER UNLESS INDICATED OTHERWISE ON THE LANDSCAPE PLAN.
6. WHERE EXISTING PAVEMENT IS INDICATED TO BE REMOVED AND REPLACED, THE CONTRACTOR SHALL SAW CUT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND REPLACE THE PAVEMENT WITH THE SAME TYPE AND DEPTH OF MATERIAL AS EXISTING OR AS INDICATED.
7. WHERE NEW PAVEMENT MEETS THE EXISTING PAVEMENT, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT A MINIMUM 2" DEEP FOR A SMOOTH AND STRAIGHT JOINT AND MATCH THE EXISTING PAVEMENT ELEVATION WITH THE PROPOSED PAVEMENT UNLESS OTHERWISE INDICATED.
8. THE CONTRACTOR SHALL INSTALL FILTER FABRIC OVER ALL DRAINAGE STRUCTURES FOR THE DURATION OF CONSTRUCTION AND UNTIL ACCEPTANCE OF THE PROJECT BY THE OWNER. ALL DRAINAGE STRUCTURES SHALL BE CLEANED OF DEBRIS AS REQUIRED DURING AND AT THE END OF CONSTRUCTION TO PROVIDE POSITIVE DRAINAGE FLOWS.
9. IF DEWATERING IS REQUIRED, THE CONTRACTOR SHALL OBTAIN ANY APPLICABLE REQUIRED PERMITS. THE CONTRACTOR IS TO COORDINATE WITH THE OWNER AND THE ENGINEER OF RECORD PRIOR TO ANY EXCAVATION.
10. THE CONTRACTOR SHALL STRIP TOPSOIL AND ORGANIC MATTER FROM ALL AREAS OF THE SITE AS REQUIRED. IN SOME CASES TOPSOIL MAY BE STOCKPILED ON SITE FOR PLACEMENT WITHIN LANDSCAPED AREAS BUT ONLY AS DIRECTED BY THE OWNER.
11. FIELD DENSITY TESTS SHALL BE TAKEN AT INTERVALS IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.
12. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED AS PER PLANS. THE AREAS SHALL THEN BE SODDED OR SEEDED AS SPECIFIED IN THE PLANS, AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE JOB SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER. ALL EARTHEN AREAS WILL BE SODDED OR SEEDED AND MULCHED AS SHOWN ON THE LANDSCAPING PLAN.
13. ALL CUT OR FILL SLOPES SHALL BE 4 (HORIZONTAL) : 1 (VERTICAL) OR FLATTER UNLESS OTHERWISE SHOWN.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF DUST AND DIRT RISING AND SCATTERING IN THE AIR DURING CONSTRUCTION AND SHALL PROVIDE WATER SPRINKLING OR OTHER SUITABLE METHODS OF CONTROL. THE CONTRACTOR SHALL COMPLY WITH ALL GOVERNING REGULATIONS PERTAINING TO ENVIRONMENTAL PROTECTION.
15. THE CONTRACTOR SHALL TAKE ALL REQUIRED MEASURES TO CONTROL TURBIDITY, INCLUDING BUT NOT LIMITED TO THE INSTALLATION OF TURBIDITY BARRIERS AT ALL LOCATIONS WHERE THE POSSIBILITY OF TRANSFERRING SUSPENDED SOLIDS INTO THE RECEIVING WATER BODY EXISTS DUE TO THE PROPOSED WORK. TURBIDITY BARRIERS MUST BE MAINTAINED IN EFFECTIVE CONDITION AT ALL LOCATIONS UNTIL CONSTRUCTION IS COMPLETED AND DISTURBED SOIL AREAS ARE STABILIZED. THEREAFTER, THE CONTRACTOR MUST REMOVE THE BARRIERS. AT NO TIME SHALL THERE BE ANY OFF-SITE DISCHARGE WHICH VIOLATES THE WATER QUALITY STANDARDS IN CHAPTER 62-302, FLORIDA ADMINISTRATIVE CODE.
16. SOD, WHERE CALLED FOR, MUST BE INSTALLED AND MAINTAINED ON EXPOSED SLOPES WITHIN 48 HOURS OF COMPLETING FINAL GRADING, AND AT ANY OTHER TIME AS NECESSARY, TO PREVENT EROSION, SEDIMENTATION OR TURBID DISCHARGES.
17. THE CONTRACTOR MUST REVIEW AND MAINTAIN A COPY OF THE ENVIRONMENTAL RESOURCE PERMIT COMPLETE WITH ALL CONDITIONS, ATTACHMENTS, EXHIBITS, AND PERMIT MODIFICATIONS IN GOOD CONDITION AT THE CONSTRUCTION SITE. THE COMPLETE PERMIT MUST BE AVAILABLE FOR REVIEW UPON REQUEST BY WATER MANAGEMENT DISTRICT REPRESENTATIVES.
18. THE CONTRACTOR SHALL ENSURE THAT ISLAND PLANTING AREAS AND OTHER PLANTING AREAS ARE NOT COMPACTED AND DO NOT CONTAIN ROAD BASE MATERIALS. THE CONTRACTOR SHALL ALSO EXCAVATE AND REMOVE ALL UNDESIRABLE MATERIAL FROM ALL AREAS ON THE SITE TO BE PLANTED. CONTRACTOR SHALL PROPERLY DISPOSE OF ALL UNDESIRABLE MATERIAL IN A LEGAL MANNER.
19. THE CONTRACTOR SHALL INSTALL ALL UNDERGROUND STORM WATER PIPING PER CONTRACT DESIGN DOCUMENTS.
20. LENGTH OF STORM DRAIN PIPES ARE APPROXIMATE AND ARE MEASURED FROM CENTER OF STRUCTURE.
21. CONTRACTOR SHALL PLACE 2 FT. OF CONTINUOUS SOD AROUND ALL INLETS, HEADWALLS AND CONTROL STRUCTURES ABOVE CONTROL ELEVATION.
22. CONTRACTOR SHALL PLACE 2 FT. OF SOD CONTINUOUS ALONG EDGES OF PAVEMENT OF ALL ROADS AND/ OR CURB, LAYING PARALLEL WITH THE ROAD MAINTAINING 1" BELOW FINISHED PAVEMENT GRADE.

WATER AND SEWER UTILITY NOTES

1. THE CONTRACTOR SHALL CONSTRUCT GRAVITY SEWER LATERALS, MANHOLES GRAVITY SEWER LINES AND DOMESTIC WATER AND FIRE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL FURNISH ALL NECESSARY MATERIALS, EQUIPMENT, MACHINERY, TOOLS, MEANS OF TRANSPORTATION AND LABOR NECESSARY TO COMPLETE THE WORK IN FULL AND COMPLETE ACCORDANCE WITH THE SHOWN, DESCRIBED AND REASONABLY INTENDED REQUIREMENTS OF THE CONTRACT DOCUMENTS AND JURISDICTIONAL AGENCY REQUIREMENTS. IN THE EVENT THAT THE CONTRACT DOCUMENTS AND THE JURISDICTIONAL AGENCY REQUIREMENTS ARE NOT IN AGREEMENT, THE MOST STRINGENT SHALL GOVERN.
2. DEFLECTION OF PIPE JOINTS AND CURVATURE OF PIPE SHALL NOT EXCEED THE MANUFACTURER'S SPECIFICATIONS. SECURELY CLOSE ALL OPEN ENDS OF PIPE AND FITTINGS WITH A WATERTIGHT PLUG WHEN WORK IS NOT IN PROGRESS. THE INTERIOR OF ALL PIPES SHALL BE CLEAN AND JOINT SURFACES WIPED CLEAN AND DRY AFTER THE PIPE HAS BEEN LOWERED INTO THE TRENCH. VALVES SHALL BE PLUMB AND LOCATED ACCORDING TO THE PLANS.
3. ALL PHASES OF INSTALLATION, INCLUDING UNLOADING, TRENCHING, LAYING AND BACK FILLING, SHALL BE DONE IN A FIRST CLASS WORKMANLIKE MANNER. ALL PIPE AND FITTINGS SHALL BE CAREFULLY STORED FOLLOWING MANUFACTURER'S RECOMMENDATIONS. CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE COATING OR LINING IN ANY D.I. PIPE FITTINGS. ANY PIPE OR FITTING WHICH IS DAMAGED OR WHICH HAS FLAWS OR IMPERFECTIONS WHICH, IN THE OPINION OF THE ENGINEER OR OWNER, RENDERS IT UNFIT FOR USE, SHALL NOT BE USED. ANY PIPE NOT SATISFACTORY FOR USE SHALL BE CLEARLY MARKED AND IMMEDIATELY REMOVED FROM THE JOB SITE, AND SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
4. WATER FOR FIRE FIGHTING SHALL BE AVAILABLE FOR USE PRIOR TO COMBUSTIBLES BEING BROUGHT ON SITE.
5. ALL UTILITY AND STORM DRAIN TRENCHES LOCATED UNDER AREAS TO RECEIVE PAVING SHALL BE COMPLETELY BACK FILLED PER THE GEOTECHNICAL REPORT.
6. UNDERGROUND LINES SHALL BE SURVEYED BY A STATE OF FLORIDA PROFESSIONAL LAND SURVEYOR PRIOR TO BACK FILLING, AT CONTRACTORS OWN EXPENSE.
7. CONTRACTOR SHALL PERFORM, AT HIS OWN EXPENSE, ANY AND ALL TESTS REQUIRED BY THE SPECIFICATIONS AND/OR ANY AGENCY HAVING JURISDICTION. THESE TESTS MAY INCLUDE, BUT MAY NOT BE LIMITED TO, INFILTRATION AND EXFILTRATION, TELEVISION INSPECTION AND A MANDREL TEST ON GRAVITY SEWER. A COPY OF THE TEST RESULTS SHALL BE PROVIDED TO THE UTILITY PROVIDER, OWNER AND JURISDICTIONAL AGENCY AS REQUIRED.

MAINTENANCE

ALL MEASURES STATED ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. INLET PROTECTION DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
2. ALL SEEDED AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE MAINTAINED AND RESEEDED AS NEEDED. FOR MAINTENANCE REQUIREMENTS REFER TO SECTION 981 OF THE STANDARD SPECIFICATIONS.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
6. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 55 CUBIC YARDS / ACRE.
7. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INSPECTION.

NO.	REVISIONS	DATE	BY

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LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE:

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN BY KHA
CHECKED BY KHA

GENERAL NOTES

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-03

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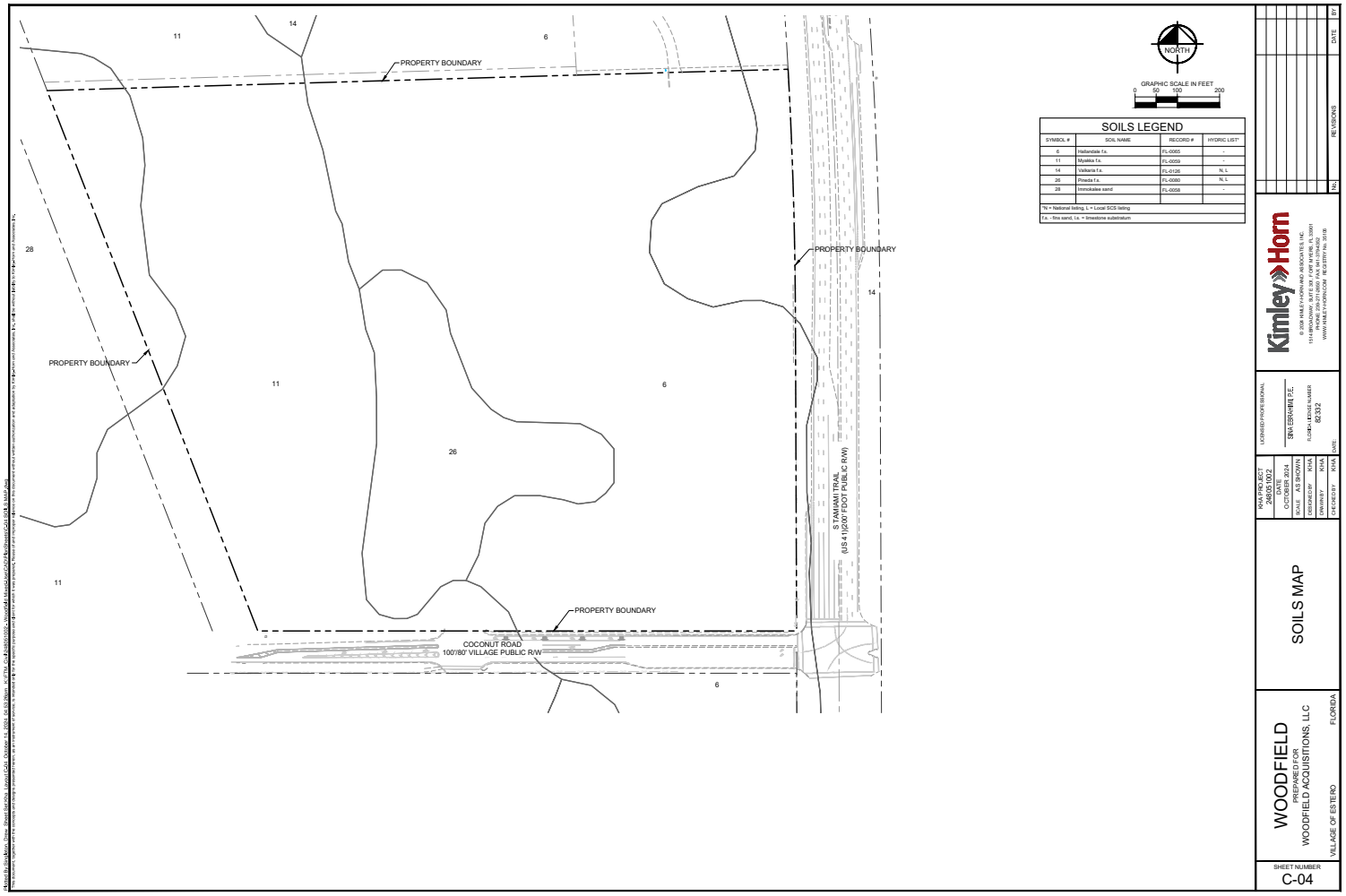
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PROPERTY BOUNDARY
S TAMIAMI TRAIL
(US 41)/200' FDOT PUBLIC R/W
COCONUT ROAD
100'/80' VILLAGE PUBLIC R/W
11
14
6
28
26
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
SOILS LEGEND
SYMBOL # | SOIL NAME | RECORD # | HYDRIC LIST*
6 | Hallandale f.s. | FL-0065 | -
11 | Myakka f.s. | FL-0059 | -
14 | Valkaria f.s. | FL-0126 | N, L
26 | Pineda f.s. | FL-0080 | N, L
28 | Immokalee sand | FL-0058 | -
*N = National listing, L = Local SCS listing
f.s. - fine sand, l.s. = limestone substratum
REVISIONS
NO. | DATE | BY
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DATE
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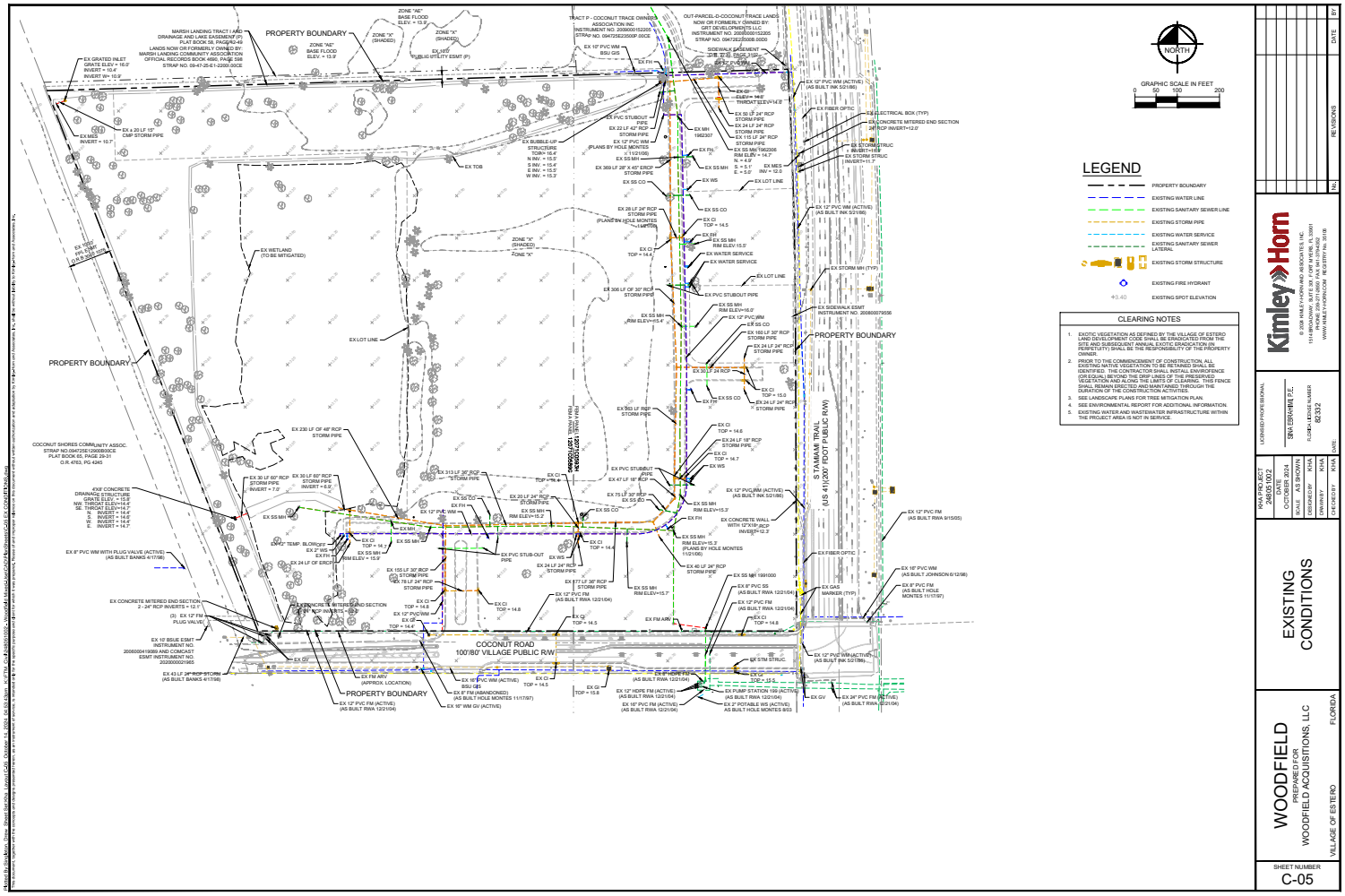
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA
SOILS MAP
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-04



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DATE OCTOBER 2024
SCALE AS SHOWN
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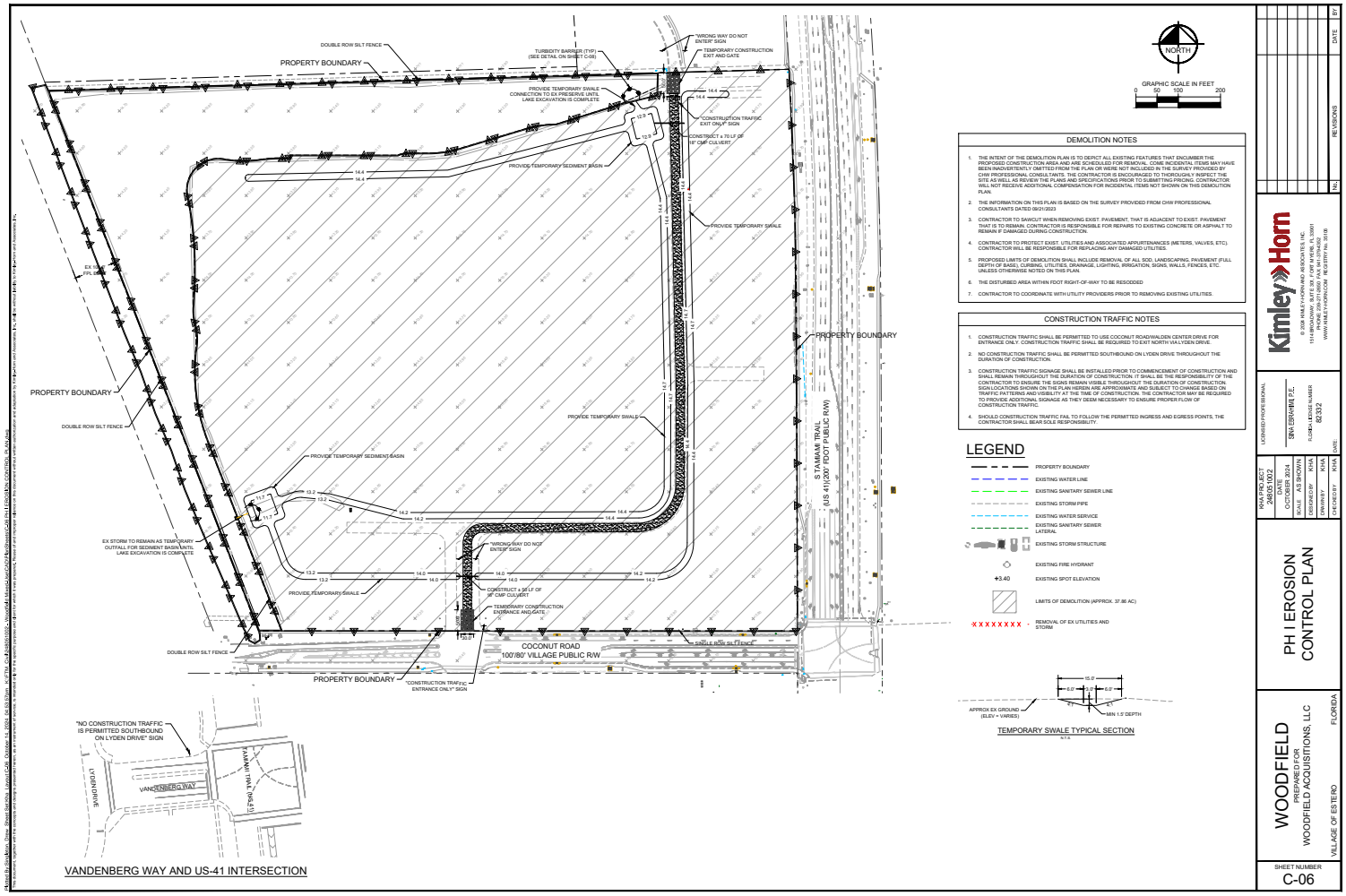
DRAWN/BY KHA
CHECKED/BY KHA

EXISTING CONDITIONS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER C-05

NO.	REVISIONS	DATE	BY


PROPERTY BOUNDARY
DOUBLE ROW SILT FENCE
TURBIDITY BARRIER (TYP) (SEE DETAIL ON SHEET C-08)
"WRONG WAY DO NOT ENTER" SIGN
TEMPORARY CONSTRUCTION EXIT AND GATE
PROVIDE TEMPORARY SWALE CONNECTION TO EX PRESERVE UNTIL LAKE EXCAVATION IS COMPLETE
"CONSTRUCTION TRAFFIC EXIT ONLY" SIGN
CONSTRUCT ± 70 LF OF 18" CMP CULVERT
PROVIDE TEMPORARY SEDIMENT BASIN
PROVIDE TEMPORARY SWALE
EX STORM TO REMAIN AS TEMPORARY OUTFALL FOR SEDIMENT BASIN UNTIL LAKE EXCAVATION IS COMPLETE
CONSTRUCT ± 36 LF OF 18" CMP CULVERT
TEMPORARY CONSTRUCTION ENTRANCE AND GATE
"CONSTRUCTION TRAFFIC ENTRANCE ONLY" SIGN
COCONUT ROAD
100'/80' VILLAGE PUBLIC R/W
STAMAMI TRAIL
(US 41) (200' FDOT PUBLIC R/W)
"NO CONSTRUCTION TRAFFIC IS PERMITTED SOUTHBOUND ON LYDEN DRIVE" SIGN
VANDENBERG WAY
LYDEN DRIVE
STAMAMI TRAIL (US 41)
VANDENBERG WAY AND US-41 INTERSECTION
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
DEMOLITION NOTES
1. THE INTENT OF THE DEMOLITION PLAN IS TO DEPICT ALL EXISTING FEATURES THAT ENCUMBER THE PROPOSED CONSTRUCTION AREA AND ARE SCHEDULED FOR REMOVAL. COME INCIDENTAL ITEMS MAY HAVE BEEN INADVERTENTLY OMITTED FROM THE PLAN OR WERE NOT INCLUDED IN THE SURVEY PROVIDED BY CHW PROFESSIONAL CONSULTANTS. THE CONTRACTOR IS ENCOURAGED TO THOROUGHLY INSPECT THE SITE AS WELL AS REVIEW THE PLANS AND SPECIFICATIONS PRIOR TO SUBMITTING PRICING. CONTRACTOR WILL NOT RECEIVE ADDITIONAL COMPENSATION FOR INCIDENTAL ITEMS NOT SHOWN ON THIS DEMOLITION PLAN.
2. THE INFORMATION ON THIS PLAN IS BASED ON THE SURVEY PROVIDED FROM CHW PROFESSIONAL CONSULTANTS DATED 09/21/2023
3. CONTRACTOR TO SAWCUT WHEN REMOVING EXIST. PAVEMENT, THAT IS ADJACENT TO EXIST. PAVEMENT THAT IS TO REMAIN. CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO EXISTING CONCRETE OR ASPHALT TO REMAIN IF DAMAGED DURING CONSTRUCTION.
4. CONTRACTOR TO PROTECT EXIST. UTILITIES AND ASSOCIATED APPURTENANCES (METERS, VALVES, ETC). CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING ANY DAMAGED UTILITIES.
5. PROPOSED LIMITS OF DEMOLITION SHALL INCLUDE REMOVAL OF ALL SOD, LANDSCAPING, PAVEMENT (FULL DEPTH), CURBING, SIDEWALK, DRAINAGE, LIGHTING, IRRIGATION, SIGNS, WALLS, FENCES, ETC. UNLESS OTHERWISE NOTED ON THIS PLAN.
6. THE DISTURBED AREA WITHIN FDOT RIGHT-OF-WAY TO BE RESODDED
7. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDERS PRIOR TO REMOVING EXISTING UTILITIES.
CONSTRUCTION TRAFFIC NOTES
1. CONSTRUCTION TRAFFIC SHALL BE PERMITTED TO USE COCONUT ROAD/WALDEN CENTER DRIVE FOR ENTRANCE ONLY. CONSTRUCTION TRAFFIC SHALL BE REQUIRED TO EXIT NORTH VIA LYDEN DRIVE.
2. NO CONSTRUCTION TRAFFIC SHALL BE PERMITTED SOUTHBOUND ON LYDEN DRIVE THROUGHOUT THE DURATION OF CONSTRUCTION.
3. CONSTRUCTION TRAFFIC SIGNAGE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL REMAIN THROUGHOUT THE DURATION OF CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THE SIGNS REMAIN VISIBLE THROUGHOUT THE DURATION OF CONSTRUCTION. SIGN LOCATIONS SHOWN ON THE PLAN HEREIN ARE APPROXIMATE AND SUBJECT TO CHANGE BASED ON TRAFFIC PATTERNS AND VISIBILITY AT THE TIME OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE ADDITIONAL SIGNAGE AS THEY DEEM NECESSARY TO ENSURE PROPER FLOW OF CONSTRUCTION TRAFFIC.
4. SHOULD CONSTRUCTION TRAFFIC FAIL TO FOLLOW THE PERMITTED INGRESS AND EGRESS POINTS, THE CONTRACTOR SHALL BEAR SOLE RESPONSIBILITY.
LEGEND
PROPERTY BOUNDARY
EXISTING WATER LINE
EXISTING SANITARY SEWER LINE
EXISTING STORM PIPE
EXISTING WATER SERVICE
EXISTING SANITARY SEWER LATERAL
EXISTING STORM STRUCTURE
EXISTING FIRE HYDRANT
+3.40 EXISTING SPOT ELEVATION
LIMITS OF DEMOLITION (APPROX. 37.86 AC)
REMOVAL OF EX UTILITIES AND STORM
TEMPORARY SWALE TYPICAL SECTION
APPROX EX GROUND (ELEV = VARIES)
MIN 1.5' DEPTH
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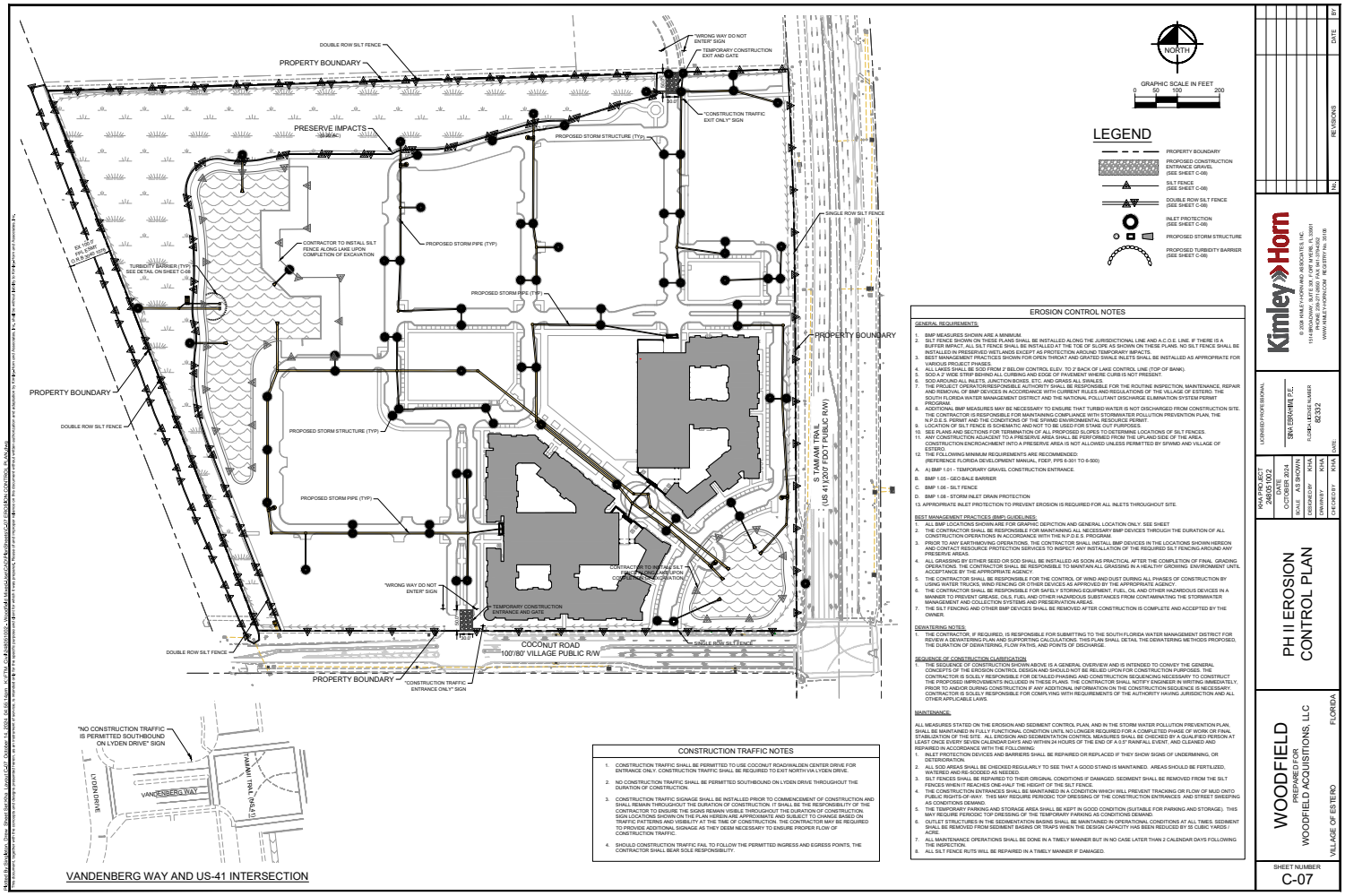
DATE
KHA PROJECT
24B05100.2
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN BY KHA
CHECKED BY KHA
PH I EROSION CONTROL PLAN
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-06



EROSION CONTROL NOTES

GENERAL REQUIREMENTS:

1. BMP MEASURES SHOWN ARE A MINIMUM.
2. WHERE SILT FENCE ON THESE PLANS SHALL BE INSTALLED ALONG THE JURISDICTIONAL LINE AND A.C.O.E. LINE. IF THERE IS A BUFFER IMPACT, ALL SILT FENCE SHALL BE INSTALLED AT THE TOE OF SLOPE AS SHOWN ON THESE PLANS. NO SILT FENCE SHALL BE INSTALLED IN PRESERVED WETLANDS EXCEPT AS PROTECTION AROUND TEMPORARY IMPACTS.
3. BEST MANAGEMENT PRACTICES SHOWN FOR OPEN THROAT AND GRATED SWALE INLETS SHALL BE INSTALLED AS APPROPRIATE FOR VARIOUS PROJECT PHASES.
4. ALL LAKES SHALL BE SOD FROM 2' BELOW CONTROL ELEV. TO 2' BACK OF LAKE CONTROL LINE (TOP OF BANK).
5. SOD A 2' WIDE STRIP BEHIND ALL CURBING AND EDGE OF PAVEMENT WHERE CURB IS NOT PRESENT.
6. SOD AROUND ALL INLETS, JUNCTION BOXES, ETC. AND GRASS ALL SWALES.
7. THE PROJECT OPERATOR/RESPONSIBLE AUTHORITY SHALL BE RESPONSIBLE FOR THE ROUTINE INSPECTION, MAINTENANCE, REPAIR AND REMOVAL OF BMP DEVICES IN ACCORDANCE WITH CURRENT RULES AND REGULATIONS OF THE VILLAGE OF ESTERO, THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT AND THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT REQUIREMENTS.
8. ADDITIONAL BMP MEASURES MAY BE NECESSARY TO ENSURE THAT TURBID WATER IS NOT DISCHARGED FROM CONSTRUCTION SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING COMPLIANCE WITH STORMWATER POLLUTION PREVENTION PLAN, THE N.P.D.E.S. PERMIT AND THE CONDITIONS OF THE SFWMD ENVIRONMENTAL RESOURCE PERMIT.
9. LOCATION OF SILT FENCE IS SCHEMATIC AND NOT TO BE USED FOR STAKE OUT PURPOSES.
10. SEE PLANS AND SECTIONS FOR TERMINATION OF ALL PROPOSED SLOPES TO DETERMINE LOCATIONS OF SILT FENCES.
11. ANY CONSTRUCTION ADJACENT TO A PRESERVE AREA SHALL BE PERFORMED FROM THE UPLAND SIDE OF THE AREA. CONSTRUCTION ENCROACHMENT INTO A PRESERVE AREA IS NOT ALLOWED UNLESS PERMITTED BY SFWMD and VILLAGE OF ESTERO.
12. THE FOLLOWING MINIMUM REQUIREMENTS ARE RECOMMENDED: (REFERENCE FLORIDA DEVELOPMENT MANUAL, FDEP, PPS 6-301 TO 6-500)
    - A) BMP 1.01 - TEMPORARY GRAVEL CONSTRUCTION ENTRANCE.
    - B. BMP 1.05 - GEO BALE BARRIER
    - C. BMP 1.06 - SILT FENCE
    - D. BMP 1.06 - STORM INLET DRAIN PROTECTION
13. APPROPRIATE INLET PROTECTION TO PREVENT EROSION IS REQUIRED FOR ALL INLETS THROUGHOUT SITE.

BEST MANAGEMENT PRACTICES (BMP) GUIDELINES:

1. ALL BMP LOCATIONS SHOWN ARE FOR GRAPHIC DEPICTION AND GENERAL LOCATION ONLY. SEE SHEET
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL NECESSARY BMP DEVICES THROUGH THE DURATION OF ALL CONSTRUCTION OPERATIONS IN ACCORDANCE WITH THE N.P.D.E.S. PROGRAM.
3. PRIOR TO ANY EARTHMOVING OPERATIONS, THE CONTRACTOR SHALL INSTALL BMP DEVICES IN THE LOCATIONS SHOWN HEREON AND CONTACT RESOURCE PROTECTION SERVICES TO INSPECT ANY INSTALLATION OF THE REQUIRED SILT FENCING AROUND ANY PRESERVE AREAS.
4. ALL GRASSING BY EITHER SEED OR SOD SHALL BE INSTALLED AS SOON AS PRACTICAL AFTER THE COMPLETION OF FINAL GRADING. THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN ALL GRASSING IN A HEALTHY GROWING ENVIRONMENT UNTIL ACCEPTANCE BY THE APPROPRIATE AGENCY.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE CONTROL OF WIND AND DUST DURING ALL PHASES OF CONSTRUCTION BY USING WATER TRUCKS, WIND FENCING OR OTHER DEVICES AS APPROVED BY THE APPROPRIATE AGENCY.
6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFELY STORING EQUIPMENT, FUEL, OIL AND OTHER HAZARDOUS DEVICES IN A MANNER TO PREVENT GREASE, OILS, FUEL AND OTHER HAZARDOUS SUBSTANCES FROM CONTAMINATING THE STORMWATER MANAGEMENT AND COLLECTION SYSTEMS AND PRESERVATION AREAS.
7. THE SILT FENCING AND OTHER BMP DEVICES SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETE AND ACCEPTED BY THE OWNER.

DEWATERING NOTES:

1. THE CONTRACTOR, IF REQUIRED, IS RESPONSIBLE FOR SUBMITTING TO THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT FOR REVIEW A DEWATERING PLAN AND SUPPORTING CALCULATIONS. THIS PLAN SHALL DETAIL THE DEWATERING METHODS PROPOSED, THE DURATION OF DEWATERING, FLOW PATHS, AND POINTS OF DISCHARGE.

SEQUENCE OF CONSTRUCTION CLARIFICATION

1. THE SEQUENCE OF CONSTRUCTION SHOWN ABOVE IS A GENERAL OVERVIEW AND IS INTENDED TO CONVEY THE GENERAL CONCEPTS OF THE EROSION CONTROL DESIGN AND SHOULD NOT BE RELIED UPON FOR CONSTRUCTION PURPOSES. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR DETAILED PHASING AND CONSTRUCTION SEQUENCING NECESSARY TO CONSTRUCT THE PROPOSED IMPROVEMENTS INCLUDED IN THESE PLANS. THE CONTRACTOR SHALL NOTIFY ENGINEER IN WRITING IMMEDIATELY, PRIOR TO AND/OR DURING CONSTRUCTION IF ANY ADDITIONAL INFORMATION ON THE CONSTRUCTION SEQUENCE IS NECESSARY. CONTRACTOR IS SOLELY RESPONSIBLE FOR COMPLYING WITH REQUIREMENTS OF THE AUTHORITY HAVING JURISDICTION AND ALL OTHER APPLICABLE LAWS.

MAINTENANCE:

ALL MEASURES STATED ON THE EROSION AND SEDIMENT CONTROL PLAN, AND IN THE STORM WATER POLLUTION PREVENTION PLAN, SHALL BE MAINTAINED IN FULLY FUNCTIONAL CONDITION UNTIL NO LONGER REQUIRED FOR A COMPLETED PHASE OF WORK OR FINAL STABILIZATION OF THE SITE. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE CHECKED BY A QUALIFIED PERSON AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A 0.5" RAINFALL EVENT, AND CLEANED AND REPAIRED IN ACCORDANCE WITH THE FOLLOWING:

1. ALL EROSION CONTROL DEVICES AND BARRIERS SHALL BE REPAIRED OR REPLACED IF THEY SHOW SIGNS OF UNDERMINING, OR DETERIORATION.
2. ALL SOD AREAS SHALL BE CHECKED REGULARLY TO SEE THAT A GOOD STAND IS MAINTAINED. AREAS SHOULD BE FERTILIZED, WATERED AND RE-SODDED AS NEEDED.
3. SILT FENCES SHALL BE REPAIRED TO THEIR ORIGINAL CONDITIONS IF DAMAGED. SEDIMENT SHALL BE REMOVED FROM THE SILT FENCES WHEN IT REACHES ONE-HALF THE HEIGHT OF THE SILT FENCE.
4. THE CONSTRUCTION ENTRANCES SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOW OF MUD ONTO PUBLIC RIGHTS-OF-WAY. THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE CONSTRUCTION ENTRANCES AND STREET SWEEPING AS CONDITIONS DEMAND.
5. THE TEMPORARY PARKING AND STORAGE AREA SHALL BE KEPT IN GOOD CONDITION (SUITABLE FOR PARKING AND STORAGE). THIS MAY REQUIRE PERIODIC TOP DRESSING OF THE TEMPORARY PARKING AS CONDITIONS DEMAND.
6. OUTLET STRUCTURES IN THE SEDIMENTATION BASINS SHALL BE MAINTAINED IN OPERATIONAL CONDITIONS AT ALL TIMES. SEDIMENT SHALL BE REMOVED FROM SEDIMENT BASINS OR TRAPS WHEN THE DESIGN CAPACITY HAS BEEN REDUCED BY 55 CUBIC YARDS / ACRE.
7. ALL MAINTENANCE OPERATIONS SHALL BE DONE IN A TIMELY MANNER BUT IN NO CASE LATER THAN 2 CALENDAR DAYS FOLLOWING THE INSPECTION.
8. ALL SILT FENCE RUTS WILL BE REPAIRED IN A TIMELY MANNER IF DAMAGED.

CONSTRUCTION TRAFFIC NOTES

1. CONSTRUCTION TRAFFIC SHALL BE PERMITTED TO USE COCONUT ROAD/WALDEN CENTER DRIVE FOR ENTRANCE ONLY. CONSTRUCTION TRAFFIC SHALL BE REQUIRED TO EXIT NORTH VIA LYDEN DRIVE.
2. NO CONSTRUCTION TRAFFIC SHALL BE PERMITTED SOUTHBOUND ON LYDEN DRIVE THROUGHOUT THE DURATION OF CONSTRUCTION.
3. CONSTRUCTION TRAFFIC SIGNAGE SHALL BE INSTALLED PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THE SIGNS REMAIN VISIBLE THROUGHOUT THE DURATION OF CONSTRUCTION. SIGN LOCATIONS SHOWN ON THE PLAN HEREIN ARE APPROXIMATE AND SUBJECT TO CHANGE BASED ON TRAFFIC PATTERNS AND VISIBILITY AT THE TIME OF CONSTRUCTION. THE CONTRACTOR MAY BE REQUIRED TO PROVIDE ADDITIONAL SIGNAGE AS THEY DEEM NECESSARY TO ENSURE PROPER FLOW OF CONSTRUCTION TRAFFIC.
4. SHOULD CONSTRUCTION TRAFFIC FAIL TO FOLLOW THE PERMITTED INGRESS AND EGRESS POINTS, THE CONTRACTOR SHALL BEAR SOLE RESPONSIBILITY.

NO.	REVISIONS	DATE	BY

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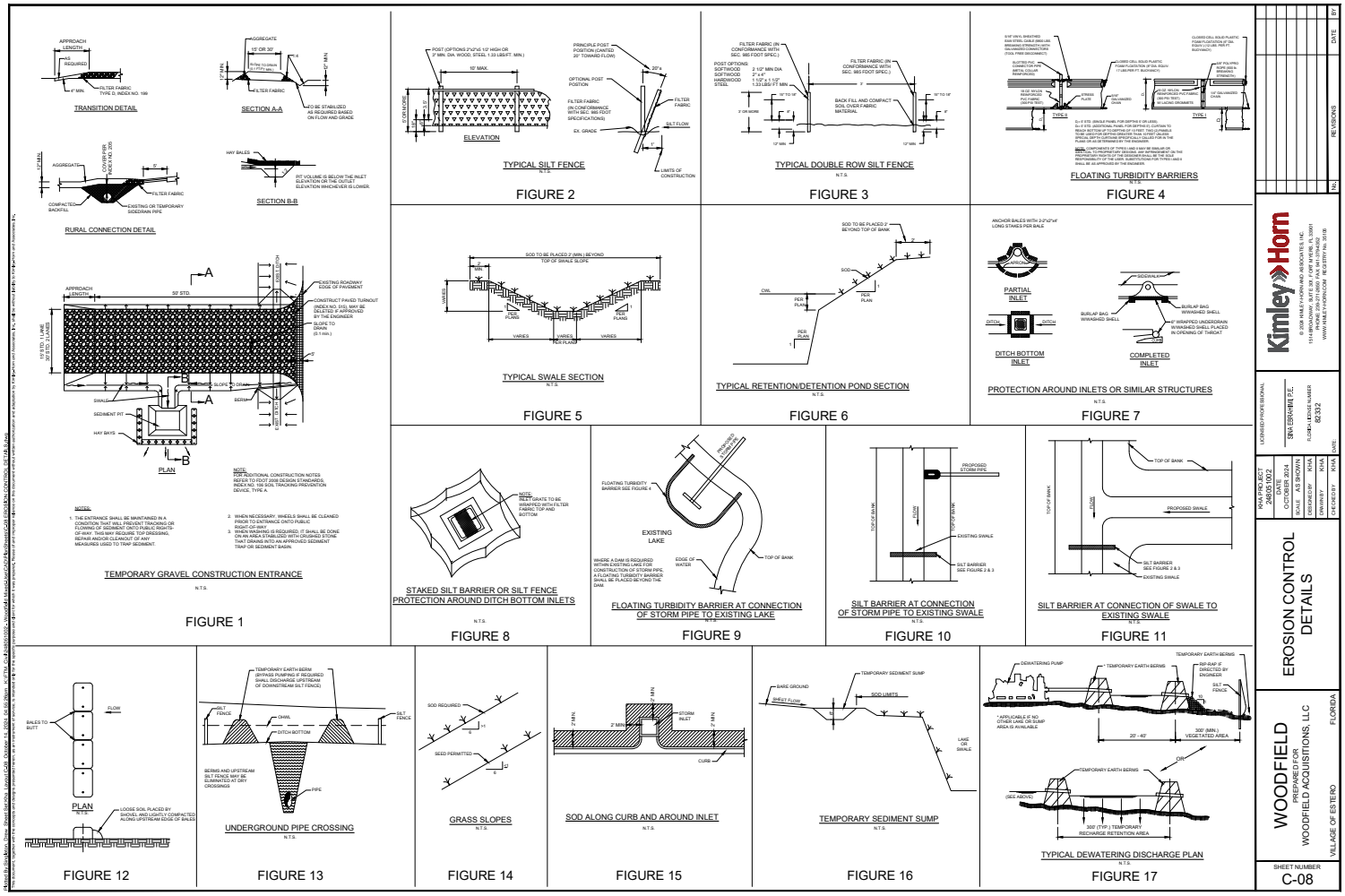
LICENSED PROFESSIONAL — SINA ESKANDARI P.E. — FLORIDA LICENSE NUMBER 82332 — DATE

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

PH II EROSION CONTROL PLAN

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-07


TRANSITION DETAIL
SECTION A-A
RURAL CONNECTION DETAIL
SECTION B-B
PLAN
TEMPORARY GRAVEL CONSTRUCTION ENTRANCE
FIGURE 1
ELEVATION
TYPICAL SILT FENCE
FIGURE 2
TYPICAL DOUBLE ROW SILT FENCE
FIGURE 3
FLOATING TURBIDITY BARRIERS
FIGURE 4
TYPICAL SWALE SECTION
FIGURE 5
TYPICAL RETENTION/DETENTION POND SECTION
FIGURE 6
PARTIAL INLET
DITCH BOTTOM INLET
COMPLETED INLET
PROTECTION AROUND INLETS OR SIMILAR STRUCTURES
FIGURE 7
STAKED SILT BARRIER OR SILT FENCE PROTECTION AROUND DITCH BOTTOM INLETS
FIGURE 8
FLOATING TURBIDITY BARRIER AT CONNECTION OF STORM PIPE TO EXISTING LAKE
FIGURE 9
SILT BARRIER AT CONNECTION OF STORM PIPE TO EXISTING SWALE
FIGURE 10
SILT BARRIER AT CONNECTION OF SWALE TO EXISTING SWALE
FIGURE 11
PLAN
FIGURE 12
UNDERGROUND PIPE CROSSING
FIGURE 13
GRASS SLOPES
FIGURE 14
SOD ALONG CURB AND AROUND INLET
FIGURE 15
TEMPORARY SEDIMENT SUMP
FIGURE 16
TYPICAL DEWATERING DISCHARGE PLAN
FIGURE 17
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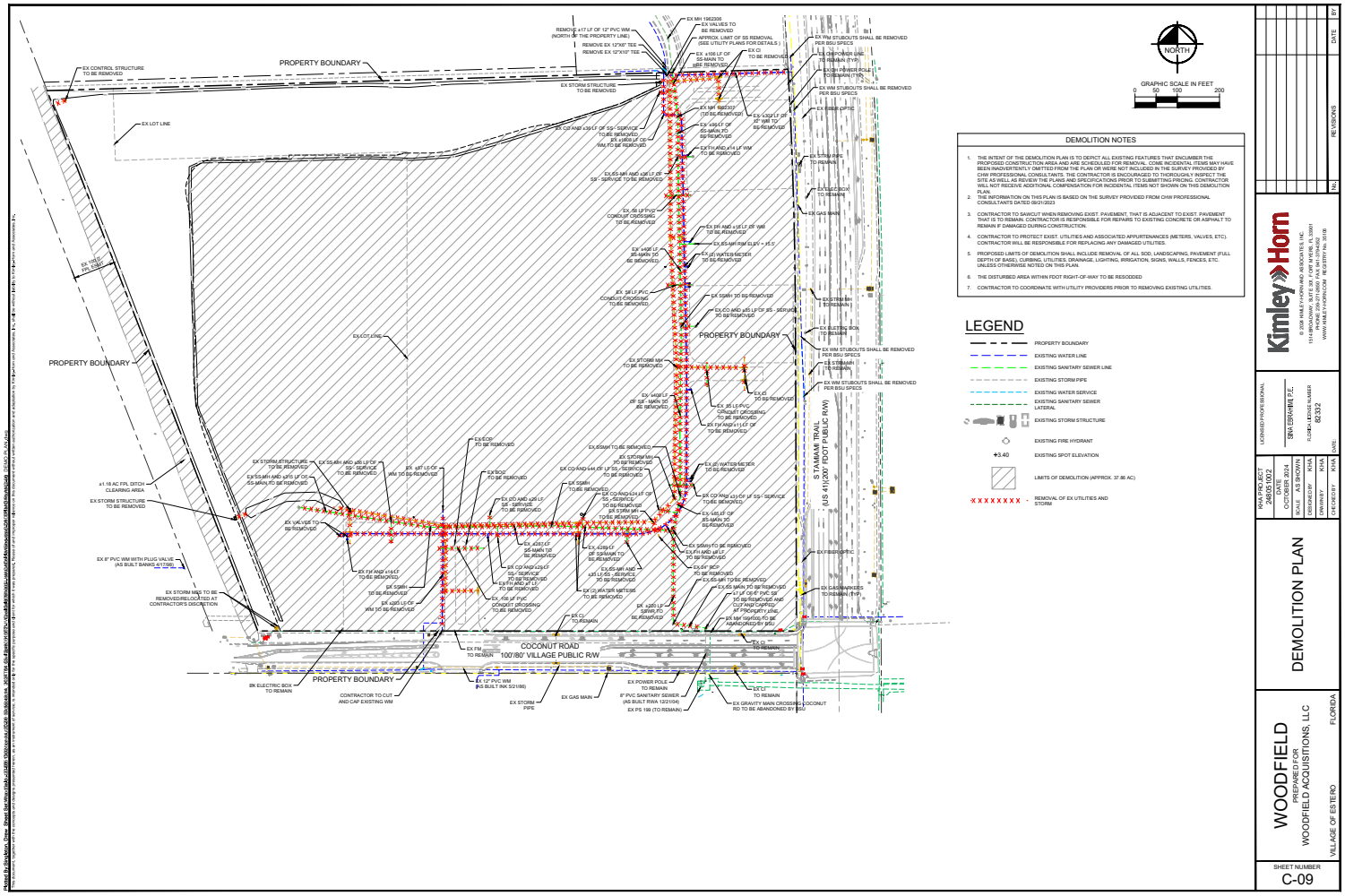
SHAI ESHKHAKI P.E.
FLORIDA LICENSE NUMBER 82332
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
EROSION CONTROL DETAILS
SHEET NUMBER C-08


PROPERTY BOUNDARY
EX CONTROL STRUCTURE TO BE REMOVED
EX LOT LINE
EX STORM STRUCTURE TO BE REMOVED
REMOVE ±17 LF OF 12" PVC WM (NORTH OF THE PROPERTY LINE)
EX MH 1962306
EX VALVES TO BE REMOVED
APPROX. LIMIT OF SS REMOVAL SEE UTILITY PLANS FOR DETAILS
EX ±100 LF OF SS-MAIN TO BE REMOVED
EX CI TO BE REMOVED
EX WM STUBOUTS SHALL BE REMOVED PER BSU SPECS
EX OVERHEAD LINE TO REMAIN (TYP.)
EX CH. POWER POLE TO REMAIN (TYP.)
EX CABLE OPTIC
EX MH 1962307 (TO BE REMOVED)
EX ±320 LF OF 8" WM TO BE REMOVED
EX ±95 LF OF SS-MAIN TO BE REMOVED
EX FH AND ±14 LF WM TO BE REMOVED
EX STRUCTURE TO REMAIN
EX ELECTRICAL TO REMAIN
EX GAS MAIN
EX SS MH AND ±26 LF OF SS - SERVICE TO BE REMOVED
EX ±95 LF PVC CONDUIT CROSSING TO BE REMOVED
EX ±400 LF OF SS-MAIN TO BE REMOVED
EX 1" WATER METER TO BE REMOVED
EX SS-MH RIM ELEV. = 15.5'
EX 38 LF PVC CONDUIT CROSSING TO BE REMOVED
EX SSMH TO BE REMOVED
EXISTING MH TO REMAIN
EX CO AND ±65 LF OF SS - SERVICE TO BE REMOVED
EX ELECTRIC BOX TO REMAIN
EX WM STUBOUTS SHALL BE REMOVED PER BSU SPECS
EX SS REMAIN TO REMAIN
EX STORM MH TO BE REMOVED
EX ±400 LF OF SS - MAIN TO BE REMOVED
EX ±51 LF PVC CONDUIT CROSSING TO BE REMOVED
EX FH AND ±11 LF OF 12" WM TO BE REMOVED
EX CI TO BE REMOVED
EX WM STUBOUTS SHALL BE REMOVED PER BSU SPECS
PROPERTY BOUNDARY
EX COT LINE
EX 1" WATER METER TO BE REMOVED
EX STORM STRUCTURE TO BE REMOVED
EX SS MH AND ±65 LF OF SS - SERVICE TO BE REMOVED
EX SS MH AND ±215 LF OF GS-MAIN TO BE REMOVED
EX ±87 LF OF WM TO BE REMOVED
EX DCO TO BE REMOVED
EX DCO AND ±26 LF OF SS - SERVICE TO BE REMOVED
EX STORM MH TO BE REMOVED
EX CO AND ±44 LF OF SS - SERVICE TO BE REMOVED
EX SSMH TO BE REMOVED
EX CO AND ±24 LF OF SS - SERVICE TO BE REMOVED
EX STORM MH TO BE REMOVED
EX CO AND ±33 LF OF SS - SERVICE TO BE REMOVED
EX ±65 LF OF SS-MAIN TO BE REMOVED
EX SSMH TO BE REMOVED
EX FH AND ±8 LF TO BE REMOVED
EX 6" RCP TO BE REMOVED
EX ±65 LF OF SS-MAIN TO BE REMOVED
EX FIBER OPTIC
EX GAS MARKERS TO REMAIN (TYP.)
EX ±1 LF OF 6" SVC TO BE REMOVED AND CUT AND CAPPED AT PROPERTY LINE
EX MH 1924102 TO BE ABANDONED BY BSU
EX CI TO REMAIN
EX ±1 LF OF 8" SVC TO REMAIN
EX ±1 LF OF 6" SVC TO REMAIN
EX ±65 LF OF SS-MAIN TO BE REMOVED
EX ±400 LF OF SS-MAIN TO BE REMOVED
EX CO WATER METERS TO BE REMOVED
EX ±200 LF OF SS-MAIN TO BE REMOVED
EX ±200 LF OF WM TO BE REMOVED
EX ±65 LF OF SS-MAIN TO BE REMOVED
EX FH AND ±14 LF TO BE REMOVED
EX SSMH TO BE REMOVED
EX CO AND ±26 LF OF SS - SERVICE TO BE REMOVED
EX STM MH TO BE REMOVED
EX FH AND ±7 LF TO BE REMOVED
EX ±95 LF PVC CONDUIT CROSSING TO BE REMOVED
EX CI TO REMAIN
EX FM TO REMAIN
EX 12" PVC WM (AS BUILT INK 5/21/86)
EX STORM PIPE
EX GAS MAIN
EX POWER POLE TO REMAIN
8" PVC SANITARY SEWER (AS BUILT RWA 12/21/04)
EX FS 199 (TO REMAIN)
EX GRAVITY MAIN CROSSING COCONUT RD TO BE ABANDONED BY BSU
EX CI TO REMAIN
EX ELECTRIC BOX TO REMAIN
CONTRACTOR TO CUT AND CAP EXISTING WM
EX 8" PVC WM WITH PLUG VALVE (AS BUILT BANKS 4/17/96)
EX STORM MHS TO BE REMOVED/RELOCATED AT CONTRACTOR'S DISCRETION
±1.18 AC FPL DITCH CLEARING AREA
EX STORM STRUCTURE TO BE REMOVED
COCONUT ROAD
100'/80' VILLAGE PUBLIC R/W
S TAMIAMI TRAIL
(US 41) (200' PUBLIC R/W)
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
DEMOLITION NOTES
1. THE INTENT OF THE DEMOLITION PLAN IS TO DEPICT ALL EXISTING FEATURES THAT ENCUMBER THE PROPOSED CONSTRUCTION AREA AND ARE SCHEDULED FOR REMOVAL. COME INCIDENTAL ITEMS MAY HAVE BEEN INADVERTENTLY OMITTED FROM THE PLAN OR WERE NOT INCLUDED IN THE SURVEY PROVIDED BY CHW PROFESSIONAL CONSULTANTS. THE CONTRACTOR IS ENCOURAGED TO THOROUGHLY INSPECT THE SITE AS WELL AS REVIEW THE PLANS AND SPECIFICATIONS PRIOR TO SUBMITTING PRICING. CONTRACTOR WILL NOT RECEIVE ADDITIONAL COMPENSATION FOR INCIDENTAL ITEMS NOT SHOWN ON THIS DEMOLITION PLAN.
2. THE INFORMATION ON THIS PLAN IS BASED ON THE SURVEY PROVIDED FROM CHW PROFESSIONAL CONSULTANTS DATED 08/21/2023
3. CONTRACTOR TO SAWCUT WHEN REMOVING EXIST. PAVEMENT, THAT IS ADJACENT TO EXIST. PAVEMENT THAT IS TO REMAIN. CONTRACTOR IS RESPONSIBLE FOR REPAIRS TO EXISTING CONCRETE OR ASPHALT TO REMAIN IF DAMAGED DURING CONSTRUCTION.
4. CONTRACTOR TO PROTECT EXIST. UTILITIES AND ASSOCIATED APPURTENANCES (METERS, VALVES, ETC). CONTRACTOR WILL BE RESPONSIBLE FOR REPLACING ANY DAMAGED UTILITIES.
5. PROPOSED LIMITS OF DEMOLITION SHALL INCLUDE REMOVAL OF ALL SOD, LANDSCAPING, PAVEMENT (FULL DEPTH OF BASE), CURBING, UTILITIES, DRAINAGE, LIGHTING, IRRIGATION, SIGNS, WALLS, FENCES, ETC. UNLESS OTHERWISE NOTED ON THIS PLAN.
6. THE DISTURBED AREA WITHIN FDOT RIGHT-OF-WAY TO BE RESODDED
7. CONTRACTOR TO COORDINATE WITH UTILITY PROVIDERS PRIOR TO REMOVING EXISTING UTILITIES.
LEGEND
PROPERTY BOUNDARY
EXISTING WATER LINE
EXISTING SANITARY SEWER LINE
EXISTING STORM PIPE
EXISTING WATER SERVICE
EXISTING SANITARY SEWER LATERAL
EXISTING STORM STRUCTURE
EXISTING FIRE HYDRANT
+3.40 EXISTING SPOT ELEVATION
LIMITS OF DEMOLITION (APPROX. 37.86 AC)
REMOVAL OF EX UTILITIES AND STORM
NO. REVISIONS DATE BY
Kimley»Horn
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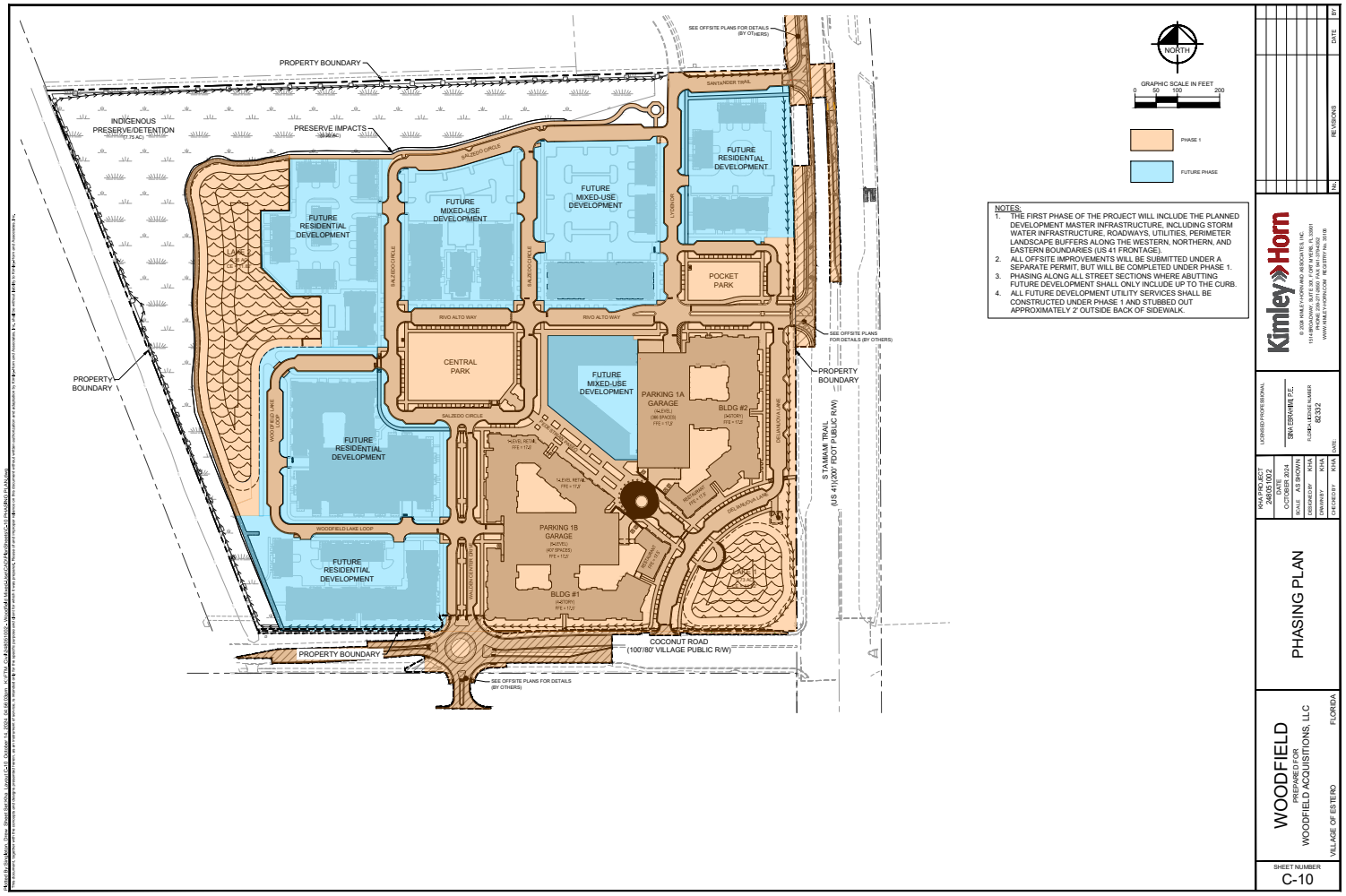
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
DEMOLITION PLAN
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-09


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION
PRESERVE IMPACTS
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
SANTANDER TRAIL
SALZEDO CIRCLE
FUTURE RESIDENTIAL DEVELOPMENT
FUTURE MIXED-USE DEVELOPMENT
LYZERIUS
POCKET PARK
LAKE 1
RIVO ALTO WAY
CENTRAL PARK
PARKING 1A GARAGE
BLDG #2
WOODFIELD LAKE LOOP
PARKING 1B GARAGE
BLDG #1
BRUNSWICK WAY
GRANADA AVE
S TAMIAMI TRAIL
(US 41)(200' ROOT PUBLIC R/W)
COCONUT ROAD
(100'/80' VILLAGE PUBLIC R/W)
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
PHASE 1
FUTURE PHASE
NOTES:
1. THE FIRST PHASE OF THE PROJECT WILL INCLUDE THE PLANNED DEVELOPMENT MASTER INFRASTRUCTURE, INCLUDING STORM WATER INFRASTRUCTURE, ROADWAYS, UTILITIES, PERIMETER LANDSCAPE BUFFERS ALONG THE WESTERN, NORTHERN, AND EASTERN BOUNDARIES (US 41 FRONTAGE).
2. ALL OFFSITE IMPROVEMENTS WILL BE SUBMITTED UNDER A SEPARATE PERMIT, BUT WILL BE COMPLETED UNDER PHASE 1.
3. PHASING ALONG ALL STREET SECTIONS WHERE ABUTTING FUTURE DEVELOPMENT SHALL ONLY INCLUDE UP TO THE CURB.
4. ALL FUTURE DEVELOPMENT UTILITY SERVICES SHALL BE CONSTRUCTED UNDER PHASE 1 AND STUBBED OUT APPROXIMATELY 2' OUTSIDE BACK OF SIDEWALK.
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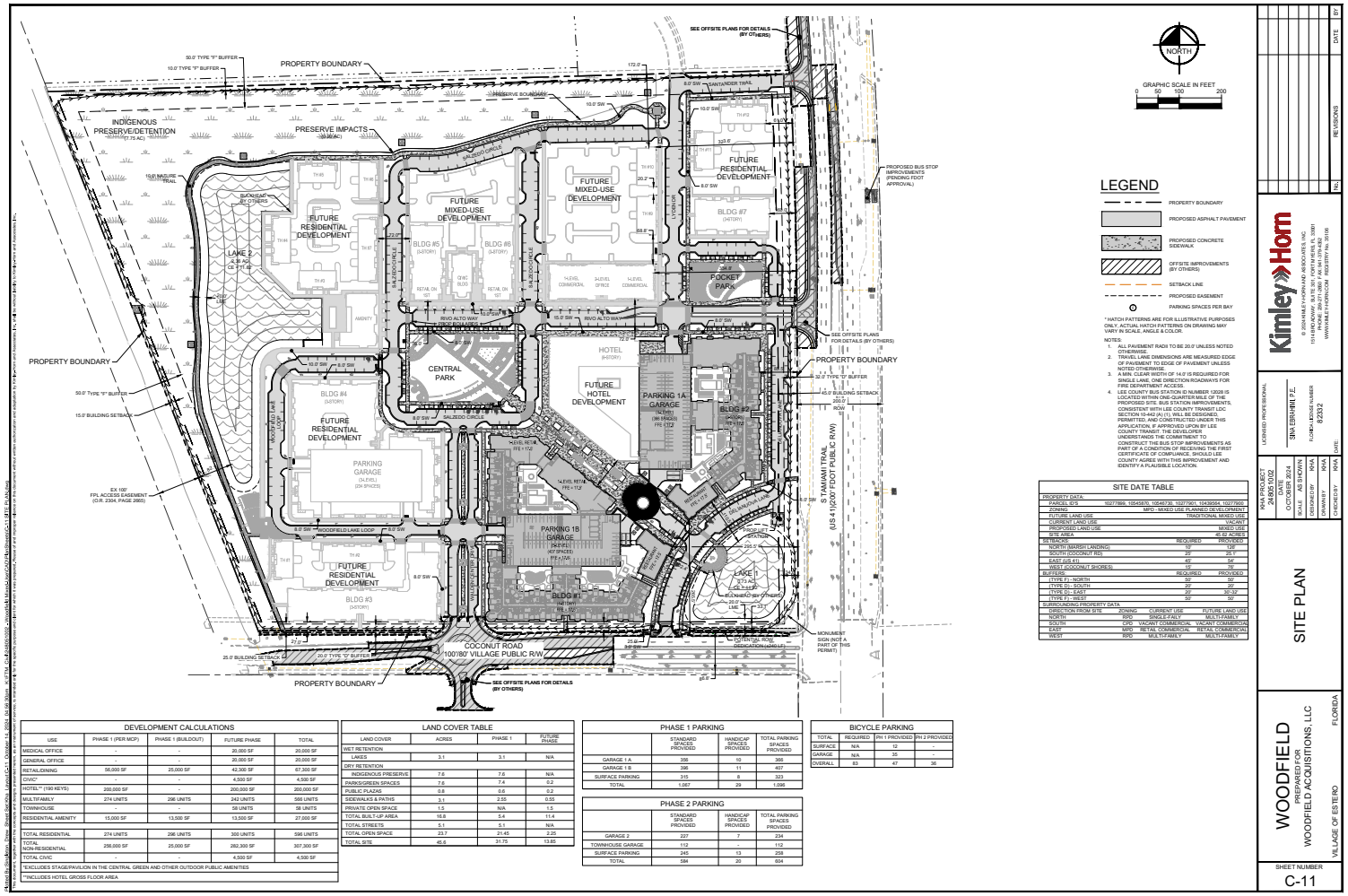
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
PHASING PLAN
SHEET NUMBER
C-10



* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY, ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.

NOTES:
1. ALL PAVEMENT RADII TO BE 20.0' UNLESS NOTED OTHERWISE.
2. TRAVEL LANE DIMENSIONS ARE MEASURED EDGE OF PAVEMENT TO EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
3. A MIN. CLEAR WIDTH OF 14.0' IS REQUIRED FOR SINGLE-LANE, ONE DIRECTION ROADWAYS FOR FIRE ACCESS AND CIRCULATION.
4. LEE COUNTY BUS STATION ID NUMBER 12026 IS LOCATED WITHIN ONE-QUARTER MILE OF THE PROPOSED SITE. BUS STATION IMPROVEMENTS, CONSISTENT WITH LEE COUNTY TRANSIT LDC SECTION 10-442 (A) (1), WILL BE DESIGNED, PERMITTED, AND CONSTRUCTED UNDER THIS APPLICATION, IF APPROVED UPON BY LEE COUNTY TRANSIT. THE DEVELOPER UNDERSTANDS THE COMMITMENT TO CONSTRUCT THE BUS STOP IMPROVEMENTS AS DESCRIBED IN THIS APPLICATION PRIOR TO THE FIRST CERTIFICATE OF COMPLIANCE. SHOULD LEE COUNTY AGREE WITH THIS IMPROVEMENT AND IDENTIFY A PLAUSIBLE LOCATION.

SITE DATE TABLE

PROPERTY DATA:		
PARCEL ID'S	19277899, 19545870, 19545730, 19277901, 19439594, 19277900	
ZONING	MPD - MIXED USE PLANNED DEVELOPMENT	
FUTURE LAND USE		TRADITIONAL MIXED USE
CURRENT LAND USE		VACANT
PROPOSED LAND USE		MIXED USE
SITE AREA		45.62 ACRES
SETBACKS	REQUIRED	PROVIDED
NORTH (MARSH LANDING)	15'	15'
SOUTH (COCONUT RD)	25'	25.1'
EAST (US 41)	45'	54'
WEST (COCONUT SHORES)	15'	76'
BUFFERS	REQUIRED	PROVIDED
(TYPE F) - NORTH	50'	50'
(TYPE D) - SOUTH	20'	20'
(TYPE D) - EAST	20'	30'-32'
(TYPE F) - WEST	50'	50'
SURROUNDING PROPERTY DATA		
DIRECTION FROM SITE	ZONING / CURRENT USE	FUTURE LAND USE
NORTH	RPD / SINGLE-FAMILY	MULTI-FAMILY
SOUTH	CPD / VACANT COMMERCIAL	VACANT COMMERCIAL
EAST	MPD / RETAIL COMMERCIAL	RETAIL COMMERCIAL
WEST	RPD / MULTI-FAMILY	MULTI-FAMILY

DEVELOPMENT CALCULATIONS

USE	PHASE 1 (PER MCP)	PHASE 1 (BUILDOUT)	FUTURE PHASE	TOTAL
MEDICAL OFFICE	-	-	20,000 SF	20,000 SF
GENERAL OFFICE	-	-	20,000 SF	20,000 SF
RETAIL/DINING	56,000 SF	25,000 SF	42,300 SF	67,300 SF
CIVIC*	-	-	4,500 SF	4,500 SF
HOTEL** (190 KEYS)	200,000 SF	-	200,000 SF	200,000 SF
MULTI-FAMILY	274 UNITS	298 UNITS	242 UNITS	598 UNITS
TOWNHOUSE	-	-	58 UNITS	58 UNITS
RESIDENTIAL AMENITY	15,000 SF	13,500 SF	13,500 SF	27,000 SF
TOTAL RESIDENTIAL	274 UNITS	298 UNITS	300 UNITS	598 UNITS
TOTAL NON-RESIDENTIAL	256,000 SF	25,000 SF	282,300 SF	307,300 SF
TOTAL CIVIC	-	-	4,500 SF	4,500 SF

*EXCLUDES STAGE/PAVILION IN THE CENTRAL GREEN AND OTHER OUTDOOR PUBLIC AMENITIES
**INCLUDES HOTEL GROSS FLOOR AREA

LAND COVER TABLE

LAND COVER	ACRES	PHASE 1	FUTURE PHASE
WET RETENTION			
LAKES	3.1	3.1	N/A
DRY RETENTION			
INDIGENOUS PRESERVE	7.6	7.6	N/A
PARKS/GREEN SPACES	7.6	7.4	0.2
PUBLIC PLAZAS	0.8	0.6	0.2
SIDEWALKS & PATHS	3.1	2.55	0.55
PRIVATE OPEN SPACE	1.5	N/A	1.5
TOTAL BUILT-UP AREA	16.8	5.4	11.4
TOTAL STREETS	5.1	5.1	N/A
TOTAL OPEN SPACE	23.7	21.45	2.25
TOTAL SITE	45.6	31.75	13.85

PHASE 1 PARKING

	STANDARD SPACES PROVIDED	HANDICAP SPACES PROVIDED	TOTAL PARKING SPACES PROVIDED
GARAGE 1 A	355	10	365
GARAGE 1 B	396	11	407
SURFACE PARKING	315	8	323
TOTAL	1,067	29	1,096

PHASE 2 PARKING

	STANDARD SPACES PROVIDED	HANDICAP SPACES PROVIDED	TOTAL PARKING SPACES PROVIDED
GARAGE 2	227	7	234
TOWNHOUSE GARAGE	112	-	112
SURFACE PARKING	245	13	258
TOTAL	584	20	604

BICYCLE PARKING

TOTAL	REQUIRED	PH 1 PROVIDED	PH 2 PROVIDED
SURFACE	N/A	12	-
GARAGE	N/A	35	-
OVERALL	63	47	36

NO.	REVISIONS	DATE	BY

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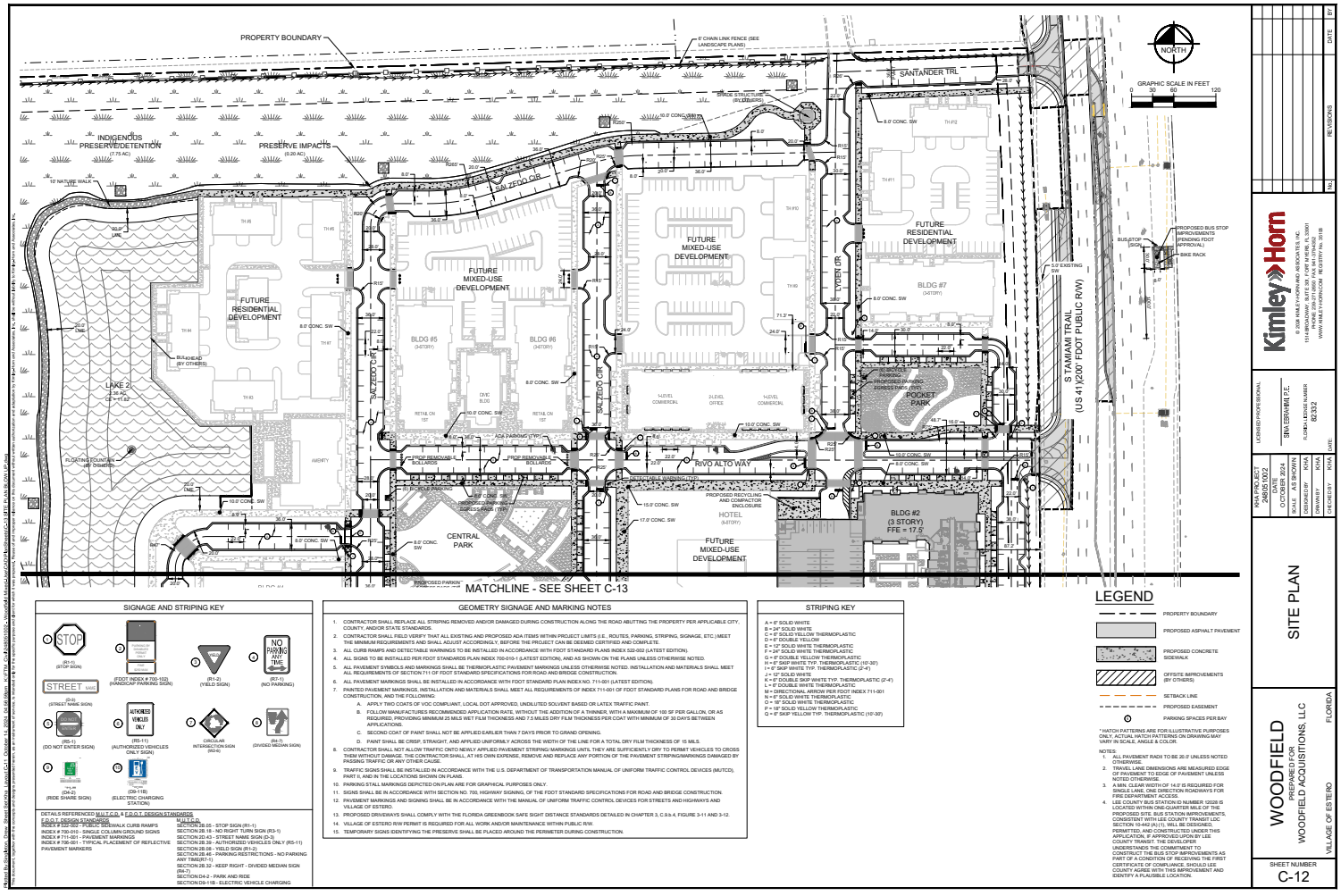
LICENSED PROFESSIONAL
SIMI ESKHAN, P.E.
FLORIDA LICENSE NUMBER 87232
DATE

KHA PROJECT 24065100
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

SITE PLAN

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-11



SIGNAGE AND STRIPING KEY

DETAILS REFERENCED M.U.T.C.D. & F.D.O.T. DESIGN STANDARDS

F.D.O.T. DESIGN STANDARDS
INDEX # 522-060 - PUBLIC SIDEWALK CURB RAMPS
INDEX # 700-010 - SINGLE COLUMN GROUND SIGNS
INDEX # 711-001 - PAVEMENT MARKINGS
INDEX # 706-001 - TYPICAL PLACEMENT OF REFLECTIVE PAVEMENT MARKERS

M.U.T.C.D.
SECTION 2B.05 - STOP SIGN (R1-1)
SECTION 2B.16 - NO RIGHT TURN SIGN (R3-1)
SECTION 2D.43 - STREET NAME SIGN (D-3)
SECTION 2B.39 - AUTHORIZED VEHICLES ONLY (R5-11)
SECTION 2B.08 - YIELD SIGN (R1-2)
SECTION 2B.46 - PARKING RESTRICTIONS - NO PARKING ANY TIME(R7-1)
SECTION 2B.32 - KEEP RIGHT - DIVIDED MEDIAN SIGN (R4-7)
SECTION D4-2 - PARK AND RIDE
SECTION D9-11B - ELECTRIC VEHICLE CHARGING

GEOMETRY SIGNAGE AND MARKING NOTES

1. CONTRACTOR SHALL REPLACE ALL STRIPING REMOVED AND/OR DAMAGED DURING CONSTRUCTION ALONG THE ROAD ABUTTING THE PROPERTY PER APPLICABLE CITY, COUNTY, AND/OR STATE STANDARDS.
2. CONTRACTOR SHALL FIELD VERIFY THAT ALL EXISTING AND PROPOSED ADA ITEMS WITHIN PROJECT LIMITS (I.E., ROUTES, PARKING, STRIPING, SIGNAGE, ETC.) MEET THE MINIMUM REQUIREMENTS AND SHALL ADJUST ACCORDINGLY, BEFORE THE PROJECT CAN BE DEEMED CERTIFIED AND COMPLETE.
3. ALL CURB RAMPS AND DETECTABLE WARNINGS TO BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD PLANS INDEX 522-002 (LATEST EDITION).
4. ALL SIGNS TO BE INSTALLED PER FDOT STANDARDS PLAN INDEX 700-010-1 (LATEST EDITION), AND AS SHOWN ON THE PLANS UNLESS OTHERWISE NOTED.
5. ALL PAVEMENT SYMBOLS AND MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS UNLESS OTHERWISE NOTED. INSTALLATION AND MATERIALS SHALL MEET ALL REQUIREMENTS OF SECTION 711 OF FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD PLAN INDEX NO. 711-001 (LATEST EDITION).
7. PAINTED PAVEMENT MARKINGS, INSTALLATION AND MATERIALS SHALL MEET ALL REQUIREMENTS OF INDEX 711-001 OF FDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE FOLLOWING:
   A. APPLY TWO COATS OF VOC COMPLIANT, LOCAL DOT APPROVED, UNDILUTED SOLVENT BASED OR LATEX TRAFFIC PAINT.
   B. FOLLOW MANUFACTURES RECOMMENDED APPLICATION RATE, WITHOUT THE ADDITION OF A THINNER, WITH A MAXIMUM OF 100 SF PER GALLON, OR AS REQUIRED, PROVIDING MINIMUM 20 MILS WET FILM THICKNESS AND 7.5 MILES DRY FILM THICKNESS PER COAT WITH MINIMUM OF 30 DAYS BETWEEN APPLICATIONS.
   C. SECOND COAT OF PAINT SHALL NOT BE APPLIED EARLIER THAN 7 DAYS PRIOR TO GRAND OPENING.
   D. PAINT SHALL BE CRISP, STRAIGHT, AND APPLIED UNIFORMLY ACROSS THE WIDTH OF THE LINE FOR A TOTAL DRY FILM THICKNESS OF 15 MILS.
8. CONTRACTOR SHALL NOT ALLOW TRAFFIC ONTO NEWLY APPLIED PAVEMENT STRIPING/ MARKINGS UNTIL THEY ARE SUFFICIENTLY DRY TO PERMIT VEHICLES TO CROSS THEM WITHOUT DAMAGE. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REMOVE AND REPLACE ANY PORTION OF THE PAVEMENT STRIPING/MARKINGS DAMAGED BY PASSING TRAFFIC OR ANY OTHER CAUSE.
9. TRAFFIC SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE U.S. DEPARTMENT OF TRANSPORTATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), PART II, AND IN THE LOCATIONS SHOWN ON PLANS.
10. PARKING STALL MARKINGS DEPICTED ON PLAN ARE FOR GRAPHICAL PURPOSES ONLY.
11. SIGNS SHALL BE IN ACCORDANCE WITH SECTION NO. 700, HIGHWAY SIGNING, OF THE FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
12. PAVEMENT MARKINGS AND SIGNING SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AND VILLAGE OF ESTERO.
13. PROPOSED DRIVEWAYS SHALL COMPLY WITH THE FLORIDA GREENBOOK SAFE SIGHT DISTANCE STANDARDS DETAILED IN CHAPTER 3, C.9.a, FIGURE 3-11 AND 3-12.
14. VILLAGE OF ESTERO RW PERMIT IS REQUIRED FOR ALL WORK AND/OR MAINTENANCE WITHIN PUBLIC R/W.
15. TEMPORARY SIGNS IDENTIFYING THE PRESERVE SHALL BE PLACED AROUND THE PERIMETER DURING CONSTRUCTION.

STRIPING KEY

A = 6" SOLID WHITE
B = 24" SOLID WHITE
C = 6" SOLID YELLOW THERMOPLASTIC
D = 6" SOLID WHITE THERMOPLASTIC
E = 24" SOLID YELLOW THERMOPLASTIC
F = 24" SOLID WHITE THERMOPLASTIC
G = 6" DOUBLE YELLOW THERMOPLASTIC
H = 6" SKIP WHITE TYP. THERMOPLASTIC (10'-30')
I = 6" SKIP WHITE TYP. THERMOPLASTIC (2'-4')
J = 12" SOLID WHITE
K = 6" DOUBLE SKIP WHITE TYP. THERMOPLASTIC (2'-4')
L = 6" DOUBLE WHITE THERMOPLASTIC
M = DIRECTIONAL ARROW PER FDOT INDEX 711-001
N = 6" SOLID WHITE THERMOPLASTIC
O = 18" SOLID WHITE THERMOPLASTIC
P = 18" SOLID YELLOW THERMOPLASTIC
Q = 6" SKIP YELLOW TYP. THERMOPLASTIC (10'-30')

LEGEND

- PROPERTY BOUNDARY
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- OFFSITE IMPROVEMENTS (BY OTHERS)
- SETBACK LINE
- PROPOSED EASEMENT
- PARKING SPACES PER BAY

* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY, ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.

NOTES:
1. ALL PAVEMENT RADII TO BE 25.0' UNLESS NOTED OTHERWISE.
2. TRAVEL LANE DIMENSIONS ARE MEASURED EDGE OF PAVEMENT TO EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.
3. A MIN. CLEAR WIDTH OF 14.0' IS REQUIRED FOR SINGLE LANE, ONE DIRECTION ROADWAYS FOR FIRE DEPARTMENT ACCESS.
4. THE EXISTING COUNTY BUS STATION ID NUMBER 12026 IS LOCATED WITHIN ONE-QUARTER MILE OF THE PROPOSED SITE. BUS STATION IMPROVEMENTS, CONSISTENT WITH LEE COUNTY TRANSIT LDC SECTION 10-442 (A) (1), WILL BE DESIGNED, PERMITTED, AND CONSTRUCTED UNDER THIS APPLICATION, IF APPROVED UPON BY LEE COUNTY TRANSIT. THE DEVELOPER UNDERSTANDS THE COMMITMENT TO CONSTRUCT THE BUS STOP IMPROVEMENTS AS REQUIRED BY LEE COUNTY TRANSIT PRIOR TO THE FIRST CERTIFICATE OF COMPLIANCE SHOULD LEE COUNTY AGREE WITH THIS IMPROVEMENT AND IDENTIFY A PLAUSIBLE LOCATION.

NO.	REVISIONS	DATE	BY

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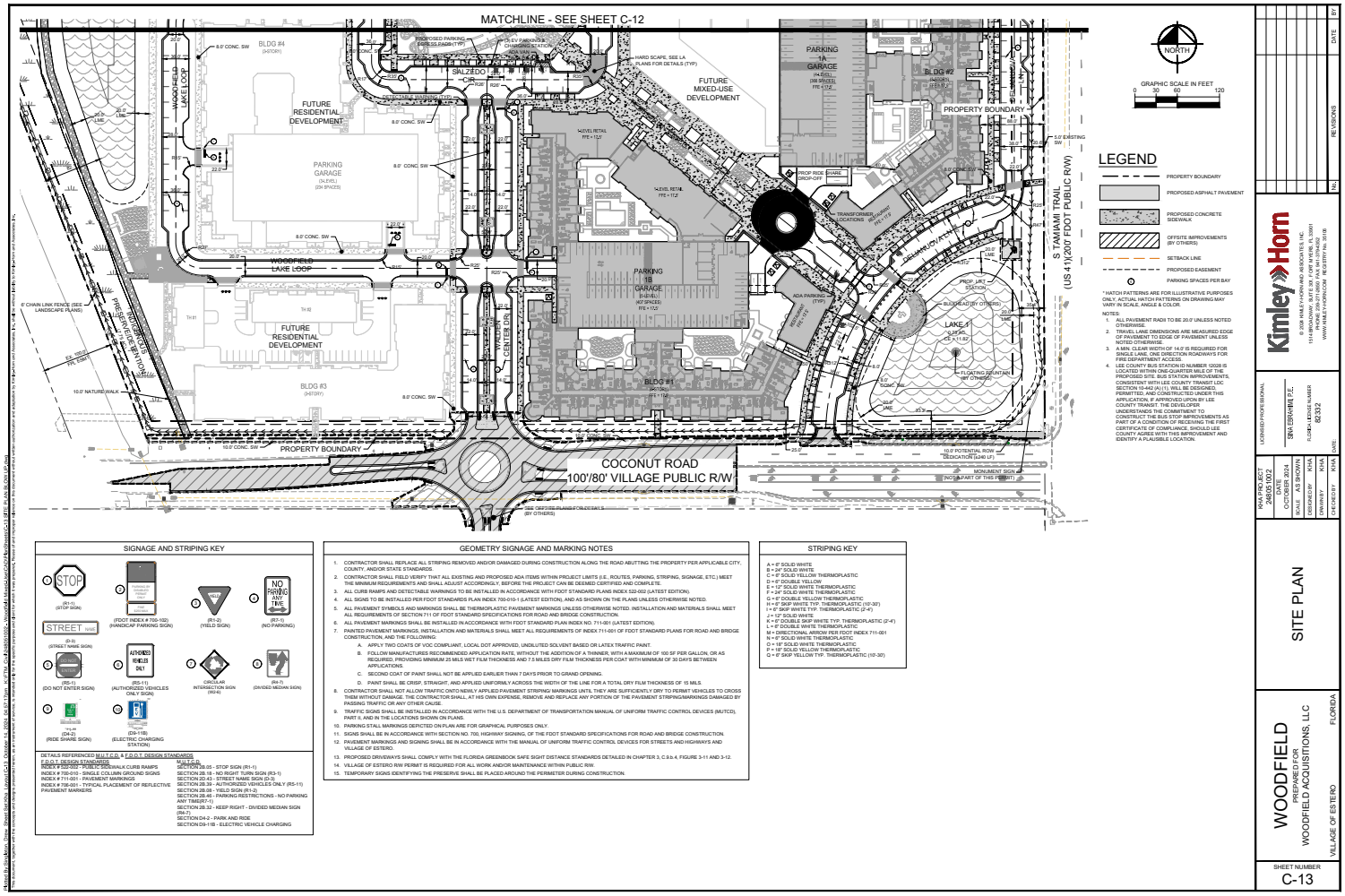
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT
248051002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

SITE PLAN

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-12



SIGNAGE AND STRIPING KEY

DETAILS REFERENCED M.U.T.C.D. & F.D.O.T. DESIGN STANDARDS

F.D.O.T. DESIGN STANDARDS
INDEX # 304-020 - DETECTABLE WARNING CURB RAMPS
INDEX # 700-010 - SINGLE COLUMN GROUND SIGNS
INDEX # 711-001 - PAVEMENT MARKINGS
INDEX # 706-001 - TYPICAL PLACEMENT OF REFLECTIVE PAVEMENT MARKERS

M.U.T.C.D.
SECTION 2B.05 - STOP SIGN (R1-1)
SECTION 2B.16 - NO RIGHT TURN SIGN (R3-1)
SECTION 2D.43 - STREET NAME SIGN (D-3)
SECTION 2B.39 - AUTHORIZED VEHICLES ONLY (R5-11)
SECTION 2B.09 - YIELD SIGN (R1-2)
SECTION 2B.46 - PARKING RESTRICTIONS - NO PARKING ANY TIME(R7-1)
SECTION 2B.32 - KEEP RIGHT - DIVIDED MEDIAN SIGN (R4-7)
SECTION D4-2 - PARK AND RIDE
SECTION D9-11B - ELECTRIC VEHICLE CHARGING

GEOMETRY SIGNAGE AND MARKING NOTES

1. CONTRACTOR SHALL REPLACE ALL STRIPING REMOVED AND/OR DAMAGED DURING CONSTRUCTION ALONG THE ROAD ABUTTING THE PROPERTY PER APPLICABLE CITY, COUNTY, AND/OR STATE STANDARDS.
2. CONTRACTOR SHALL FIELD VERIFY THAT ALL EXISTING AND PROPOSED ADA ITEMS WITHIN PROJECT LIMITS (I.E., ROUTES, PARKING, STRIPING, SIGNAGE, ETC.) MEET THE MINIMUM REQUIREMENTS AND SHALL ADJUST ACCORDINGLY, BEFORE THE PROJECT CAN BE DEEMED CERTIFIED AND COMPLETE.
3. ALL CURB RAMPS AND DETECTABLE WARNINGS TO BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD PLANS INDEX 522-002 (LATEST EDITION).
4. ALL SIGNS TO BE INSTALLED PER FDOT STANDARDS PLAN INDEX 700-010-1 (LATEST EDITION), AND AS SHOWN ON THE PLANS UNLESS OTHERWISE NOTED.
5. ALL PAVEMENT SYMBOLS AND MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS UNLESS OTHERWISE NOTED. INSTALLATION AND MATERIALS SHALL MEET ALL REQUIREMENTS OF SECTION 711 OF FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
6. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH FDOT STANDARD PLAN INDEX NO. 711-001 (LATEST EDITION).
7. PAINTED PAVEMENT MARKINGS, INSTALLATION AND MATERIALS SHALL MEET ALL REQUIREMENTS OF INDEX 711-001 OF FDOT STANDARD PLANS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE FOLLOWING:
   A. APPLY TWO COATS OF VOC COMPLIANT, LOCAL DOT APPROVED, UNDILUTED SOLVENT BASED OR LATEX TRAFFIC PAINT.
   B. FOLLOW MANUFACTURES RECOMMENDED APPLICATION RATE, WITHOUT THE ADDITION OF A THINNER, WITH A MAXIMUM OF 100 SF PER GALLON, OR AS REQUIRED, PROVIDING MINIMUM 25 MILS WET FILM THICKNESS AND 7.5 MILES DRY FILM THICKNESS PER COAT WITH MINIMUM OF 30 DAYS BETWEEN APPLICATIONS.
   C. SECOND COAT OF PAINT SHALL NOT BE APPLIED EARLIER THAN 7 DAYS PRIOR TO GRAND OPENING.
   D. PAINT SHALL BE CRISP, STRAIGHT, AND APPLIED UNIFORMLY ACROSS THE WIDTH OF THE LINE FOR A TOTAL DRY FILM THICKNESS OF 15 MILS.
8. CONTRACTOR SHALL NOT ALLOW TRAFFIC ONTO NEWLY APPLIED PAVEMENT STRIPING/ MARKINGS UNTIL THEY ARE SUFFICIENTLY DRY TO PERMIT VEHICLES TO CROSS THEM WITHOUT DAMAGE. THE CONTRACTOR SHALL, AT HIS OWN EXPENSE, REMOVE AND REPLACE ANY PORTION OF THE PAVEMENT STRIPING/MARKINGS DAMAGED BY PASSING TRAFFIC OR ANY OTHER CAUSE.
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13. PROPOSED DRIVEWAYS SHALL COMPLY WITH THE FLORIDA GREENBOOK SAFE SIGHT DISTANCE STANDARDS DETAILED IN CHAPTER 3, C.S.b.4, FIGURE 3-11 AND 3-12.
14. VILLAGE OF ESTERO R/W PERMIT IS REQUIRED FOR ALL WORK AND/OR MAINTENANCE WITHIN PUBLIC R/W.
15. TEMPORARY SIGNS IDENTIFYING THE PRESERVE SHALL BE PLACED AROUND THE PERIMETER DURING CONSTRUCTION.

STRIPING KEY

A = 8" SOLID WHITE
B = 24" SOLID WHITE
C = 6" SOLID YELLOW THERMOPLASTIC
D = 6" DOUBLE YELLOW
E = 12" SOLID WHITE THERMOPLASTIC
F = 24" SOLID WHITE THERMOPLASTIC
G = 6" DOUBLE YELLOW THERMOPLASTIC
H = 6" SKIP WHITE TYP. THERMOPLASTIC (10'-30')
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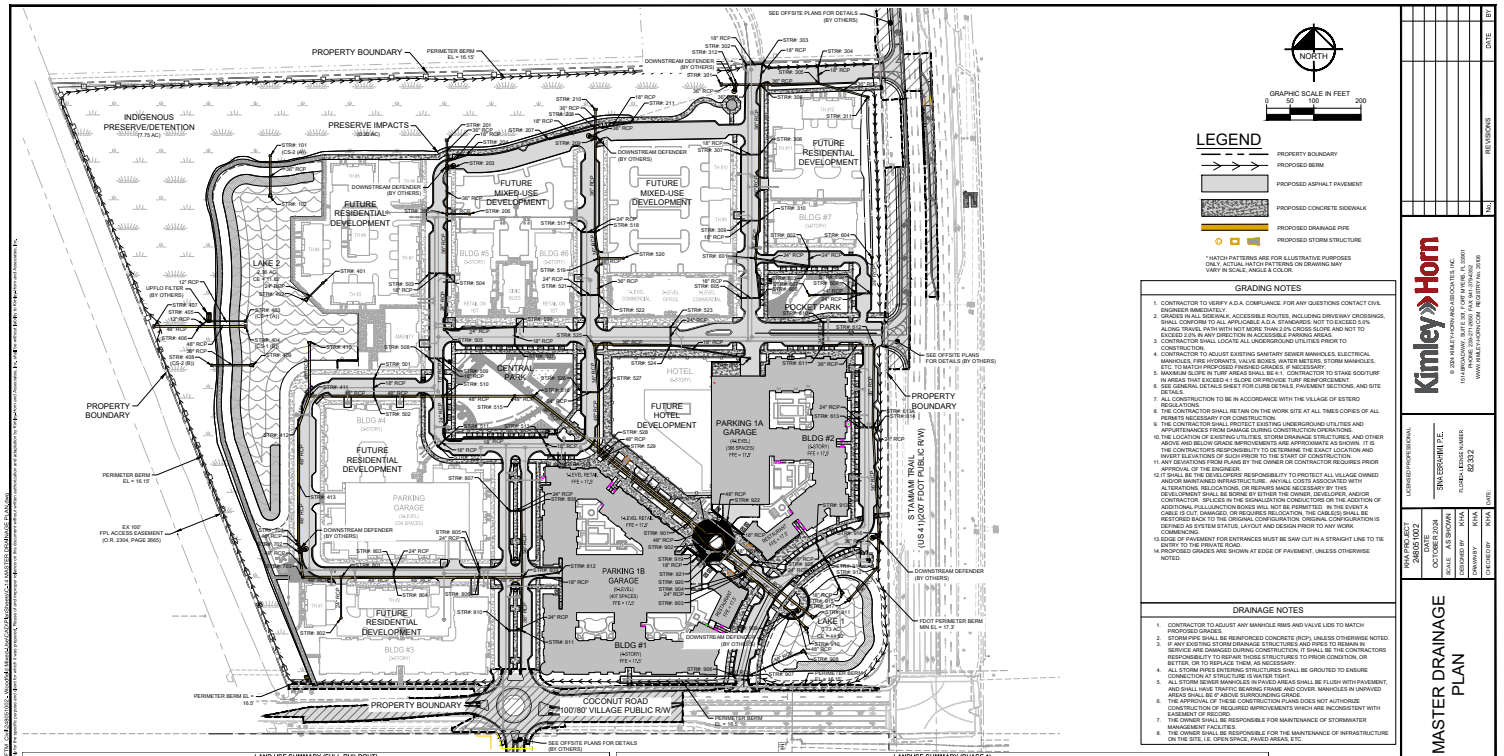
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT	248051002
DATE	OCTOBER 2024
SCALE	AS SHOWN
DESIGNED/DP	KHA
DRAWN/BY	KHA
CHECKED/BY	KHA

SITE PLAN

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-13



LEGEND

- PROPERTY BOUNDARY
- PROPOSED BERM
- PROPOSED ASPHALT PAVEMENT
- PROPOSED CONCRETE SIDEWALK
- PROPOSED DRAINAGE PIPE
- PROPOSED STORM STRUCTURE

* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.

GRADING NOTES

1. CONTRACTOR TO VERIFY A.D.A. COMPLIANCE. FOR ANY QUESTIONS CONTACT CIVIL ENGINEER IMMEDIATELY.
2. GRADES IN ALL SIDEWALK ACCESSIBLE ROUTES, INCLUDING DRIVEWAY CROSSINGS, SHALL CONFORM TO ALL APPLICABLE A.D.A. STANDARDS: NOT TO EXCEED 5.0% ALONG TRAVEL PATH WITH NOT MORE THAN 2.0% CROSS SLOPE AND NOT TO EXCEED 2.5% IN ANY DIRECTION IN ACCESSIBLE PARKING AREAS.
3. CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
4. CONTRACTOR TO ADJUST EXISTING SANITARY SEWER MANHOLES, ELECTRICAL MANHOLES, FIRE HYDRANTS, VALVE BOXES, WATER METERS, STORM MANHOLES, AND INLETS AS NECESSARY FOR PROPOSED FINISHED GRADES.
5. MAXIMUM SLOPE FOR PROPOSED SWALES SHALL BE 4:1. CONTRACTOR TO STAKE SOD/TURF IN AREAS THAT EXCEED 4:1 SLOPE OR PROVIDE TURF REINFORCEMENT.
6. SEE GENERAL DETAILS SHEET FOR CURB DETAILS, PAVEMENT SECTIONS, AND SITE DETAILS.
7. ALL CONSTRUCTION TO BE IN ACCORDANCE WITH THE VILLAGE OF ESTERO REGULATIONS.
8. THE CONTRACTOR SHALL RETAIN ON THE WORK SITE AT ALL TIMES COPIES OF ALL PERMITS NECESSARY FOR CONSTRUCTION.
9. THE CONTRACTOR SHALL PROTECT EXISTING UNDERGROUND UTILITIES AND APPURTENANCES FROM DAMAGE DURING CONSTRUCTION OPERATIONS.
10. THE LOCATION OF EXISTING UTILITIES, STORM DRAINAGE STRUCTURES, AND OTHER ABOVE AND BELOW GROUND APPURTENANCES SHOWN ON THE PLANS IS APPROXIMATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION AND INVERT ELEVATIONS OF SUCH PRIOR TO THE START OF CONSTRUCTION.
11. ANY DEVIATIONS FROM PLANS BY THE OWNER OR CONTRACTOR REQUIRES PRIOR APPROVAL OF THE ENGINEER.
12. IT SHALL BE THE DEVELOPERS' RESPONSIBILITY TO PROTECT ALL VILLAGE OWNED AND/OR MAINTAINED INFRASTRUCTURE. ANY/ALL COSTS ASSOCIATED WITH ALTERATIONS, RELOCATIONS, OR REPAIRS MADE NECESSARY BY THIS DEVELOPMENT SHALL BE BORNE BY EITHER THE OWNER, DEVELOPER, AND/OR CONTRACTOR. SPLICES IN THE SIGNALIZATION CONDUCTORS OR THE ADDITION OF ADDITIONAL PULL BOX/JUNCTION BOXES WILL NOT BE PERMITTED. IN THE EVENT A CABLE FAILURE, DAMAGE, OR REQUIRES RELOCATION, THIS CABLE SHALL BE REPLACED BACK TO THE NEAREST EXISTING JUNCTION BOX. THIS LOCATION IS DEFINED AS SYSTEM STATUS, LAYOUT AND DESIGN PRIOR TO ANY WORK COMMENCING.
13. EDGE OF PAVEMENT FOR ENTRANCES MUST BE SAW CUT IN A STRAIGHT LINE TO TIE ENTRY TO THE PRIVATE ROAD.
14. PROPOSED GRADES ARE SHOWN AT EDGE OF PAVEMENT, UNLESS OTHERWISE NOTED.

DRAINAGE NOTES

1. CONTRACTOR TO ADJUST ANY MANHOLE RIMS AND VALVE LIDS TO MATCH PROPOSED GRADES.
2. STORM PIPE SHALL BE REINFORCED CONCRETE (RCP), UNLESS OTHERWISE NOTED.
3. IF ANY EXISTING STORM DRAINAGE STRUCTURES AND PIPES TO REMAIN IN SERVICE ARE DAMAGED DURING CONSTRUCTION, IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO REPAIR THOSE STRUCTURES TO PRIOR CONDITION, OR BETTER, OR TO REPLACE THEM, AS NECESSARY.
4. ALL STORM PIPES ENTERING STRUCTURES SHALL BE GROUTED TO ENSURE CONNECTION AT STRUCTURE IS WATER TIGHT.
5. ALL STORM SEWER MANHOLES IN PAVED AREAS SHALL BE FLUSH WITH PAVEMENT, AND SHALL HAVE TRAFFIC BEARING FRAME AND COVER. MANHOLES IN UNPAVED AREAS SHALL BE RAISED AS SHOWN ON THE DETAIL SHEET.
6. THE APPROVAL OF THESE CONSTRUCTION PLANS DOES NOT AUTHORIZE CONSTRUCTION OF REQUIRED IMPROVEMENTS WHICH ARE INCONSISTENT WITH EASEMENT OF RECORD.
7. THE OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE OF STORMWATER MANAGEMENT FACILITIES.
8. THE OWNER SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF INFRASTRUCTURE ON THE SITE, I.E. OPEN SPACE, PAVED AREAS, ETC.

LAND USE SUMMARY (FULL BUILDOUT)

BASIN	COMMERCIAL/MIXED USE (AC)	HIGH DENSITY RESIDENTIAL (AC)	RECREATION (AC)	ROADWAY (AC)	OPEN SPACE (AC)	INDIGENOUS PRESERVE (AC)	POND (AC)	TOTAL (AC)
ASSUMED % IMPERVIOUS	*95%*	*75%*	*50%*	*75%*	*15%*	*0%*	*100%*	–
BASIN 1	0.00	0.00	0.00	0.60	0.95	0.00	0.73	2.28
BASIN 2	2.72	3.12	0.00	1.61	0.03	0.00	0.00	7.48
BASIN 3	5.59	0.00	0.00	1.98	0.19	0.00	0.00	7.76
BASIN 4	0.00	1.58	0.37	1.50	0.46	0.00	0.00	3.91
BASIN 5	2.26	0.00	0.00	0.95	0.00	0.00	0.00	3.21
BASIN 6	1.81	0.00	0.00	1.33	0.06	0.00	0.00	3.20
BASIN 7	0.00	3.26	0.92	1.82	1.13	0.00	2.36	9.49
BASIN 8	0.00	0.10	0.00	0.00	0.43	7.76	0.00	8.29
TOTAL	12.38	8.06	1.29	9.79	3.25	7.76	3.09	45.62

LANDUSE SUMMARY (PHASE 1)

BASIN	BULK FILL (AC)	COMMERCIAL/MIXED USE (AC)	HIGH DENSITY RESIDENTIAL (AC)	RECREATION (AC)	ROADWAY (AC)	OPEN SPACE (AC)	INDIGENOUS PRESERVE (AC)	POND (AC)	TOTAL (AC)
ASSUMED % IMPERVIOUS	*VARIES*	*95%*	*75%*	*50%*	*75%*	*15%*	*0%*	*100%*	–
BASIN 1	0.00	0.00	0.00	0.00	0.60	0.95	0.00	0.73	2.28
BASIN 2	3.52	2.72	0.00	0.00	1.22	0.02	0.00	0.00	7.48
BASIN 3	1.39	4.32	0.00	0.00	1.96	0.19	0.00	0.00	7.76
BASIN 4	2.28	0.00	0.00	0.00	0.37	1.05	0.21	0.00	3.91
BASIN 5	2.66	0.00	0.00	0.00	0.55	0.00	0.00	0.00	3.21
BASIN 6	2.30	0.00	0.00	0.00	0.89	0.01	0.00	0.00	3.20
BASIN 7	4.09	0.00	0.00	0.00	0.92	1.12	1.00	0.00	2.36	9.49
BASIN 8	0.14	0.00	0.00	0.00	0.00	0.00	0.39	7.76	0.00	8.29
TOTAL	16.38		7.04	0.00	1.29	7.29	2.77	7.76	3.09	45.62

DESIGN ELEVATIONS

CONTROL ELEVATION (FT)	11.82
5 YEAR, 1 DAY PEAK STAGE (FT)	14.81
25 YEAR, 3 DAY PEAK STAGE (FT)	15.80
100 YEAR, 3 DAY PEAK STAGE WITH DISCHARGE (FT)	16.31
100 YEAR, 3 DAY PEAK STAGE NO DISCHARGE (FT)	16.69
MINIMUM PARKING LOT ELEVATION (FT)	14.81
MIMIMUM ROADWAY ELEVATION (FT)	15.80
MIMIMUM BERM ELEVATION (FT)	16.15
MIMIMUM BUILDING F.F.E (FT)	17.31
DESIGN BUILDING F.F.E. (FT)	17.50
ALL ELEVATIONS ARE NAVD 1988	

DISCHARGE RATE

PROJECT ALLOWABLE DISCHARGE	
ALLOWABLE DISCHARGE FOR HALFWAY CREEK WATERSHED (CSM)	60.0
PROJECT AREA	45.6
ALLOWABLE DISCHARGE FOR HALFWAY CREEK WATERSHED (CFS)	4.28
PRE-DEVELOPMENT MODEL DISCHARGE	
EXISTING CONDITIONS DISCHARGE (CFS)	N/A
POST-DEVELOPMENT DESIGN DISCHARGE	
PROPOSED CONDITIONS DISCHARGE (CFS)	4.28

BULKHEAD

	BULKHEAD LENGTH (LF)	LAKE PERIMETER (LF)	% OF PERIMETER
LAKE 1	75	697	11%
LAKE 2	612	2001	31%

BULKHEADS SHALL BE ALLOWED FOR NO MORE THAN 40-PERCENT OF THE SHORELINE LENGTH (SFWMD ERP APPLICANT'S HANDBOOK, VOL. II, 5.4.2 (F)).

FOOT DESIGN STORM EVENTS (100-YR)

DURATION	EXISTING CONDITIONS MAX STAGE (FT)	PROPOSED CONDITIONS MAX STAGE (FT)
1-HOUR	14.02	14.99
2-HOUR	14.30	14.79
4-HOUR	14.59	15.06
8-HOUR	14.89	15.49
1-DAY	15.36	16.07
3-DAY	15.70	16.24

NO.	REVISIONS	DATE	BY

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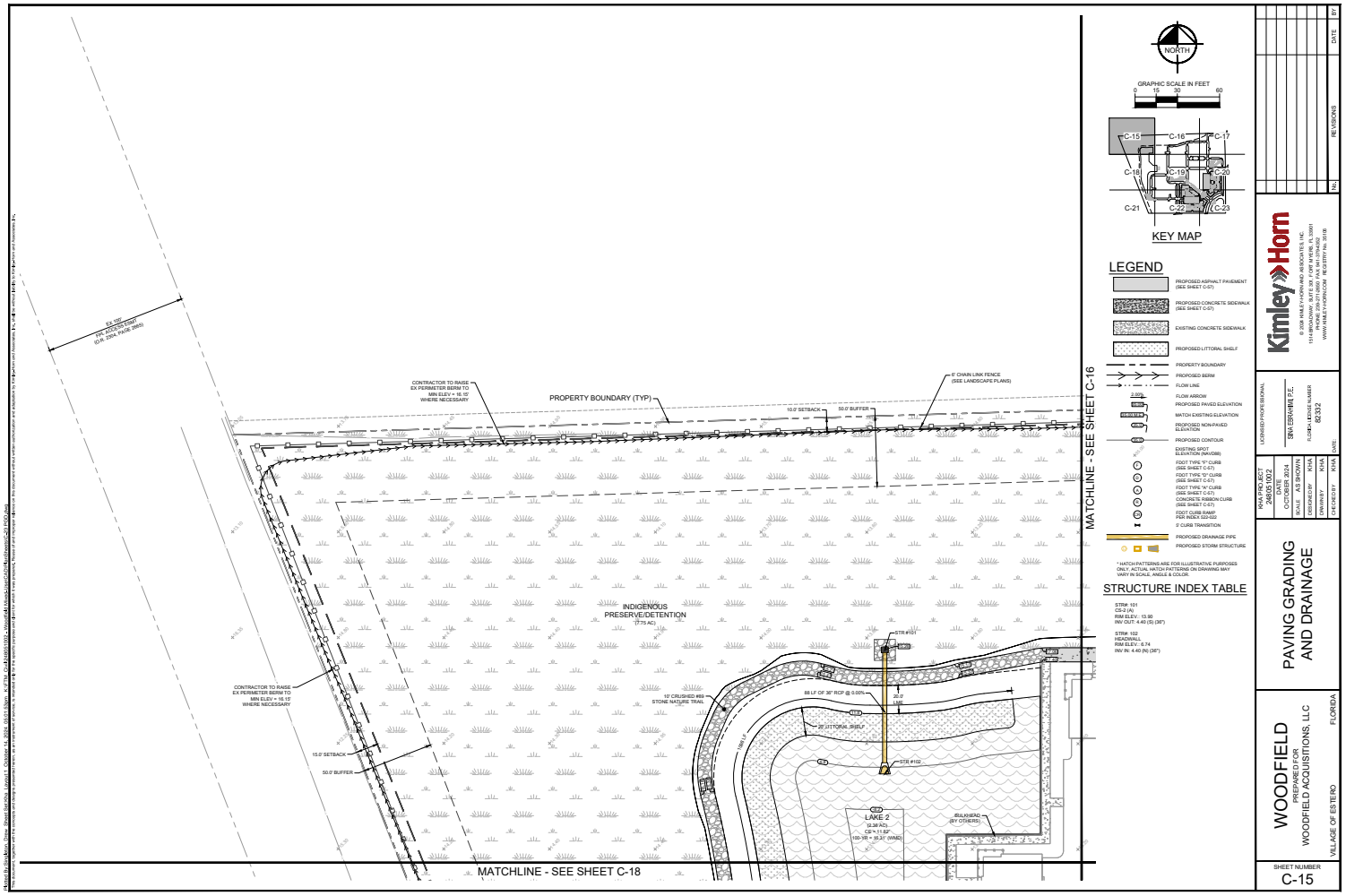
DATE

KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

MASTER DRAINAGE PLAN

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-14


NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-07)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-07)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVO/SW)
FDOT TYPE "E" CURB (SEE SHEET C-07)
FDOT TYPE "D" CURB (SEE SHEET C-07)
FDOT TYPE "A" CURB (SEE SHEET C-07)
CONCRETE RIBBON CURB (SEE SHEET C-07)
FDOT CURB RAMP PER INDEX 522-022
3' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STR# 101
CS-2 (A)
RIM ELEV.: 13.90
INV OUT: 4.40 (S) (36")
STR# 102
HEADWALL
RIM ELEV.: 6.74
INV IN: 4.40 (N) (36")
MATCHLINE - SEE SHEET C-16
MATCHLINE - SEE SHEET C-18
PROPERTY BOUNDARY (TYP)
CONTRACTOR TO RAISE EX PERIMETER BERM TO MIN ELEV = 16.15' WHERE NECESSARY
6' CHAIN LINK FENCE (SEE LANDSCAPE PLANS)
10.0' SETBACK
50.0' BUFFER
15.0' SETBACK
INDIGENOUS PRESERVE/DETENTION (7.75 AC)
10' CRUSHED #57 STONE NATURE TRAIL
88 LF OF 36" RCP @ 0.00%
20' LITTORAL SHELF
LAKE 2
(6.38 AC)
CB* = 11.82'
100-YR = 10.31' (WMD)
BULKHEAD (BY OTHERS)
STR #101
STR #102
Kimley»Horn
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FLORIDA LICENSE NUMBER
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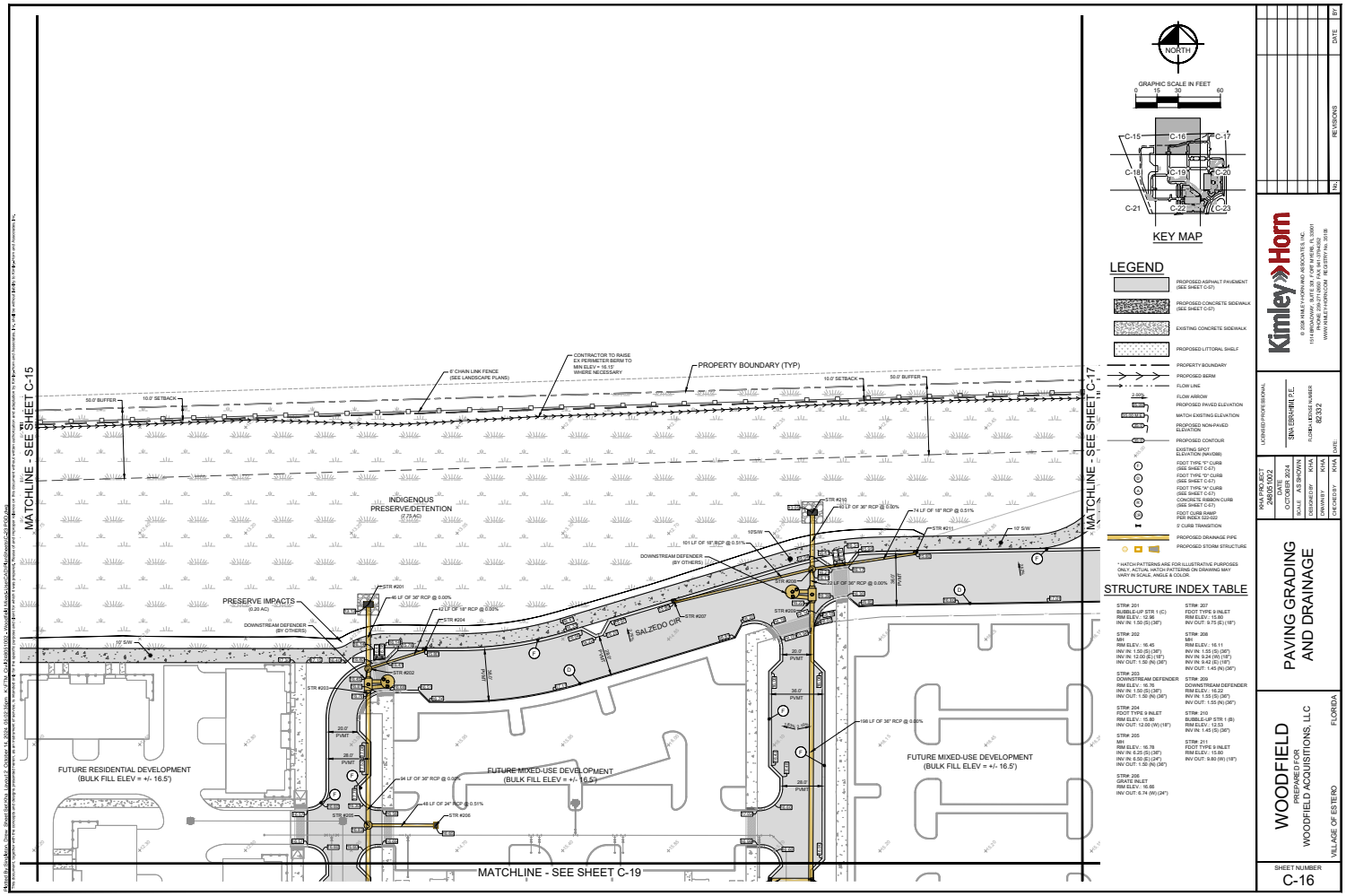
DATE
KHA PROJECT
240051002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA
PAVING GRADING AND DRAINAGE
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-15


MATCHLINE - SEE SHEET C-15
MATCHLINE - SEE SHEET C-17
MATCHLINE - SEE SHEET C-19
PROPERTY BOUNDARY (TYP)
6' CHAIN LINK FENCE (SEE LANDSCAPE PLANS)
CONTRACTOR TO RAISE EX PERIMETER BERM TO MIN ELEV = 16.15' WHERE NECESSARY
50.0' BUFFER
10.0' SETBACK
INDIGENOUS PRESERVE/DETENTION (7.75 AC)
PRESERVE IMPACTS (0.20 AC)
DOWNSTREAM DEFENDER (BY OTHERS)
SALZEDO CIR
FUTURE RESIDENTIAL DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
FUTURE MIXED-USE DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
FUTURE MIXED-USE DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-07)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-07)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVO/BB)
FDOT TYPE "E" CURB (SEE SHEET C-07)
FDOT TYPE "D" CURB (SEE SHEET C-07)
FDOT TYPE "A" CURB (SEE SHEET C-07)
CONCRETE RIBBON CURB (SEE SHEET C-07)
FDOT CURB RAMP PER INDEX 522-020
3' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STR# 201 BUBBLE-UP STR 1 (C) RIM ELEV.: 16.36 INV IN: 1.50 (S) (24")
STR# 202 MH RIM ELEV.: 16.45 INV IN: 1.50 (S) (36") INV IN: 12.00 (E) (18") INV OUT: 1.50 (N) (36")
STR# 203 DOWNSTREAM DEFENDER RIM ELEV.: 16.76 INV IN: 1.50 (S) (36") INV OUT: 1.50 (N) (36")
STR# 204 FDOT TYPE 9 INLET RIM ELEV.: 15.80 INV OUT: 12.00 (W) (18")
STR# 205 MH RIM ELEV.: 16.78 INV IN: 6.25 (S) (36") INV IN: 6.50 (E) (24") INV OUT: 1.50 (N) (36")
STR# 206 GRATE INLET RIM ELEV.: 16.65 INV OUT: 8.74 (W) (24")
STR# 207 FDOT TYPE 9 INLET RIM ELEV.: 15.80 INV OUT: 9.75 (E) (18")
STR# 208 MH RIM ELEV.: 16.11 INV IN: 1.55 (S) (36") INV IN: 9.24 (W) (18") INV IN: 9.42 (E) (18") INV OUT: 1.45 (N) (36")
STR# 209 DOWNSTREAM DEFENDER RIM ELEV.: 16.22 INV IN: 1.55 (S) (36") INV OUT: 1.55 (N) (36")
STR# 210 BUBBLE-UP STR 1 (B) RIM ELEV.: 12.53 INV IN: 1.45 (S) (36")
STR# 211 FDOT TYPE 9 INLET RIM ELEV.: 15.60 INV OUT: 9.80 (W) (18")
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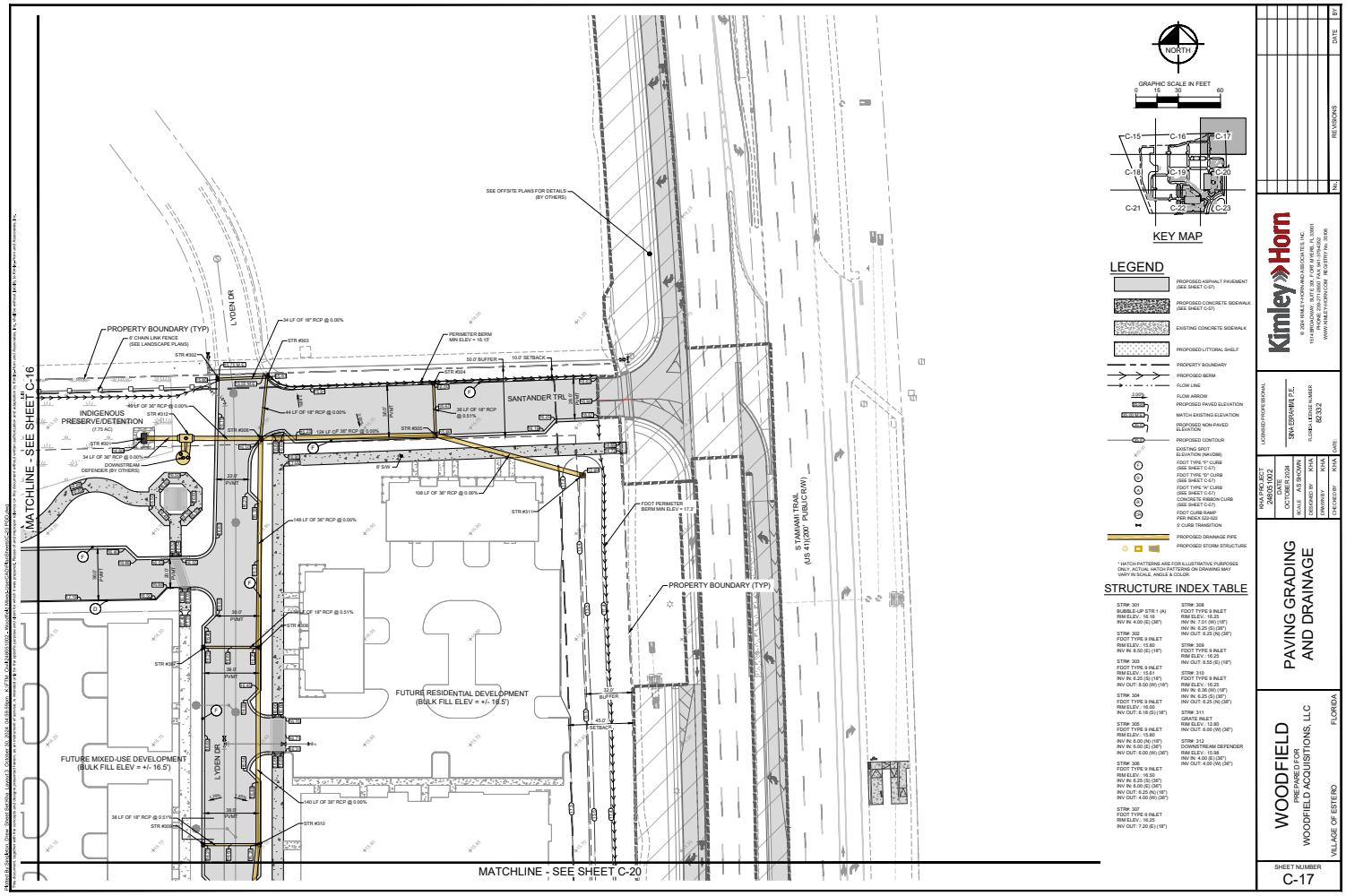
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE
KHA PROJECT 248351002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
PAVING GRADING AND DRAINAGE
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-16


MATCHLINE - SEE SHEET C-16
MATCHLINE - SEE SHEET C-20
PROPERTY BOUNDARY (TYP)
6' CHAIN LINK FENCE (SEE LANDSCAPE PLANS)
INDIGENOUS PRESERVE/DETENTION (7.75 AC)
DOWNSTREAM DEFENDER (BY OTHERS)
LYDEN DR
SANTANDER TRL
S TAMIAMI TRAIL (US 41) (200' PUBLIC R/W)
PERIMETER BERM MIN ELEV = 16.15'
50.0' BUFFER
10.0' SETBACK
FDOT PERIMETER BERM MIN ELEV = 17.2
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
FUTURE RESIDENTIAL DEVELOPMENT (BULK FILL ELEV = +/- 19.5')
FUTURE MIXED-USE DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
34 LF OF 18" RCP @ 0.00%
484 LF OF 36" RCP @ 0.00%
44 LF OF 18" RCP @ 0.00%
124 LF OF 36" RCP @ 0.00%
36 LF OF 18" RCP @ 0.51%
108 LF OF 36" RCP @ 0.00%
148 LF OF 36" RCP @ 0.00%
34 LF OF 36" RCP @ 0.00%
36 LF OF 18" RCP @ 0.51%
140 LF OF 36" RCP @ 0.00%
STR #302
STR #303
STR #304
STR #305
STR #306
STR #307
STR #308
STR #309
STR #310
STR #311
STR #312
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-57)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-57)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVCSB)
FDOT TYPE "S" CURB (SEE SHEET C-57)
FDOT TYPE "D" CURB (SEE SHEET C-57)
FDOT TYPE "A" CURB (SEE SHEET C-57)
CONCRETE RIBBON CURB (SEE SHEET C-57)
FDOT CURB RAMP PER INDEX 522-022
2' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STR#: 301 BUBBLE-UP STR 1 (A) RIM ELEV.: 16.15 INV IN: 4.00 (E) (24")
STR#: 302 FDOT TYPE 9 INLET RIM ELEV.: 15.80 INV IN: 8.50 (E) (18")
STR#: 303 FDOT TYPE 9 INLET RIM ELEV.: 15.80 INV IN: 6.25 (S) (18") INV OUT: 4.50 (W) (18")
STR#: 304 FDOT TYPE 9 INLET RIM ELEV.: 16.00 INV OUT: 6.18 (S) (18")
STR#: 305 FDOT TYPE 9 INLET RIM ELEV.: 15.80 INV IN: 6.00 (N) (18") INV IN: 6.00 (E) (36") INV OUT: 6.00 (W) (36")
STR#: 306 FDOT TYPE 9 INLET RIM ELEV.: 16.50 INV IN: 6.25 (S) (36") INV IN: 6.00 (S) (36") INV IN: 4.25 (N) (18") INV OUT: 4.00 (W) (36")
STR#: 307 FDOT TYPE 9 INLET RIM ELEV.: 16.25 INV OUT: 7.20 (E) (18")
STR#: 308 FDOT TYPE 9 INLET RIM ELEV.: 16.15 INV IN: 7.01 (W) (18") INV IN: 6.25 (S) (36") INV OUT: 6.25 (N) (36")
STR#: 309 FDOT TYPE 9 INLET RIM ELEV.: 16.25 INV OUT: 6.55 (E) (18")
STR#: 310 FDOT TYPE 9 INLET RIM ELEV.: 16.25 INV IN: 6.36 (W) (18") INV IN: 6.25 (S) (36") INV OUT: 6.25 (N) (36")
STR#: 311 GRATE INLET RIM ELEV.: 12.80 INV OUT: 8.00 (W) (36")
STR#: 312 DOWNSTREAM DEFENDER RIM ELEV.: 15.98 INV IN: 4.00 (E) (36") INV OUT: 4.00 (W) (36")
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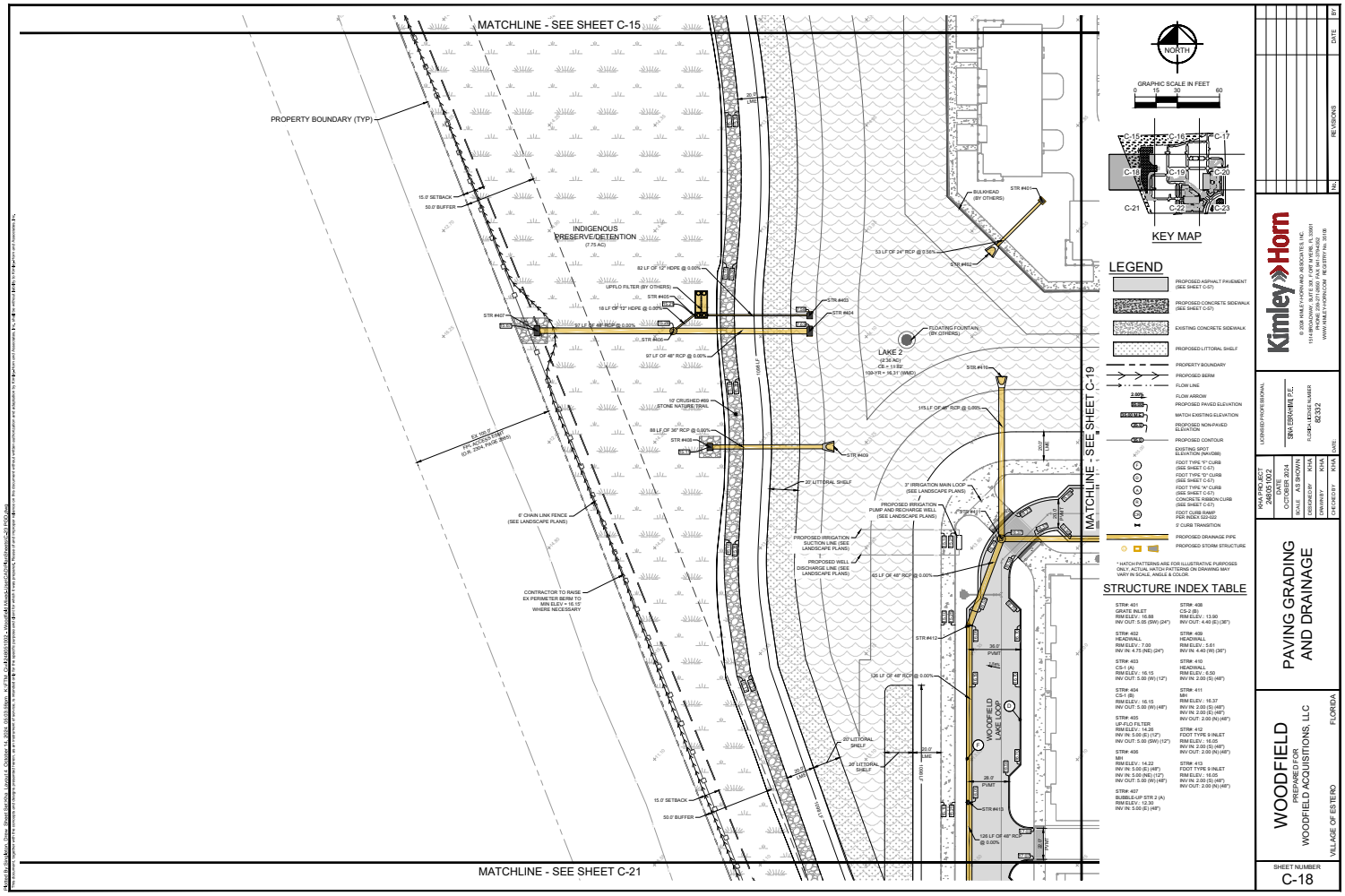
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE
KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA
PAVING GRADING AND DRAINAGE
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-17


MATCHLINE - SEE SHEET C-15
MATCHLINE - SEE SHEET C-19
MATCHLINE - SEE SHEET C-21
PROPERTY BOUNDARY (TYP)
15.0' SETBACK
50.0' BUFFER
INDIGENOUS PRESERVE/DETENTION (7.73 AC)
UPFLO FILTER (BY OTHERS)
STR #402
STR #407
STR #403
STR #404
STR #405
LAKE 2 (2.36 AC) CB = 19.82' 100-YR = 36.31' (WMD)
FLOATING FOUNTAIN (BY OTHERS)
STR #410
STR #409
STR #408
STR #401
BULKHEAD (BY OTHERS)
STR #402
STR #412
STR #413
WOODFIELD LAKE LOOP
20' LITTORAL SHELF
6' CHAIN LINK FENCE (SEE LANDSCAPE PLANS)
CONTRACTOR TO RAISE EX PERIMETER BERM TO MIN ELEV = 16.15' WHERE NECESSARY
3" IRRIGATION MAIN LOOP (SEE LANDSCAPE PLANS)
PROPOSED IRRIGATION PUMP AND RECHARGE WELL (SEE LANDSCAPE PLANS)
PROPOSED IRRIGATION SUCTION LINE (SEE LANDSCAPE PLANS)
PROPOSED WELL DISCHARGE LINE (SEE LANDSCAPE PLANS)
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-57)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-57)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVO/BB)
FDOT TYPE "E" CURB (SEE SHEET C-57)
FDOT TYPE "D" CURB (SEE SHEET C-57)
FDOT TYPE "A" CURB (SEE SHEET C-57)
CONCRETE RIBBON CURB (SEE SHEET C-57)
FDOT CURB RAMP PER INDEX 522-022
3' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STR# 401 GRATE INLET RIM ELEV.: 16.88 INV OUT: 3.05 (SW) (24")
STR# 402 HEADWALL RIM ELEV.: 7.00 INV IN: 4.75 (NE) (24")
STR# 403 CS-1 (A) RIM ELEV.: 16.15 INV OUT: 5.00 (W) (12")
STR# 404 CS-1 (B) RIM ELEV.: 16.15 INV OUT: 5.00 (W) (48")
STR# 405 UP-FLO FIL 7030 RIM ELEV.: 14.20 INV IN: 5.00 (E) (12") INV OUT: 5.00 (SW) (12")
STR# 406 MH RIM ELEV.: 14.22 INV IN: 5.00 (E) (48") INV IN: 5.00 (NE) (12") INV OUT: 5.00 (W) (48")
STR# 407 BUBBLE-UP STR 2 (A) RIM ELEV.: 12.30 INV IN: 5.00 (E) (48")
STR# 408 CS-2 (E) RIM ELEV.: 13.90 INV OUT: 4.40 (E) (36")
STR# 409 HEADWALL RIM ELEV.: 5.61 INV IN: 4.40 (W) (36")
STR# 410 HEADWALL RIM ELEV.: 5.00 INV IN: 2.00 (S) (48")
STR# 411 MH RIM ELEV.: 16.37 INV IN: 2.00 (S) (48") INV IN: 2.00 (E) (48") INV OUT: 2.00 (N) (48")
STR# 412 FDOT TYPE 9 INLET RIM ELEV.: 16.05 INV IN: 2.00 (S) (48") INV OUT: 2.00 (N) (48")
STR# 413 FDOT TYPE 9 INLET RIM ELEV.: 16.00 INV IN: 2.00 (S) (48") INV OUT: 2.00 (N) (48")
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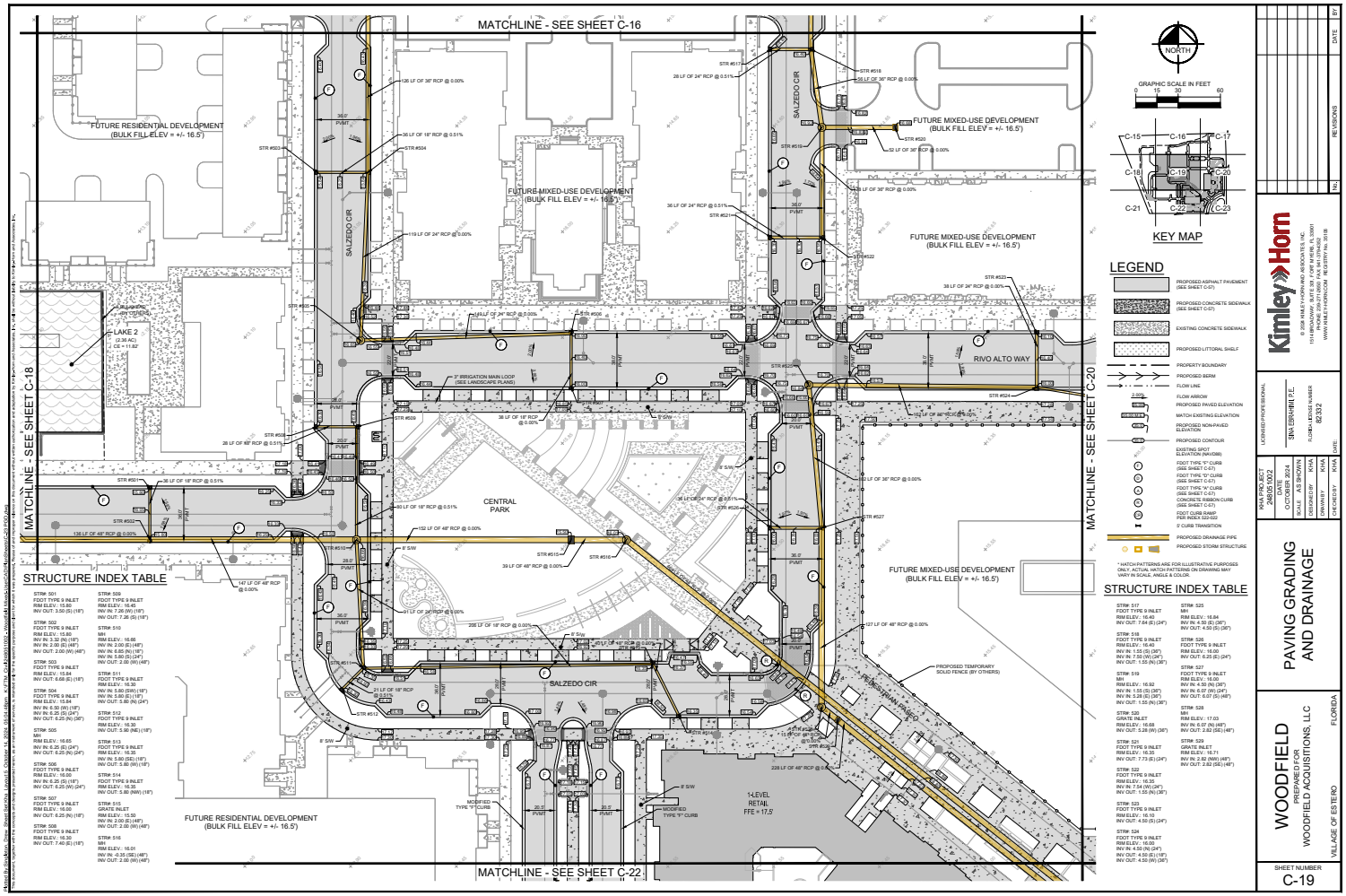
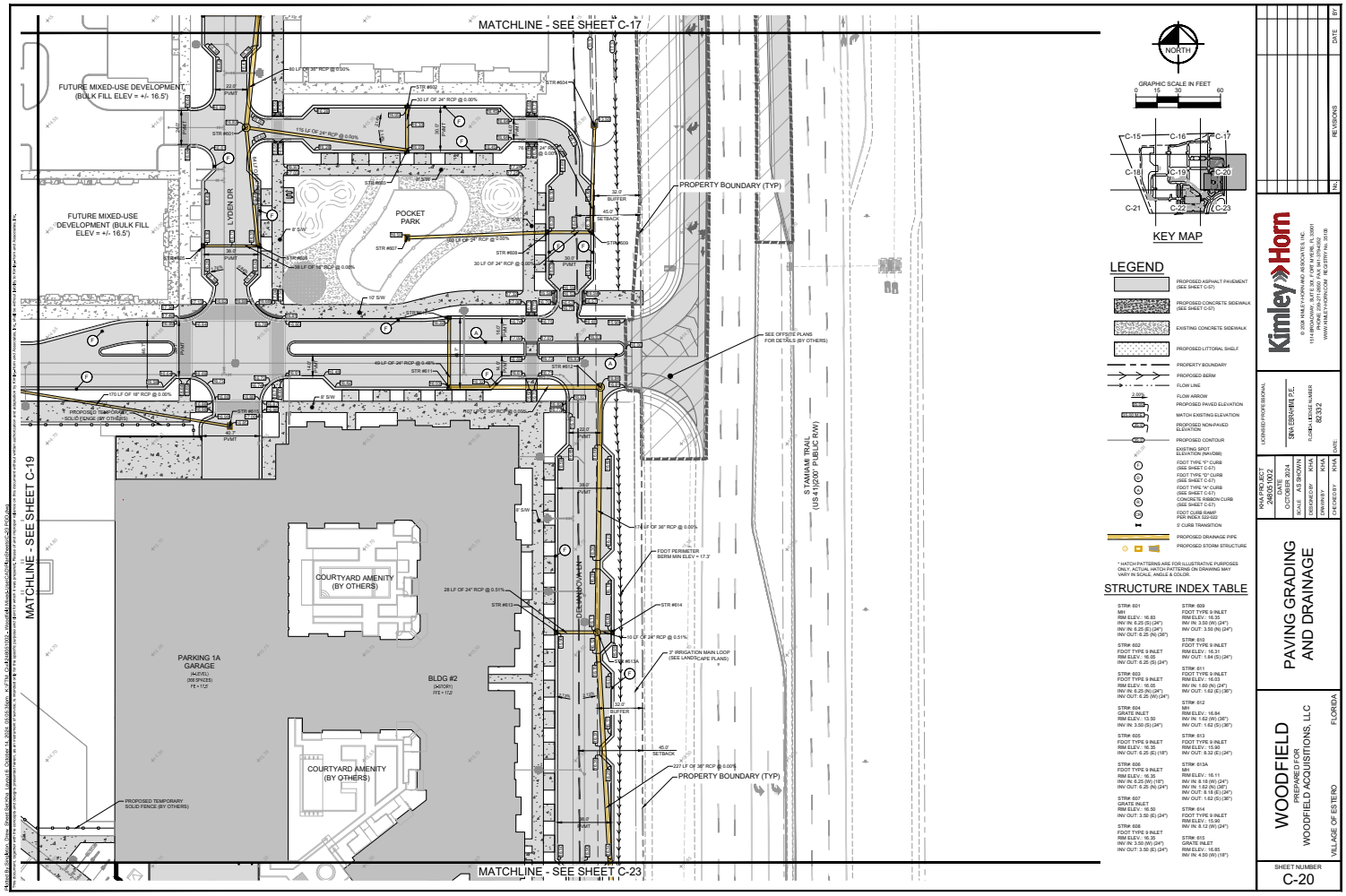
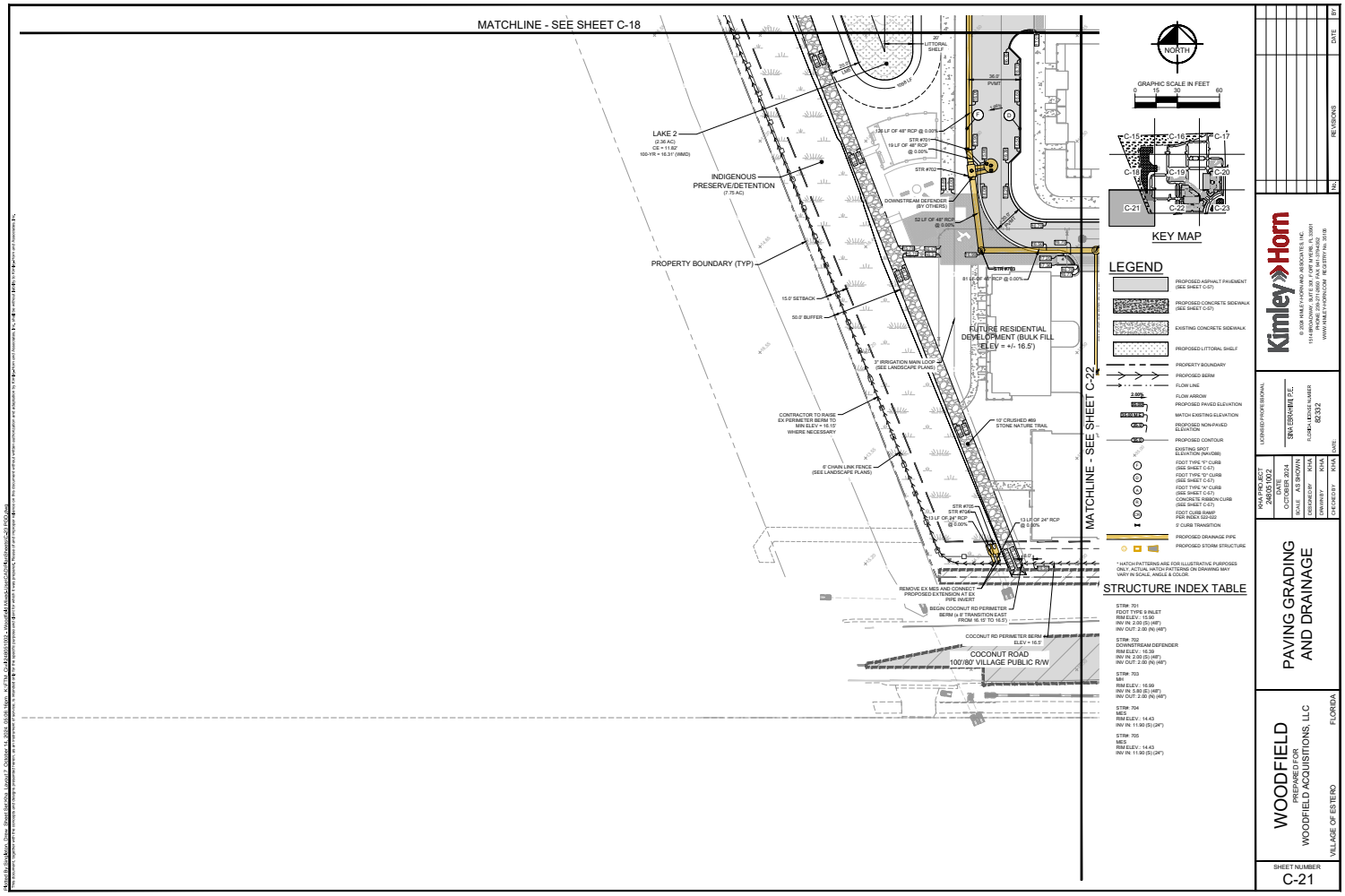
NO. REVISIONS DATE BY
LICENSED PROFESSIONAL SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE
KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
PAVING GRADING AND DRAINAGE
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-18



Planning Zoning and Design Board Meeting - PACKET - (Page 120 of 324) *Page 19 of 65* General Attachment: 4. Woodfield - Civil Plans.pdf (Page 19 of 65)


MATCHLINE - SEE SHEET C-17
MATCHLINE - SEE SHEET C-19
MATCHLINE - SEE SHEET C-23
FUTURE MIXED-USE DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
FUTURE MIXED-USE DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
LYDEN DR
POCKET PARK
PROPERTY BOUNDARY (TYP)
PROPERTY BOUNDARY (TYP)
STAMAM TRAIL (US 41/SR 90 PUBLIC R/W)
COURTYARD AMENITY (BY OTHERS)
COURTYARD AMENITY (BY OTHERS)
PARKING 1A GARAGE
BLDG #2
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
FDOT PERIMETER BERM MIN ELEV = 17.3'
3" IRRIGATION MAIN LOOP (SEE LANDSCAPE PLANS)
PROPOSED TEMPORARY SOLID FENCE (BY OTHERS)
PROPOSED TEMPORARY SOLID FENCE (BY OTHERS)
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-07)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-07)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVO38)
FDOT TYPE "S" CURB (SEE SHEET C-07)
FDOT TYPE "D" CURB (SEE SHEET C-07)
FDOT TYPE "A" CURB (SEE SHEET C-07)
CONCRETE RIBBON CURB (SEE SHEET C-07)
FDOT CURB RAMP PER INDEX 522-020
2' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
Kimley»Horn
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
PAVING GRADING AND DRAINAGE
SHEET NUMBER
C-20


MATCHLINE - SEE SHEET C-18
MATCHLINE - SEE SHEET C-22
LAKE 2
(2.36 AC)
CE = 11.82'
100-YR = 16.31' (VMD)
INDIGENOUS PRESERVE/DETENTION (7.75 AC)
PROPERTY BOUNDARY (TYP)
15.0' SETBACK
50.0' BUFFER
20' LITTORAL SHELF
36.0' PVMT
126 LF OF 48" RCP @ 0.00%
STR #703
19 LF OF 48" RCP @ 0.00%
STR #702
DOWNSTREAM DEFENDER (BY OTHERS)
52 LF OF 48" RCP @ 0.00%
STR #701
81 LF OF 48" RCP @ 0.00%
FUTURE RESIDENTIAL DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
2" IRRIGATION MAIN LOOP (SEE LANDSCAPE PLANS)
CONTRACTOR TO RAISE EX PERIMETER BERM TO MIN ELEV = 16.15' WHERE NECESSARY
6' CHAIN LINK FENCE (SEE LANDSCAPE PLANS)
10' CRUSHED #89 STONE NATURE TRAIL
STR #705
STR #704
13 LF OF 24" RCP @ 0.00%
13 LF OF 24" RCP @ 0.00%
REMOVE EX MES AND CONNECT PROPOSED EXTENSION AT EX PIPE INVERT
BEGIN COCONUT RD PERIMETER BERM (a 9' TRANSITION EAST FROM 16.15' TO 16.5')
COCONUT RD PERIMETER BERM ELEV = 16.5
COCONUT ROAD
100'/80' VILLAGE PUBLIC R/W
NORTH
GRAPHIC SCALE IN FEET
0 15 30 60
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-07)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-07)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVO/BB)
FDOT TYPE "E" CURB (SEE SHEET C-07)
FDOT TYPE "D" CURB (SEE SHEET C-07)
FDOT TYPE "A" CURB (SEE SHEET C-07)
CONCRETE RIBBON CURB (SEE SHEET C-07)
FDOT CURB RAMP PER INDEX 522-022
3' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STR# 701
FDOT TYPE 9 INLET
RIM ELEV.: 15.96'
INV IN: 2.00 (S) (48")
INV OUT: 2.00 (N) (48")
STR# 702
DOWNSTREAM DEFENDER
RIM ELEV.: 16.39'
INV IN: 2.00 (S) (48")
INV OUT: 2.00 (N) (48")
STR# 703
MES
RIM ELEV.: 16.99'
INV IN: 5.60 (E) (48")
INV OUT: 2.00 (N) (48")
STR# 704
MES
RIM ELEV.: 14.43'
INV IN: 11.90 (S) (24")
STR# 705
MES
RIM ELEV.: 14.43'
INV IN: 11.90 (S) (24")
C-15
C-16
C-17
C-18
C-19
C-20
C-21
C-22
C-23
REVISIONS
NO.
DATE
BY
Kimley»Horn
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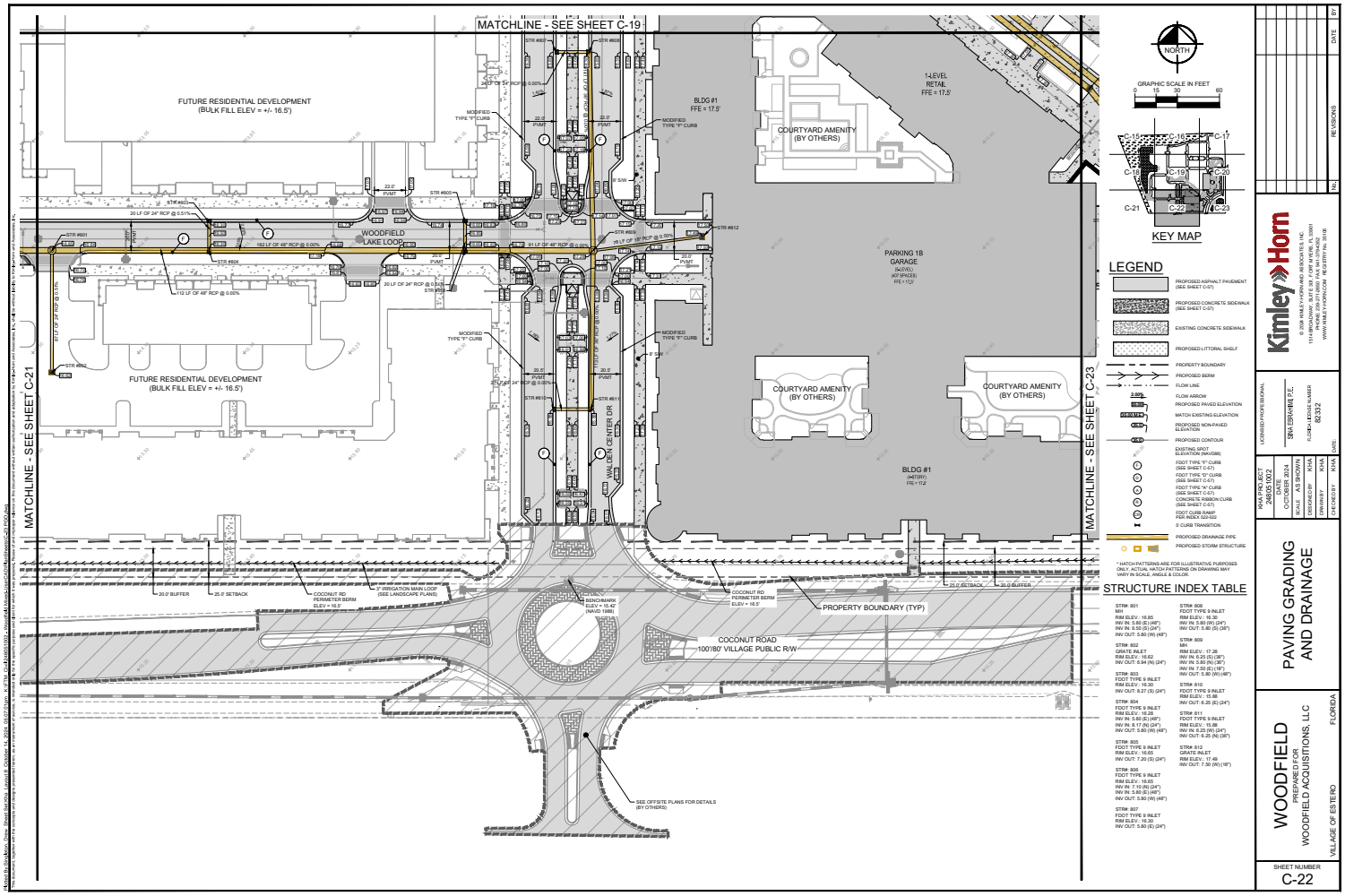
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT
248351002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
PAVING GRADING AND DRAINAGE
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-21


MATCHLINE - SEE SHEET C-19
MATCHLINE - SEE SHEET C-21
MATCHLINE - SEE SHEET C-23
FUTURE RESIDENTIAL DEVELOPMENT (BULK FILL ELEV = +/- 16.5')
WOODFIELD LAKE LOOP
WALDEN CENTER DR
COURTYARD AMENITY (BY OTHERS)
1-LEVEL RETAIL FFE = 17.5'
BLDG #1 FFE = 17.5'
PARKING 1B GARAGE (4-LEVEL) (407 SPACES) FFE = 17.5'
BLDG #1 (4-STORY) FFE = 17.5'
COCONUT ROAD 100'/80' VILLAGE PUBLIC R/W
PROPERTY BOUNDARY (TYP)
COCONUT RD PERIMETER BERM ELEV = 16.5'
20.0' BUFFER
25.0' SETBACK
5' IRRIGATION MAIN LOOP (SEE LANDSCAPE PLANS)
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
NORTH
GRAPHIC SCALE IN FEET
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-07)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-07)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (NAVD88)
FDOT TYPE "F" CURB (SEE SHEET C-07)
FDOT TYPE "D" CURB (SEE SHEET C-07)
FDOT TYPE "A" CURB (SEE SHEET C-07)
CONCRETE RIBBON CURB (SEE SHEET C-07)
FDOT CURB RAMP PER INDEX 522-020
3' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STRM: 801 MH RIM ELEV.: 16.65 INV IN: 5.65 (E) (48") INV IN: 5.50 (S) (24") INV OUT: 5.50 (W) (48")
STRM: 802 GRATE INLET RIM ELEV.: 16.62 INV OUT: 6.94 (N) (24")
STRM: 803 FDOT TYPE 9 INLET RIM ELEV.: 16.30 INV OUT: 6.27 (S) (24")
STRM: 804 FDOT TYPE 9 INLET RIM ELEV.: 16.28 INV IN: 5.85 (E) (48") INV IN: 6.17 (N) (24") INV OUT: 5.80 (W) (48")
STRM: 805 FDOT TYPE 9 INLET RIM ELEV.: 16.65 INV OUT: 7.20 (S) (24")
STRM: 806 FDOT TYPE 9 INLET RIM ELEV.: 16.65 INV IN: 7.10 (N) (24") INV IN: 5.85 (E) (48") INV OUT: 5.80 (W) (48")
STRM: 807 FDOT TYPE 9 INLET RIM ELEV.: 16.30 INV OUT: 5.80 (E) (24")
STRM: 808 FDOT TYPE 9 INLET RIM ELEV.: 16.30 INV IN: 5.80 (E) (48") INV IN: 5.50 (W) (24") INV OUT: 5.80 (S) (36")
STRM: 809 MH RIM ELEV.: 17.28 INV IN: 6.25 (S) (36") INV IN: 5.80 (N) (36") INV IN: 7.50 (E) (18") INV OUT: 5.80 (W) (48")
STRM: 810 FDOT TYPE 9 INLET RIM ELEV.: 15.88 INV OUT: 6.25 (E) (24")
STRM: 811 FDOT TYPE 9 INLET RIM ELEV.: 15.88 INV IN: 6.25 (W) (24") INV OUT: 6.25 (N) (36")
STRM: 812 GRATE INLET RIM ELEV.: 17.49 INV OUT: 7.50 (W) (18")
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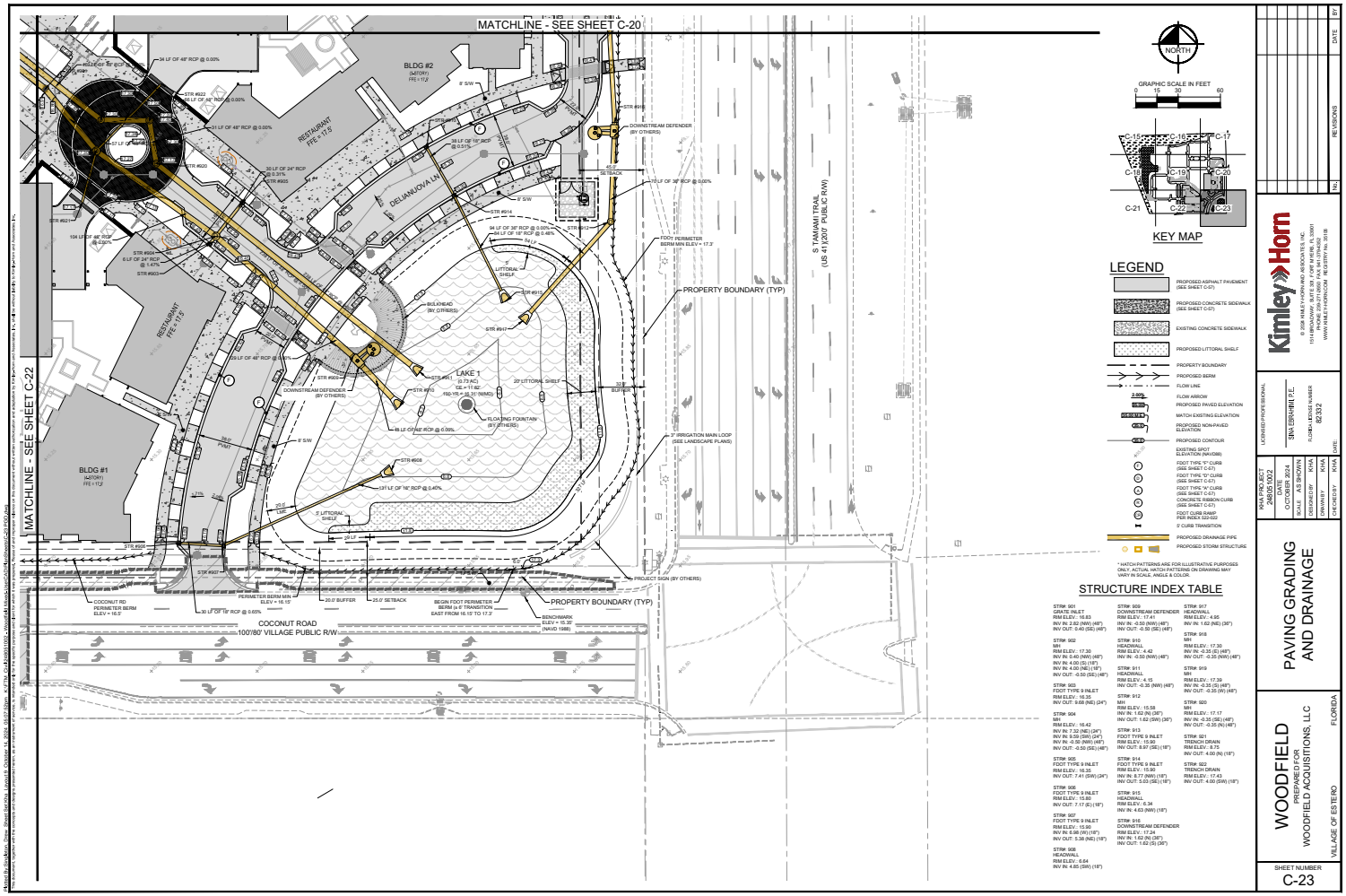
WWW.KIMLEY-HORN.COM REGISTRY NO. 35169
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE
KHA PROJECT 248051002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
PAVING GRADING AND DRAINAGE
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-22


MATCHLINE - SEE SHEET C-20
MATCHLINE - SEE SHEET C-22
BLDG #2
(1-STORY)
FFE = 11.0
BLDG #1
(1-STORY)
FFE = 11.0
RESTAURANT
FFE = 17.5
DELIANUOVA LN
LAKE 1
(± 7.9 AC)
SE = 11.62'
-150.15' ± (0.5' (NWL))
20' LITTORAL SHELF
50' BUFFER
FLOATING FOUNTAIN
(BY OTHERS)
BULKHEAD
(BY OTHERS)
DOWNSTREAM DEFENDER
(BY OTHERS)
PROPERTY BOUNDARY (TYP)
FOOT PERIMETER
BERM MIN ELEV = 17.3'
S TAMIAMI TRAIL
(US 41 / SR 45) (PUBLIC R/W)
IRRIGATION MAIN LOOP
(SEE LANDSCAPE PLANS)
PROJECT SIGN (BY OTHERS)
PROPERTY BOUNDARY (TYP)
COCONUT ROAD
100'/80' VILLAGE PUBLIC R/W
COCONUT RD
PERIMETER BERM
ELEV = 16.5'
PERIMETER BERM MIN
ELEV = 16.15'
20.0' BUFFER
25.0' SETBACK
BEGIN FOOT PERIMETER
BERM (± 8' TRANSITION
EAST FROM 16.15' TO 17.3'
BENCHMARK
ELEV = 15.30'
(NAVD 1988)
45.0'
SETBACK
8' S/W
GRAPHIC SCALE IN FEET
0 15 30 60
NORTH
KEY MAP
LEGEND
PROPOSED ASPHALT PAVEMENT (SEE SHEET C-57)
PROPOSED CONCRETE SIDEWALK (SEE SHEET C-57)
EXISTING CONCRETE SIDEWALK
PROPOSED LITTORAL SHELF
PROPERTY BOUNDARY
PROPOSED BERM
FLOW LINE
FLOW ARROW
PROPOSED PAVED ELEVATION
MATCH EXISTING ELEVATION
PROPOSED NON-PAVED ELEVATION
PROPOSED CONTOUR
EXISTING SPOT ELEVATION (INVO/SW)
FDOT TYPE "F" CURB (SEE SHEET C-57)
FDOT TYPE "D" CURB (SEE SHEET C-57)
FDOT TYPE "A" CURB (SEE SHEET C-57)
CONCRETE RIBBON CURB (SEE SHEET C-57)
FDOT CURB RAMP PER INDEX 522-022
3' CURB TRANSITION
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
* HATCH PATTERNS ARE FOR ILLUSTRATIVE PURPOSES ONLY. ACTUAL HATCH PATTERNS ON DRAWING MAY VARY IN SCALE, ANGLE & COLOR.
STRUCTURE INDEX TABLE
STR# 901 GRATE INLET RIM ELEV. : 16.83 INV IN: 2.82 (NW) (48") INV OUT: 5.40 (SE) (48")
STR# 902 MH RIM ELEV. : 17.30 INV IN: 5.40 (NW) (48") INV IN: 4.00 (S) (18") INV IN: 4.00 (NE) (18") INV OUT: -0.50 (SE) (48")
STR# 903 FDOT TYPE 9 INLET RIM ELEV. : 16.35 INV OUT: 9.68 (NE) (24")
STR# 904 MH RIM ELEV. : 15.42 INV IN: 7.32 (NE) (24") INV IN: 7.32 (SW) (24") INV IN: -0.50 (NW) (48") INV OUT: -0.50 (SE) (48")
STR# 905 FDOT TYPE 9 INLET RIM ELEV. : 16.32 INV OUT: 7.41 (SW) (24")
STR# 906 FDOT TYPE 9 INLET RIM ELEV. : 15.85 INV OUT: 7.17 (E) (18")
STR# 907 FDOT TYPE 9 INLET RIM ELEV. : 15.90 INV IN: 6.98 (W) (18") INV OUT: 5.38 (NE) (18")
STR# 908 HEADWALL RIM ELEV. : 6.64 INV IN: 4.85 (SW) (18")
STR# 909 DOWNSTREAM DEFENDER RIM ELEV. : 17.41 INV IN: -0.50 (NW) (48") INV OUT: -0.50 (SE) (48")
STR# 910 HEADWALL RIM ELEV. : 4.42 INV IN: -0.50 (NW) (48")
STR# 911 HEADWALL RIM ELEV. : 4.15 INV OUT: -0.35 (NW) (48")
STR# 912 MH RIM ELEV. : 15.58 INV IN: 1.62 (N) (36") INV OUT: 1.62 (SW) (36")
STR# 913 FDOT TYPE 9 INLET RIM ELEV. : 15.90 INV OUT: 8.97 (SE) (18")
STR# 914 FDOT TYPE 9 INLET RIM ELEV. : 15.90 INV IN: 8.77 (NW) (18") INV OUT: 5.03 (SE) (18")
STR# 915 HEADWALL RIM ELEV. : 6.34 INV IN: 4.63 (NW) (18")
STR# 916 DOWNSTREAM DEFENDER RIM ELEV. : 17.24 INV IN: 1.62 (N) (36") INV OUT: 1.62 (S) (36")
STR# 917 HEADWALL RIM ELEV. : 4.95 INV IN: 1.62 (NE) (36")
STR# 918 MH RIM ELEV. : 17.30 INV IN: -0.35 (E) (48") INV OUT: -0.35 (NW) (48")
STR# 919 MH RIM ELEV. : 17.39 INV IN: -0.35 (S) (48") INV OUT: -0.35 (W) (48")
STR# 920 MH RIM ELEV. : 17.17 INV IN: -0.35 (SE) (48") INV OUT: -0.35 (N) (48")
STR# 921 TRENCH DRAIN RIM ELEV. : 9.73 INV OUT: 4.00 (N) (18")
STR# 922 TRENCH DRAIN RIM ELEV. : 17.43 INV OUT: 4.00 (SW) (18")
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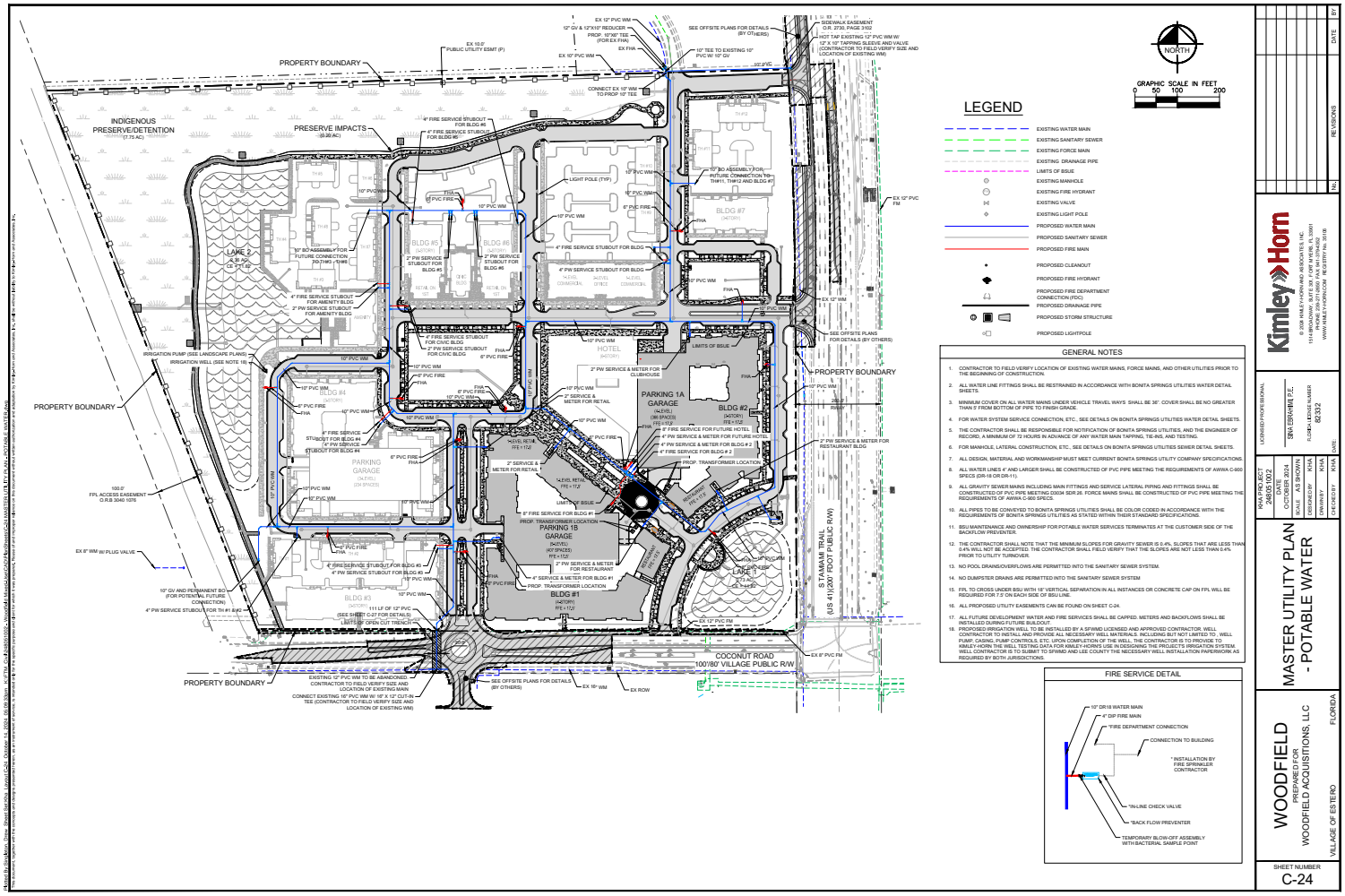
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-23


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION (7.75 AC)
PRESERVE IMPACTS (0.20 AC)
LAKE 2
BLDG #1 (42TOR)
BLDG #2 (42TOR)
BLDG #3 (42TOR)
BLDG #4 (42TOR)
BLDG #5 (42TOR)
BLDG #6 (42TOR)
BLDG #7 (42TOR)
HOTEL (42TOR)
PARKING 1A GARAGE (4-LEVEL) (360 SPACES) FFE=17.0
PARKING 1B GARAGE (5-LEVEL) (457 SPACES) FFE=17.0
PARKING GARAGE (5-LEVEL) (334 SPACES)
LIMITS OF BSUE
S TAMIAMI TRAIL (US 41)/200' FDOT PUBLIC R/W
COCONUT ROAD 100'/80' VILLAGE PUBLIC R/W
IRRIGATION PUMP (SEE LANDSCAPE PLANS)
IRRIGATION WELL (SEE NOTE 18)
EX 8" WM W/ PLUG VALVE
10" GV AND PERMANENT BO (FOR POTENTIAL FUTURE CONNECTION)
4" PW SERVICE STUBOUT FOR TH #1 &#2
100.0' FPL ACCESS EASEMENT O.R.B 3040 1076
EXISTING 12" PVC WM TO BE ABANDONED CONTRACTOR TO FIELD VERIFY SIZE AND LOCATION OF EXISTING MAIN
CONNECT EXISTING 10" PVC WM W/ 6" X 12" CUT-IN TEE (CONTRACTOR TO FIELD VERIFY SIZE AND LOCATION OF EXISTING WM)
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
EX 10" WM
EX ROW
EX 6" PVC FM
EX 12" PVC FM
SIDEWALK EASEMENT O.R. 2730, PAGE 3102
HOT TAP EXISTING 12" PVC WM W/ 12" X 10" TAPPING SLEEVE AND VALVE (CONTRACTOR TO FIELD VERIFY SIZE AND LOCATION OF EXISTING WM)
EX 12" PVC WM
EX 10" PVC WM
CONNECT EX 10" WM TO PROP 10" TEE
10" TEE TO EXISTING 10" PVC W/ 10" GV
EX FHA
EX 10.0' PUBLIC UTILITY ESMT (P)
10" BO ASSEMBLY FOR FUTURE CONNECTION TO TH#11, TH#12 AND BLDG #7
LIGHT POLE (TYP)
4" FIRE SERVICE STUBOUT FOR BLDG #6
4" FIRE SERVICE STUBOUT FOR BLDG #5
2" PW SERVICE STUBOUT FOR BLDG #5
2" PW SERVICE STUBOUT FOR BLDG #6
4" PW SERVICE STUBOUT FOR BLDG
4" FIRE SERVICE STUBOUT FOR AMENITY BLDG
2" PW SERVICE STUBOUT FOR AMENITY BLDG
4" FIRE SERVICE STUBOUT FOR CIVIC BLDG
2" PW SERVICE STUBOUT FOR CIVIC BLDG
2" PW SERVICE & METER FOR CLUBHOUSE
2" PW SERVICE & METER FOR RETAIL
4" FIRE SERVICE STUBOUT FOR BLDG #4
4" PW SERVICE STUBOUT FOR BLDG #4
8" FIRE SERVICE FOR FUTURE HOTEL
4" PW SERVICE & METER FOR FUTURE HOTEL
2" PW SERVICE & METER FOR BLDG # 2
4" FIRE SERVICE FOR BLDG # 2
PROP. TRANSFORMER LOCATION
2" PW SERVICE & METER FOR RESTAURANT BLDG
6" FIRE SERVICE FOR BLDG #1
4" SERVICE & METER FOR BLDG #1
111 LF OF 12" PVC (SEE SHEET C-27 FOR DETAILS)
LIMITS OF OPEN CUT TRENCH
SEE OFFSITE PLANS FOR DETAILS (BY OTHERS)
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
LEGEND
EXISTING WATER MAIN
EXISTING SANITARY SEWER
EXISTING FORCE MAIN
EXISTING DRAINAGE PIPE
LIMITS OF BSUE
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING VALVE
EXISTING LIGHT POLE
PROPOSED WATER MAIN
PROPOSED SANITARY SEWER
PROPOSED FIRE MAIN
PROPOSED CLEANOUT
PROPOSED FIRE HYDRANT
PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
PROPOSED LIGHTPOLE
GENERAL NOTES
1. CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING WATER MAINS, FORCE MAINS, AND OTHER UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION.
2. ALL WATER LINE FITTINGS SHALL BE RESTRAINED IN ACCORDANCE WITH BONITA SPRINGS UTILITIES WATER DETAIL SHEETS.
3. MINIMUM COVER ON ALL WATER MAINS UNDER VEHICLE TRAVEL WAYS SHALL BE 36". COVER SHALL BE NO GREATER THAN 5' FROM BOTTOM OF PIPE TO FINISH GRADE.
4. FOR WATER SYSTEM SERVICE CONNECTION, ETC., SEE DETAILS ON BONITA SPRINGS UTILITIES WATER DETAIL SHEETS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF BONITA SPRINGS UTILITIES, AND THE ENGINEER OF RECORD, A MINIMUM OF 72 HOURS IN ADVANCE OF ANY WATER MAIN TAPPING, TIE-INS, AND TESTING.
6. FOR MANHOLE, LATERAL CONSTRUCTION, ETC., SEE DETAILS ON BONITA SPRINGS UTILITIES SEWER DETAIL SHEETS.
7. ALL DESIGN, MATERIAL AND WORKMANSHIP MUST MEET CURRENT BONITA SPRINGS UTILITY COMPANY SPECIFICATIONS.
8. ALL WATER LINES 4" AND LARGER SHALL BE CONSTRUCTED OF PVC PIPE MEETING THE REQUIREMENTS OF AWWA C-900 SPECS (DR-18 OR DR-11).
9. ALL GRAVITY SEWER MAINS INCLUDING MAIN FITTINGS AND SERVICE LATERAL PIPING AND FITTINGS SHALL BE CONSTRUCTED OF PVC PIPE MEETING D3034 SDR 26. FORCE MAINS SHALL BE CONSTRUCTED OF PVC PIPE MEETING THE REQUIREMENTS OF AWWA C-900 SPECS.
10. ALL PIPES TO BE CONVEYED TO BONITA SPRINGS UTILITIES SHALL BE COLOR CODED IN ACCORDANCE WITH THE REQUIREMENTS OF BONITA SPRINGS UTILITIES AS STATED WITHIN THEIR STANDARD SPECIFICATIONS.
11. BSU MAINTENANCE AND OWNERSHIP FOR POTABLE WATER SERVICES TERMINATES AT THE CUSTOMER SIDE OF THE BACKFLOW PREVENTER.
12. THE CONTRACTOR SHALL NOTE THAT THE MINIMUM SLOPES FOR GRAVITY SEWER IS 0.4%. SLOPES THAT ARE LESS THAN 0.4% WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL FIELD VERIFY THAT THE SLOPES ARE NOT LESS THAN 0.4% PRIOR TO UTILITY TURNOVER.
13. NO POOL DRAINS/OVERFLOWS ARE PERMITTED INTO THE SANITARY SEWER SYSTEM.
14. NO DUMPSTER DRAINS ARE PERMITTED INTO THE SANITARY SEWER SYSTEM
15. FPL TO CROSS UNDER BSU WITH 18' VERTICAL SEPARATION IN ALL INSTANCES OR CONCRETE CAP ON FPL WILL BE REQUIRED FOR 7.5' ON EACH SIDE OF BSU LINE.
16. ALL PROPOSED UTILITY EASEMENTS CAN BE FOUND ON SHEET C-24.
17. ALL FUTURE DEVELOPMENT WATER AND FIRE SERVICES SHALL BE CAPPED. METERS AND BACKFLOWS SHALL BE INSTALLED DURING FUTURE BUILDOUT
18. PROPOSED IRRIGATION WELL TO BE INSTALLED BY A SFWMD LICENSED AND APPROVED CONTRACTOR. WELL CONTRACTOR TO INSTALL AND PROVIDE ALL NECESSARY WELL MATERIALS, INCLUDING BUT NOT LIMITED TO: WELL PUMP, CASING, PUMP CONTROLS, ETC. UPON COMPLETION OF THE WELL, THE CONTRACTOR IS TO PROVIDE TO KIMLEY-HORN THE WELL TESTING DATA FOR KIMLEY-HORN'S USE IN DESIGNING THE PROJECT'S IRRIGATION SYSTEM. WELL CONTRACTOR IS TO SUBMIT TO SFWMD AND LEE COUNTY THE NECESSARY WELL INSTALLATION PAPERWORK AS REQUIRED BY BOTH JURISDICTIONS.
FIRE SERVICE DETAIL
10" DR18 WATER MAIN
4" DIP FIRE MAIN
"FIRE DEPARTMENT CONNECTION
CONNECTION TO BUILDING
* INSTALLATION BY FIRE SPRINKLER CONTRACTOR
*INLINE CHECK VALVE
*BACK FLOW PREVENTER
TEMPORARY BLOW-OFF ASSEMBLY WITH BACTERIAL SAMPLE POINT
NO. REVISIONS DATE BY
Kimley»Horn
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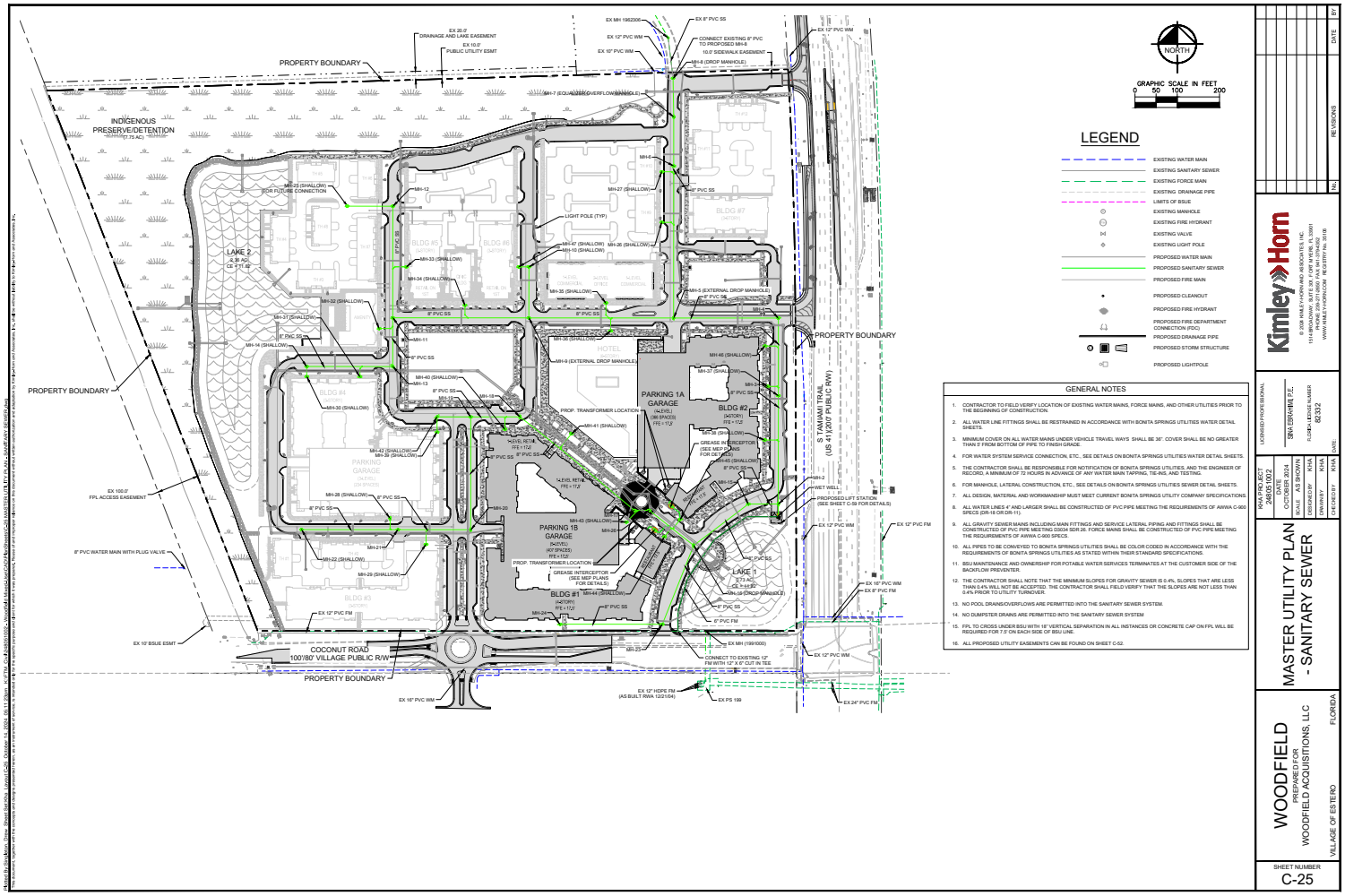
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT
248051002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
MASTER UTILITY PLAN - POTABLE WATER
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-24


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION
LAKE 2
LAKE 1
BLDG #1
BLDG #2
BLDG #3
BLDG #4
BLDG #5
BLDG #6
BLDG #7
HOTEL
PARKING 1A GARAGE
PARKING 1B GARAGE
S TAMIAMI TRAIL (US 41)(200' PUBLIC R/W)
COCONUT ROAD 100'/80' VILLAGE PUBLIC R/W
PROPOSED LIFT STATION (SEE SHEET C-09 FOR DETAILS)
CONNECT TO EXISTING 12" FM WITH 12" X 6" CUT IN TEE
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
LEGEND
EXISTING WATER MAIN
EXISTING SANITARY SEWER
EXISTING FORCE MAIN
EXISTING DRAINAGE PIPE
LIMITS OF BSUE
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING VALVE
EXISTING LIGHT POLE
PROPOSED WATER MAIN
PROPOSED SANITARY SEWER
PROPOSED FIRE MAIN
PROPOSED CLEANOUT
PROPOSED FIRE HYDRANT
PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
PROPOSED LIGHTPOLE
GENERAL NOTES
1. CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING WATER MAINS, FORCE MAINS, AND OTHER UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION.
2. ALL WATER LINE FITTINGS SHALL BE RESTRAINED IN ACCORDANCE WITH BONITA SPRINGS UTILITIES WATER DETAIL SHEETS.
3. MINIMUM COVER ON ALL WATER MAINS UNDER VEHICLE TRAVEL WAYS SHALL BE 36". COVER SHALL BE NO GREATER THAN 5' FROM BOTTOM OF PIPE TO FINISH GRADE.
4. FOR WATER SYSTEM SERVICE CONNECTION, ETC., SEE DETAILS ON BONITA SPRINGS UTILITIES WATER DETAIL SHEETS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF BONITA SPRINGS UTILITIES, AND THE ENGINEER OF RECORD, A MINIMUM OF 72 HOURS IN ADVANCE OF ANY WATER MAIN TAPPING, TIE-INS, AND TESTING.
6. FOR MANHOLE, LATERAL CONSTRUCTION, ETC., SEE DETAILS ON BONITA SPRINGS UTILITIES SEWER DETAIL SHEETS.
7. ALL DESIGN, MATERIAL AND WORKMANSHIP MUST MEET CURRENT BONITA SPRINGS UTILITY COMPANY SPECIFICATIONS.
8. ALL WATER LINES 4" AND LARGER SHALL BE CONSTRUCTED OF PVC PIPE MEETING THE REQUIREMENTS OF AWWA C-900 SPECS (DR-18 OR DR-11).
9. ALL GRAVITY SEWER MAINS INCLUDING MAIN FITTINGS AND SERVICE LATERAL PIPING AND FITTINGS SHALL BE CONSTRUCTED OF PVC PIPE MEETING D3034 SDR 26. FORCE MAINS SHALL BE CONSTRUCTED OF PVC PIPE MEETING THE REQUIREMENTS OF AWWA C-900 SPECS.
10. ALL PIPES TO BE CONVEYED TO BONITA SPRINGS UTILITIES SHALL BE COLOR CODED IN ACCORDANCE WITH THE REQUIREMENTS OF BONITA SPRINGS UTILITIES AS STATED WITHIN THEIR STANDARD SPECIFICATIONS.
11. BSU MAINTENANCE AND OWNERSHIP FOR POTABLE WATER SERVICES TERMINATES AT THE CUSTOMER SIDE OF THE BACKFLOW PREVENTER.
12. THE CONTRACTOR SHALL NOTE THAT THE MINIMUM SLOPES FOR GRAVITY SEWER IS 0.4%. SLOPES THAT ARE LESS THAN 0.4% WILL NOT BE ACCEPTED. THE CONTRACTOR SHALL FIELD VERIFY THAT THE SLOPES ARE NOT LESS THAN 0.4% PRIOR TO UTILITY TURNOVER.
13. NO POOL DRAINS/OVERFLOWS ARE PERMITTED INTO THE SANITARY SEWER SYSTEM.
14. NO DUMPSTER DRAINS ARE PERMITTED INTO THE SANITARY SEWER SYSTEM
15. FPL TO CROSS UNDER BSU WITH 18" VERTICAL SEPARATION IN ALL INSTANCES OR CONCRETE CAP ON FPL WILL BE REQUIRED FOR 7.5' ON EACH SIDE OF BSU LINE.
16. ALL PROPOSED UTILITY EASEMENTS CAN BE FOUND ON SHEET C-52.
NO. REVISIONS DATE BY
Kimley»Horn
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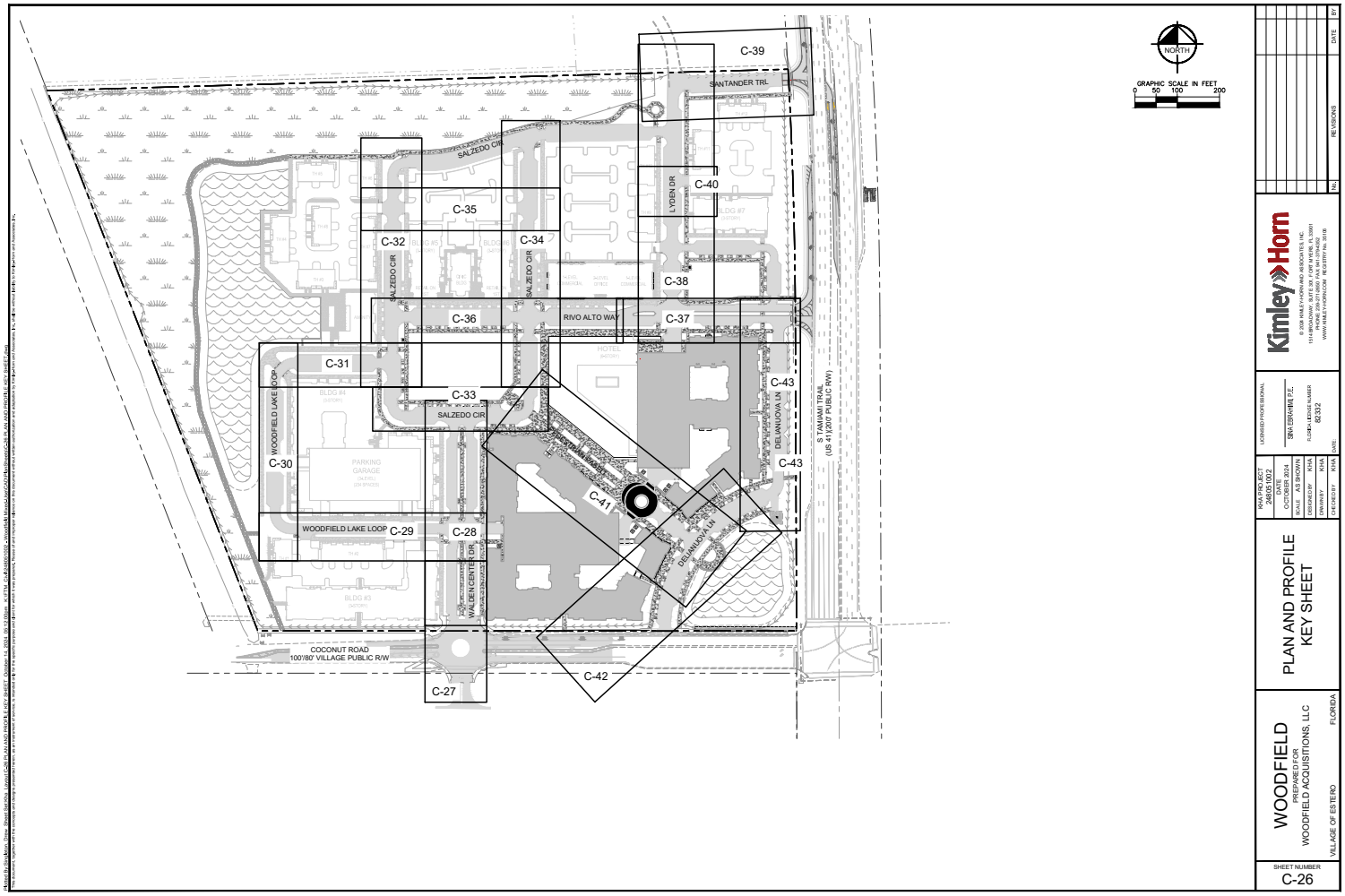
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT
24B05100.2
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN BY KHA
CHECKED BY KHA
MASTER UTILITY PLAN - SANITARY SEWER
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-25



REVISIONS

Kimley»Horn

SHAI ESHKHAR P.E.

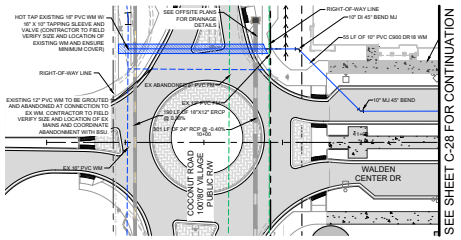
FLORIDA LICENSE NUMBER 82332

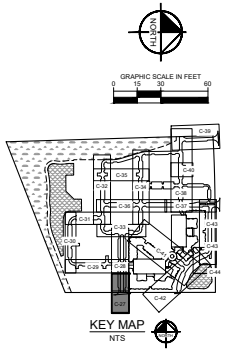
KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

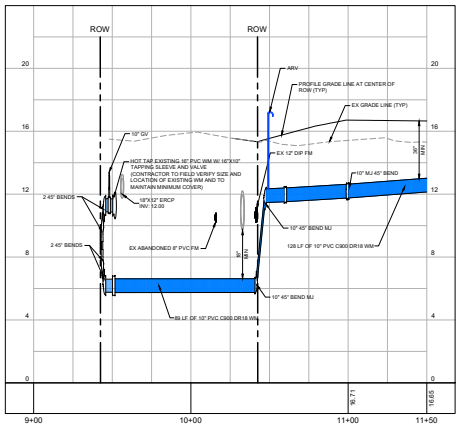
PLAN AND PROFILE KEY SHEET

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-26







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NO.	REVISIONS	DATE	BY

LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
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KHA PROJECT 248051002
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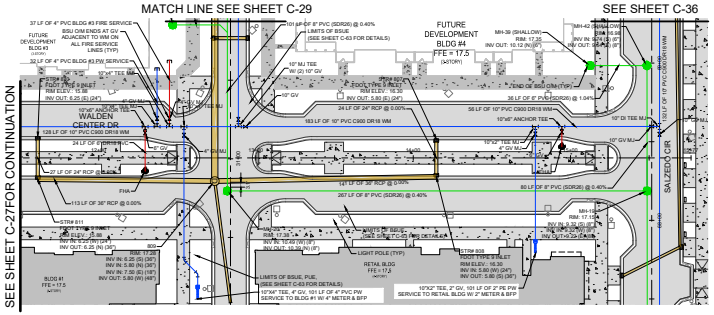
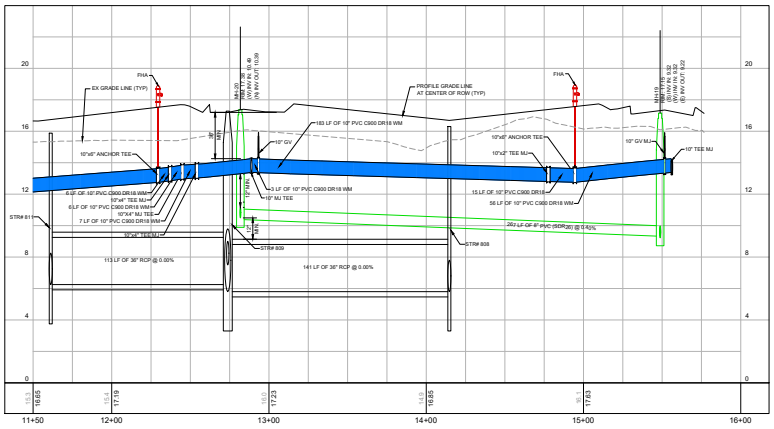
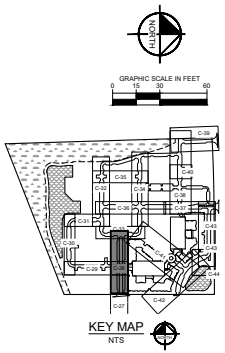
COCONUT ROAD PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-27







NO.	REVISIONS	DATE	BY

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PHONE: (239) 277-0900 FAX: 941-377-6232
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

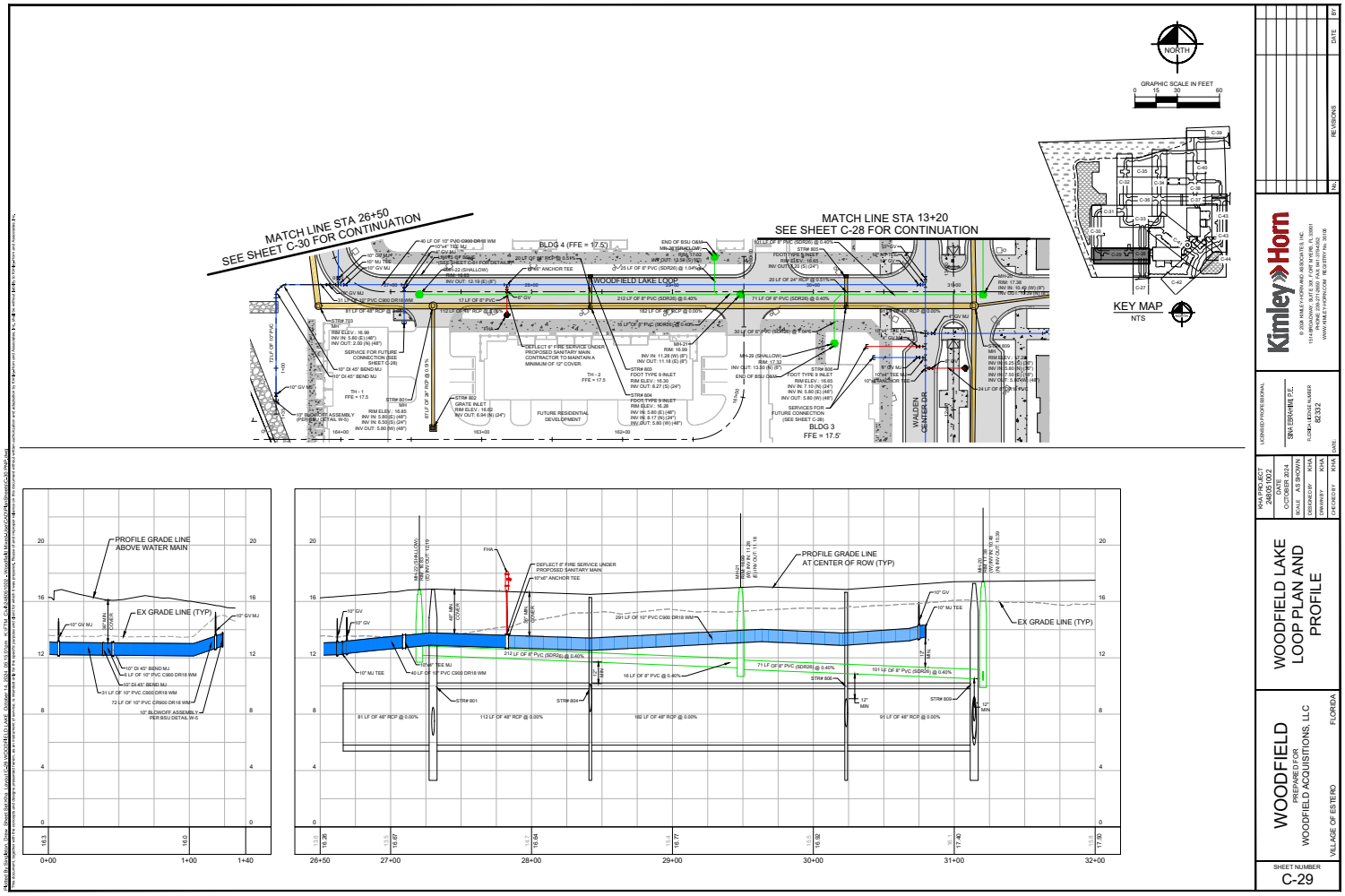
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

WALDEN CENTER DR
PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-28



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LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

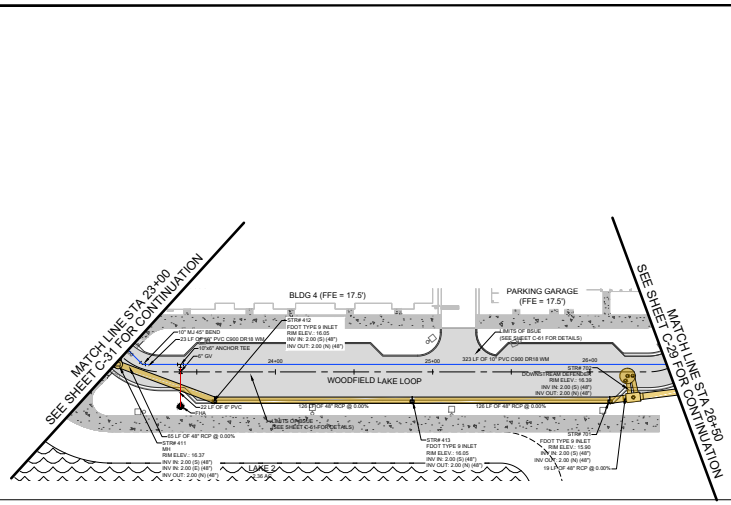
KHA PROJECT
248051002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

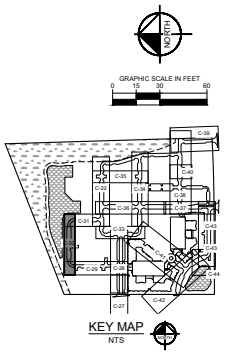
WOODFIELD LAKE
LOOP PLAN AND
PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-29

NO.	REVISIONS	DATE	BY





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PHONE: (239) 274-2000 FAX: 239 (239) 432-0220
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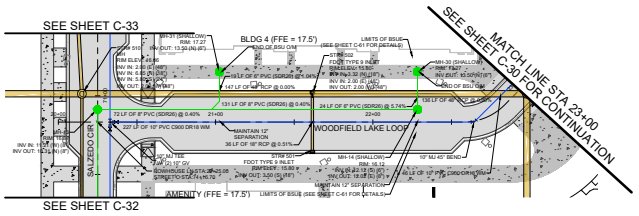
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

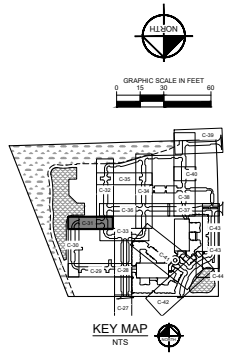
KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/SY KHA
CHECKED/SY KHA

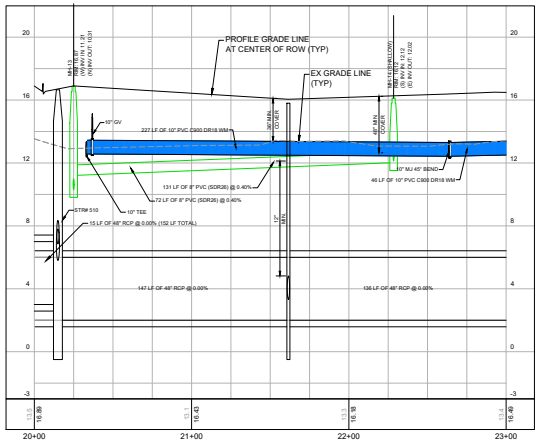
WOODFIELD LAKE
LOOP PLAN AND
PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-30







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NO.	REVISIONS	DATE	BY

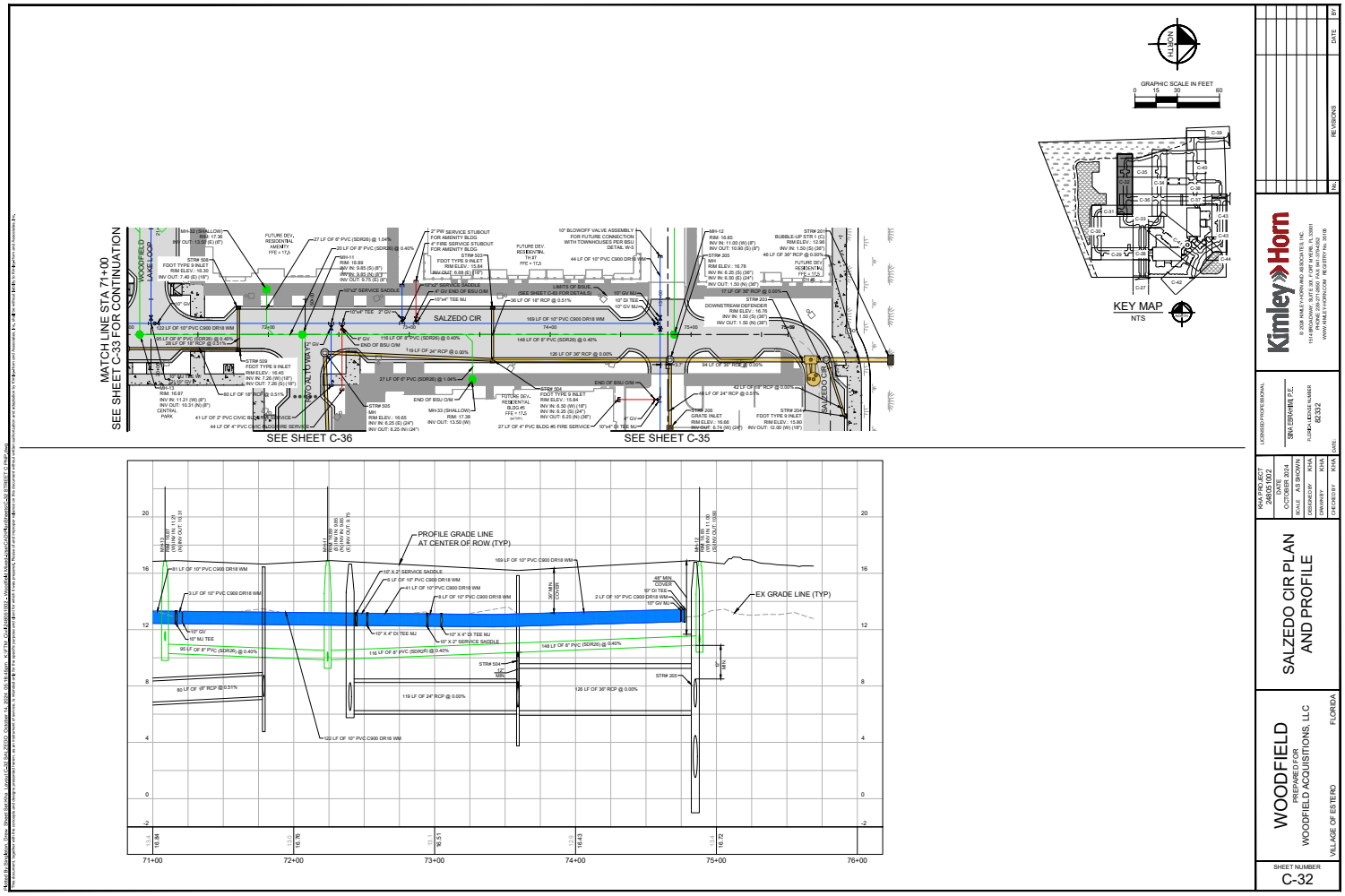
LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

WOODFIELD LAKE LOOP PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-31



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LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

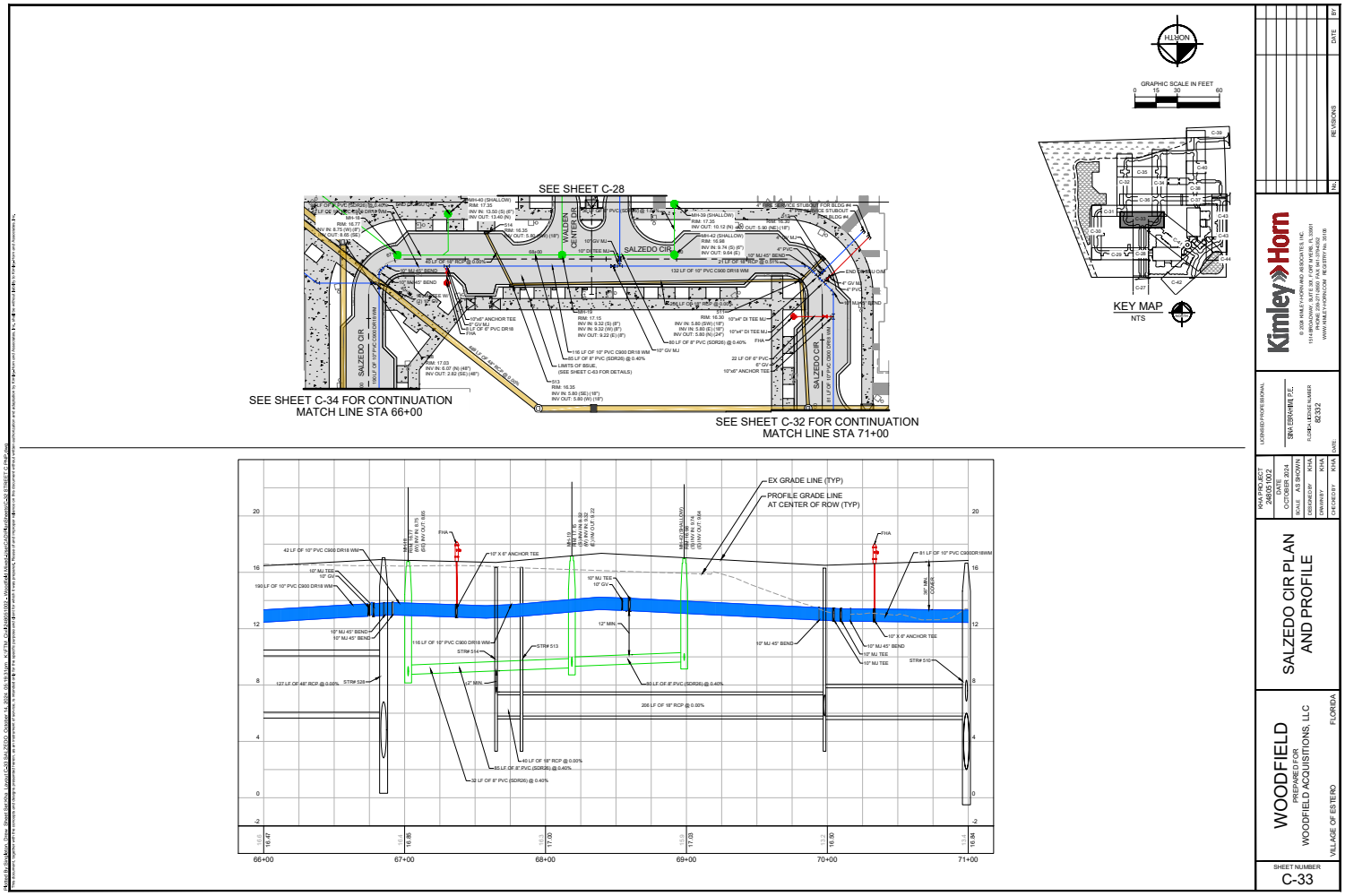
KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

SALZEDO CIR PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-32

NO.	REVISIONS	DATE	BY



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SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

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DATE OCTOBER 2024
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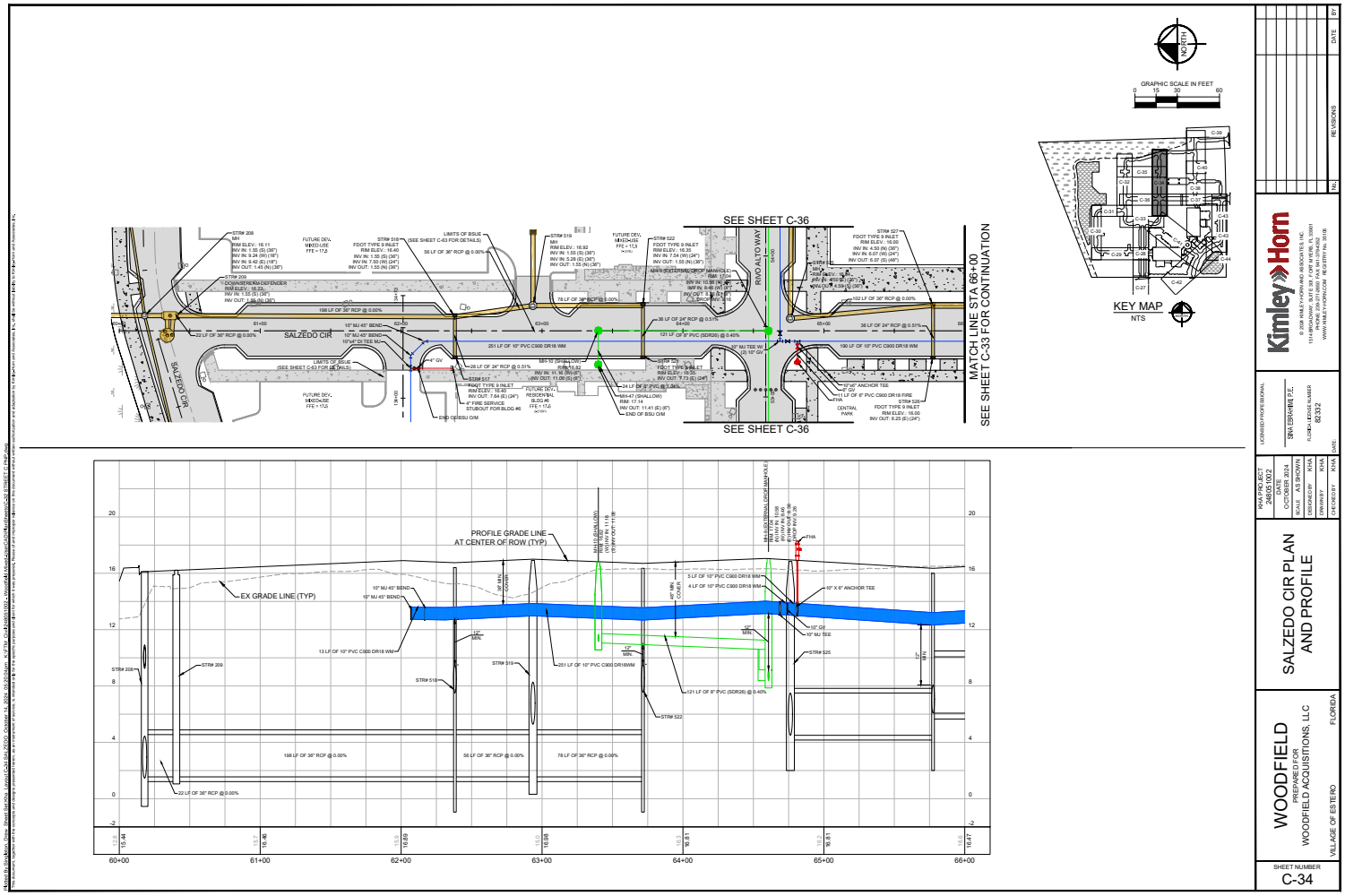
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

SALZEDO CIR PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-33



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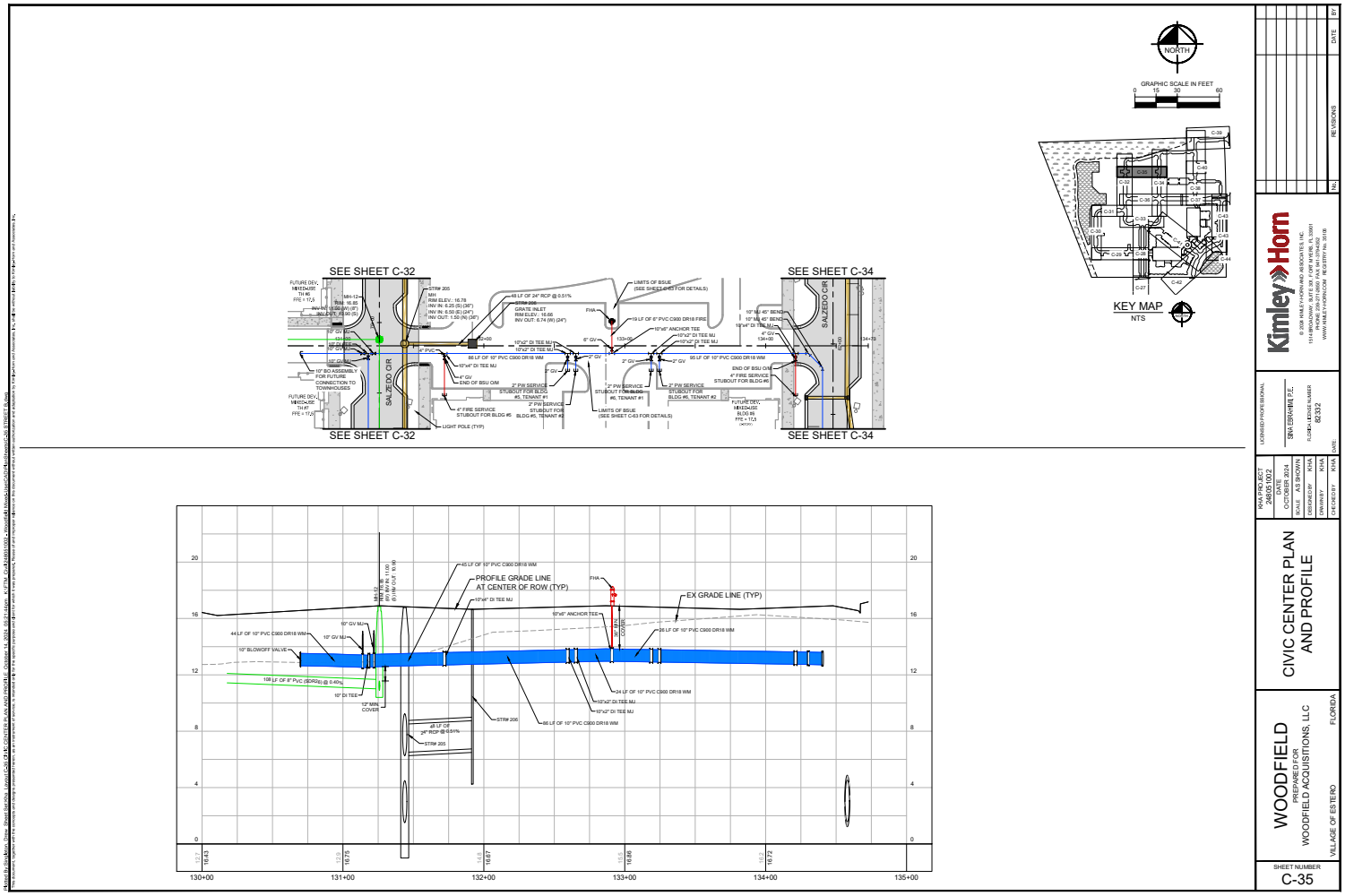
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE:

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

SALZEDO CIR PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-34



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NO.	REVISIONS	DATE	BY

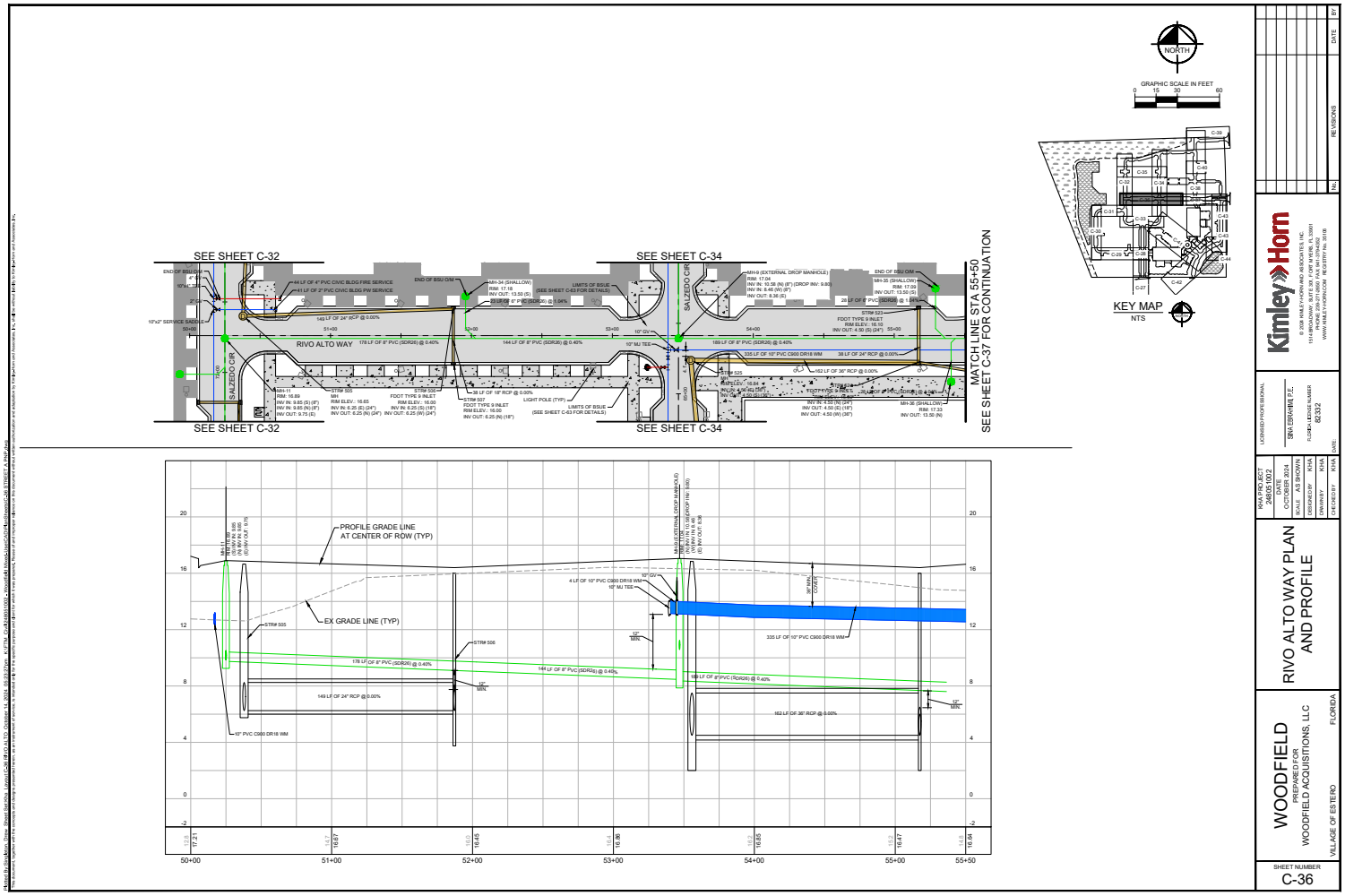
LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

KHA PROJECT 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED BY: KHA
DRAWN BY: KHA
CHECKED BY: KHA

CIVIC CENTER PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-35



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PHONE: (239) 277-0050 FAX: 561-276-9030
WWW.KIMLEY-HORN.COM CERTIFICATE NO. 00000696

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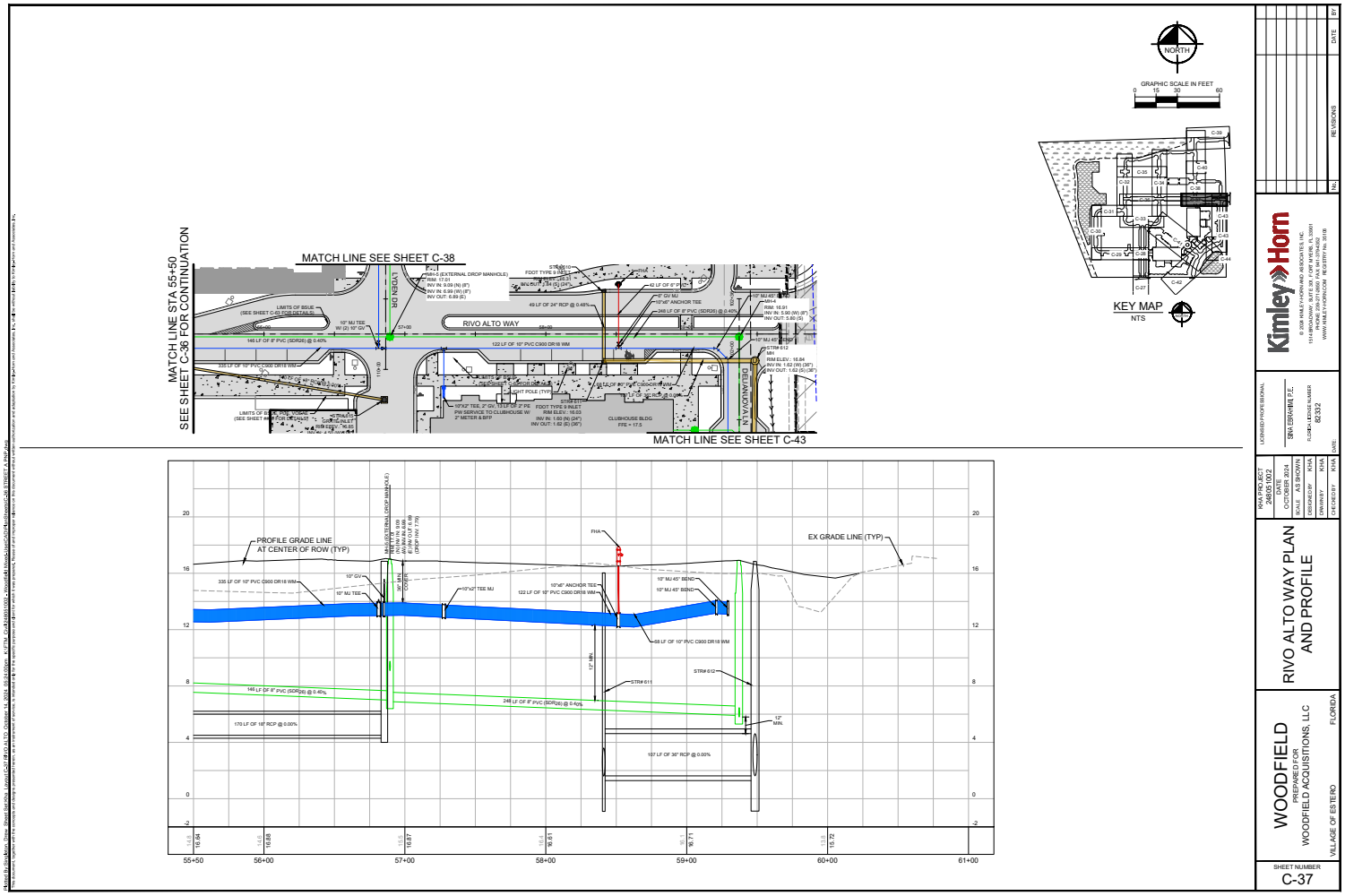
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE:

KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

RIVO ALTO WAY PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-36



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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

NO.	REVISIONS	DATE	BY

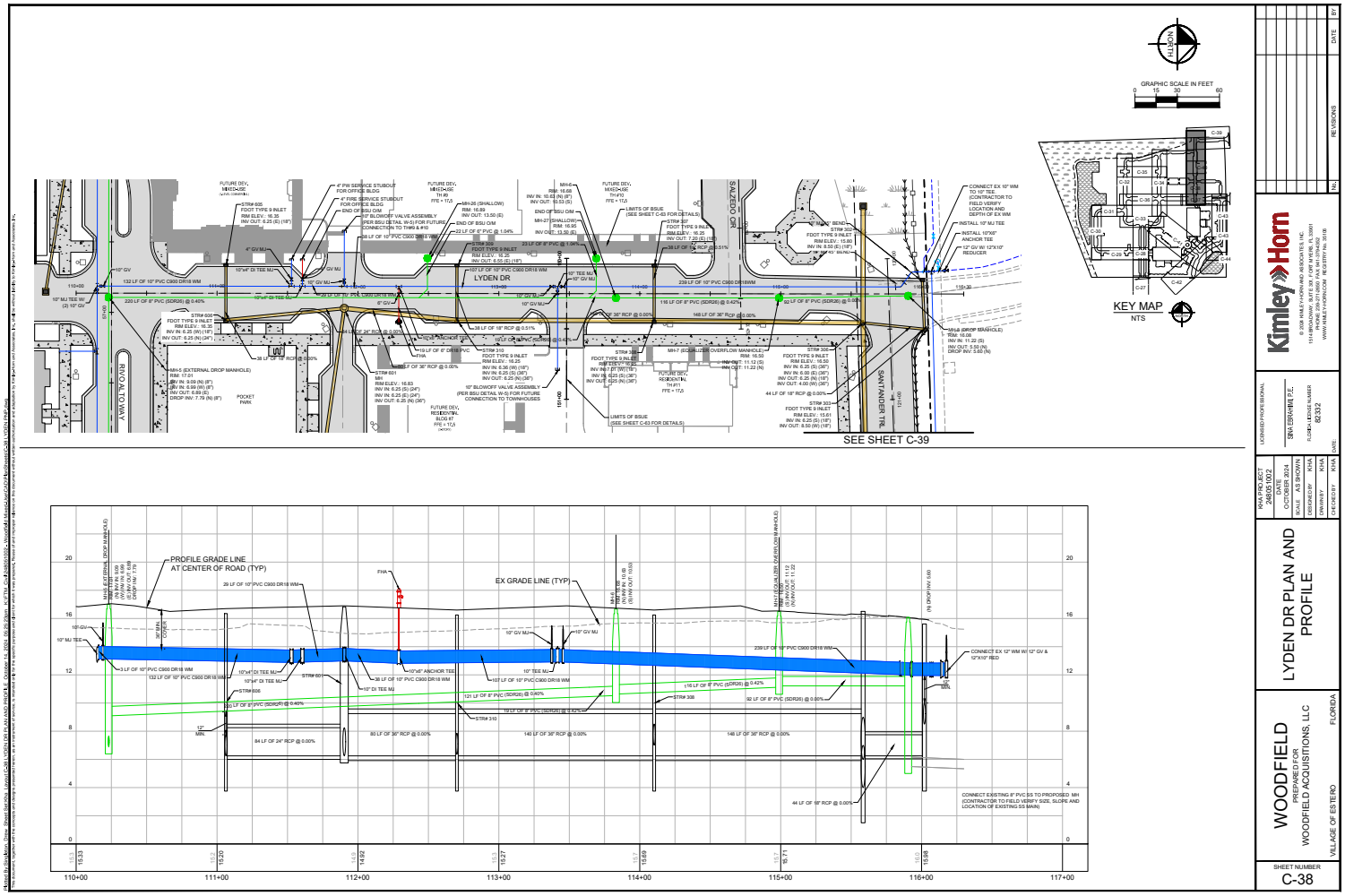
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

RIVO ALTO WAY PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-37



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NO.	REVISIONS	DATE	BY

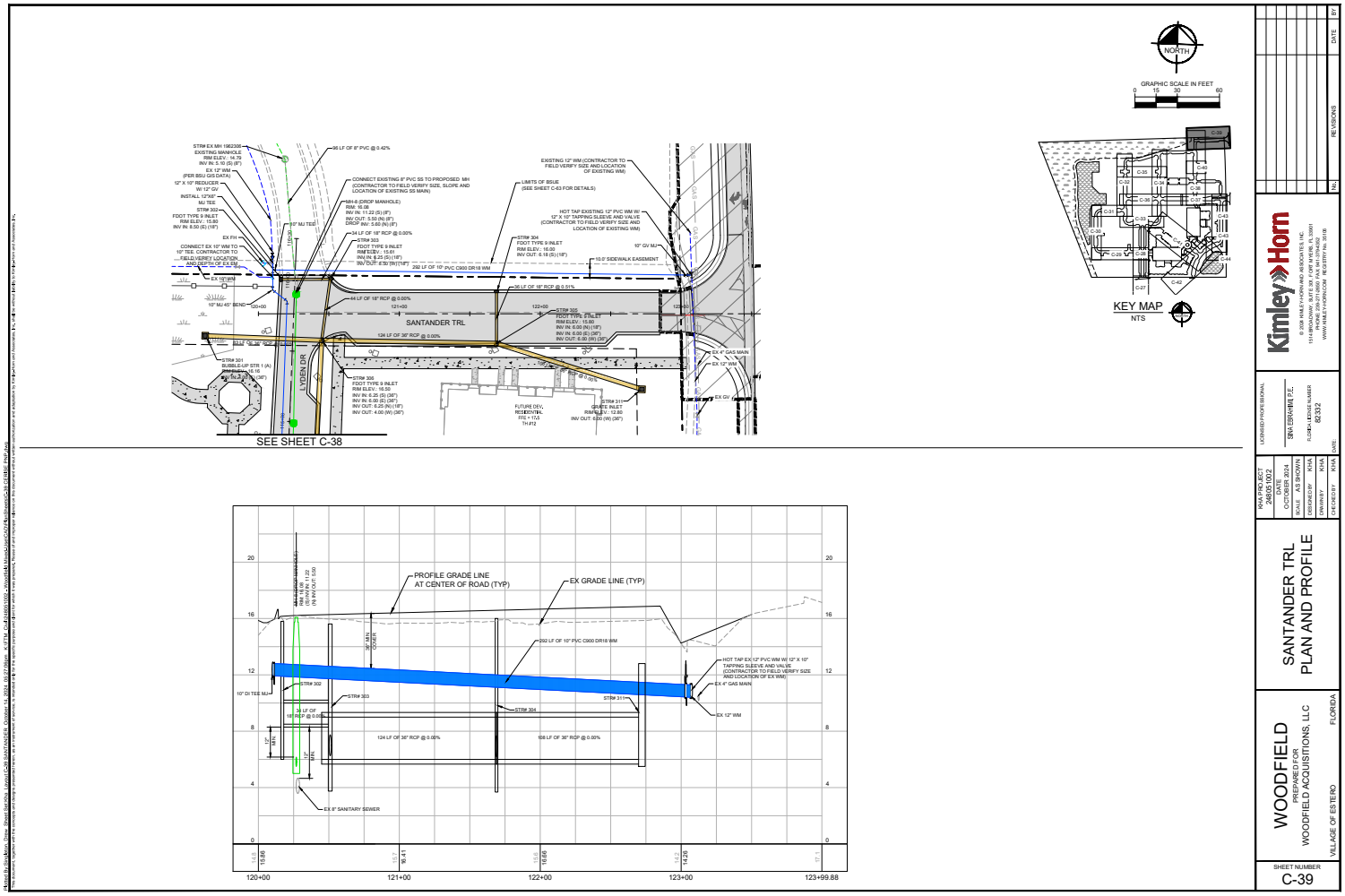
LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

KHA PROJECT 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED/DP: KHA
DRAWN/BY: KHA
CHECKED/BY: KHA

LYDEN DR PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-38



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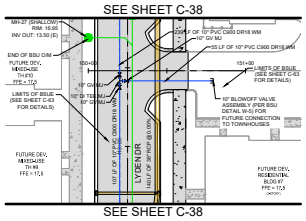
LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

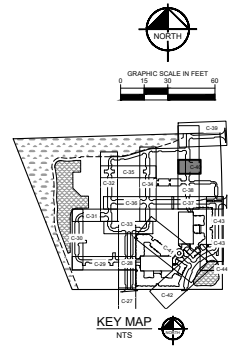
KHA PROJECT: 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED BY: KHA
DRAWN BY: KHA
CHECKED BY: KHA

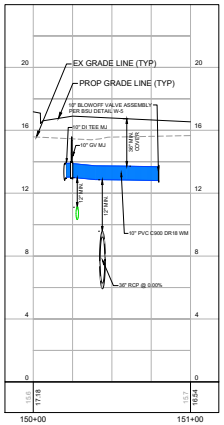
SANTANDER TRL
PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-39







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NO.	REVISIONS	DATE	BY

LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
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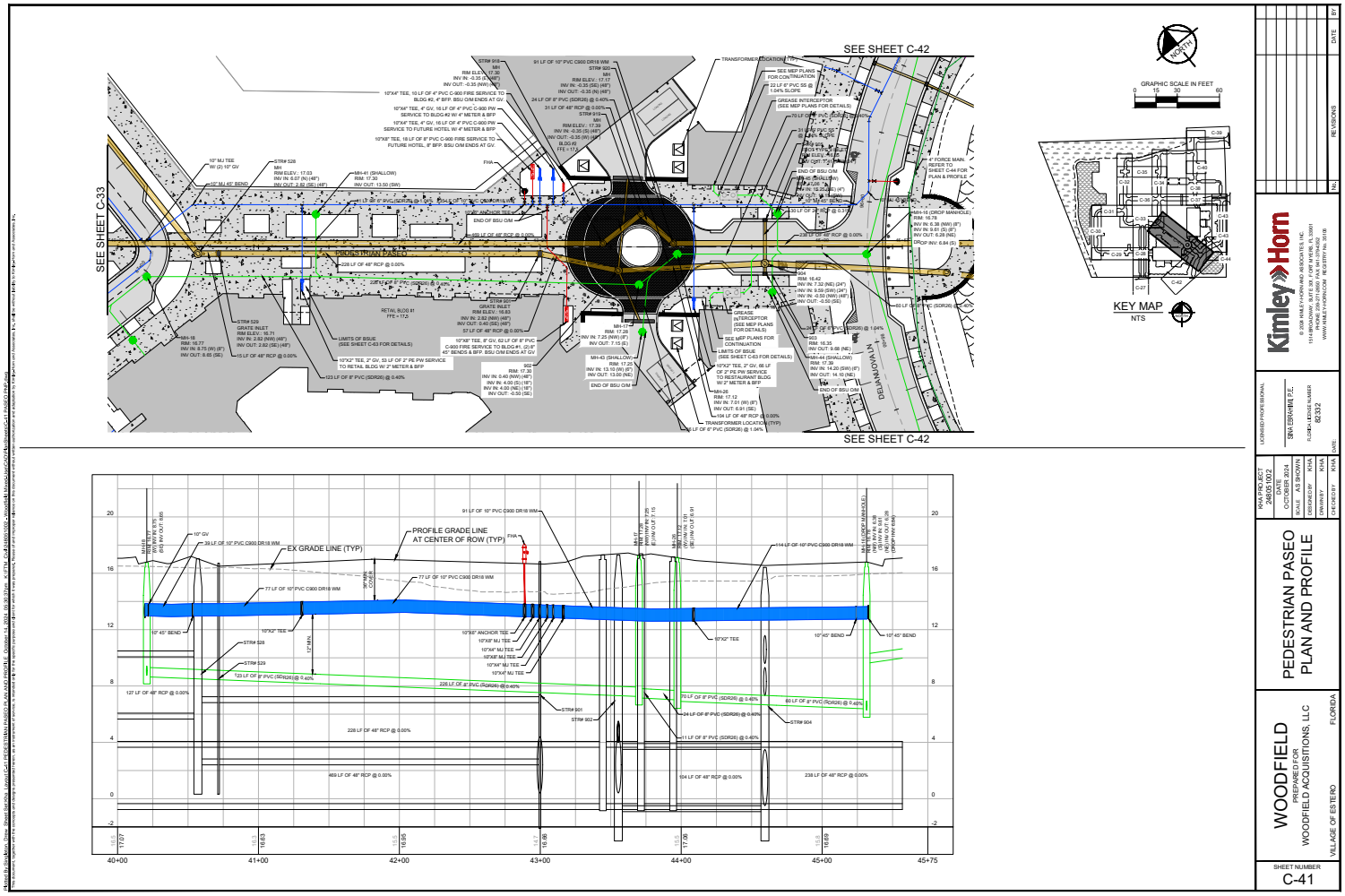
CHECKED/BY KHA

FUTURE RESIDENTIAL PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-40



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LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

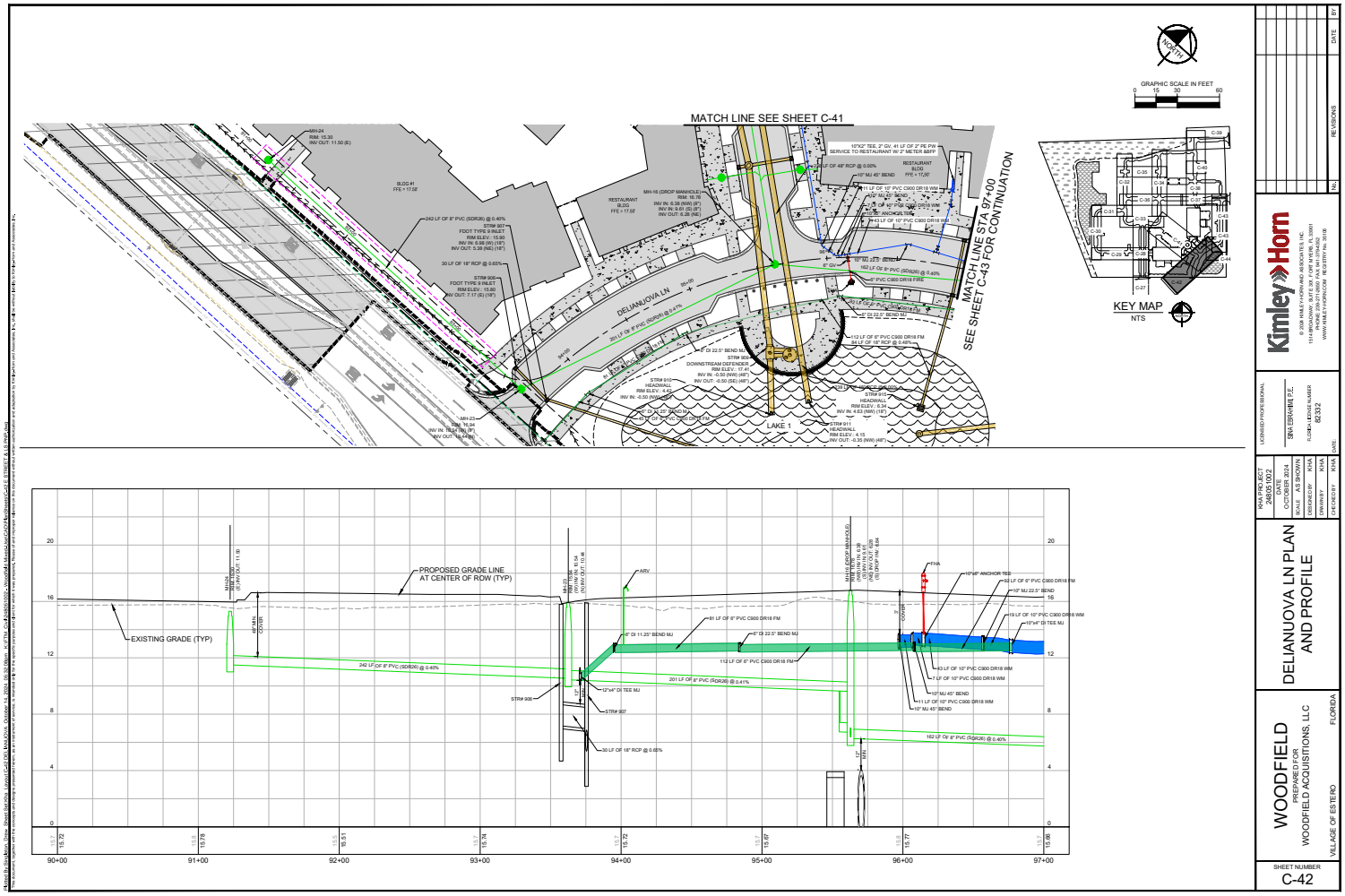
KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

PEDESTRIAN PASEO PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-41

NO.	REVISIONS	DATE	BY



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WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

NO.	REVISIONS	DATE	BY

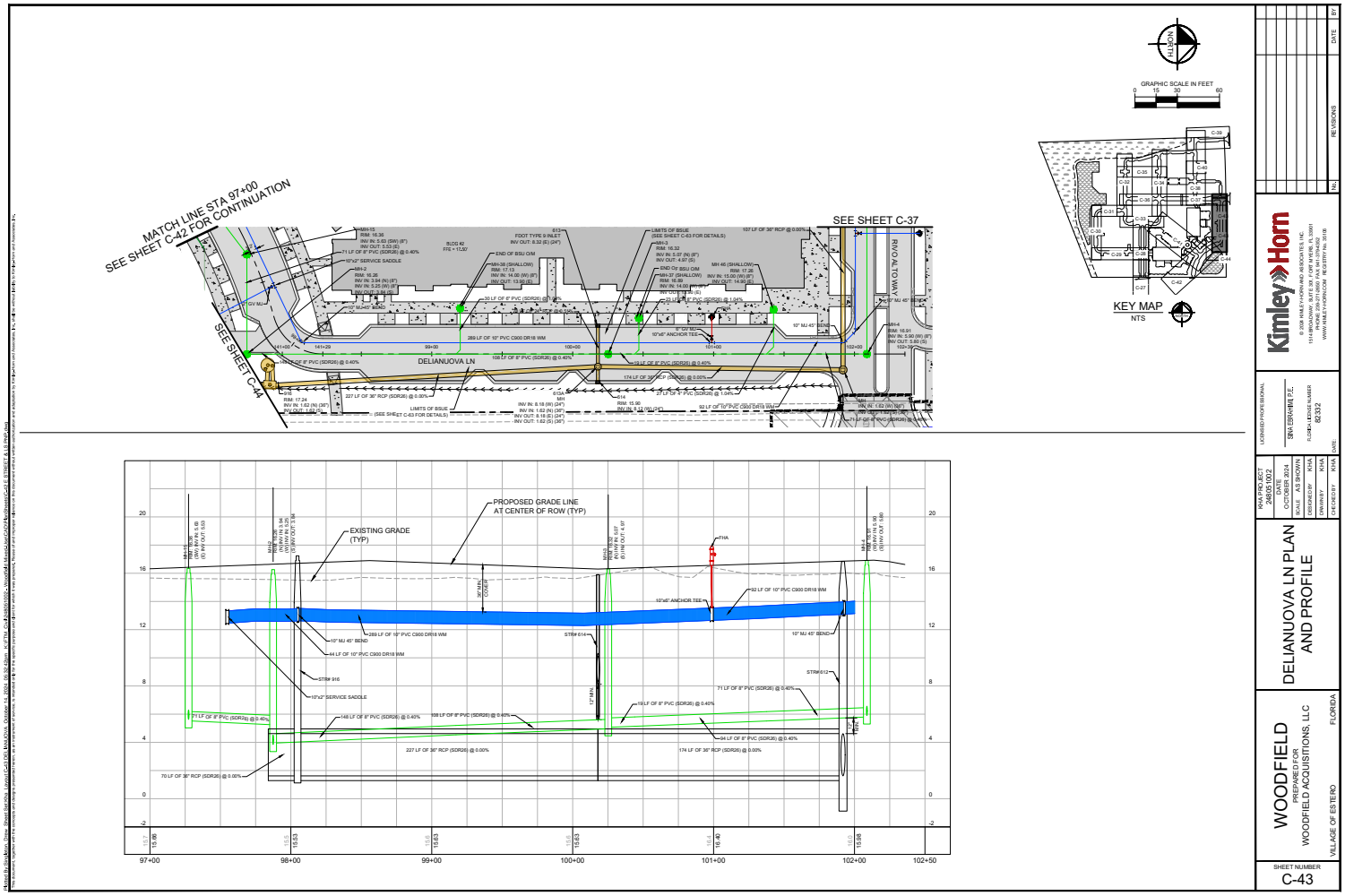
LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82352
DATE:

KHA PROJECT 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED BY: KHA
DRAWN BY: KHA
CHECKED BY: KHA

DELIANUOVA LN PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-42



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WWW.KIMLEY-HORN.COM CA 00000696

NO.	REVISIONS	DATE	BY

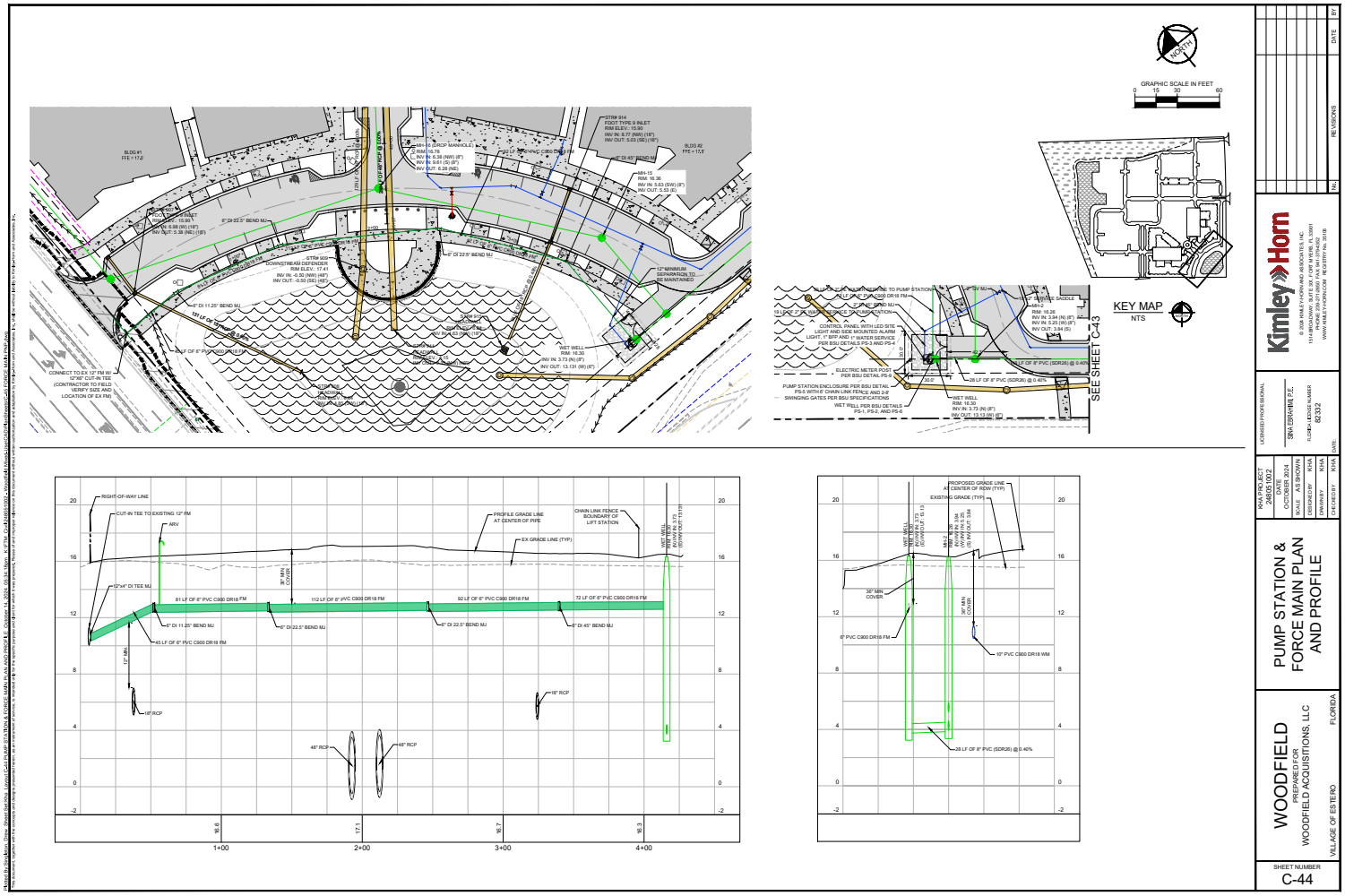
LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

KHA PROJECT 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED BY: KHA
DRAWN BY: KHA
CHECKED BY: KHA

DELIANUOVA LN PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-43



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NO.	REVISIONS	DATE	BY

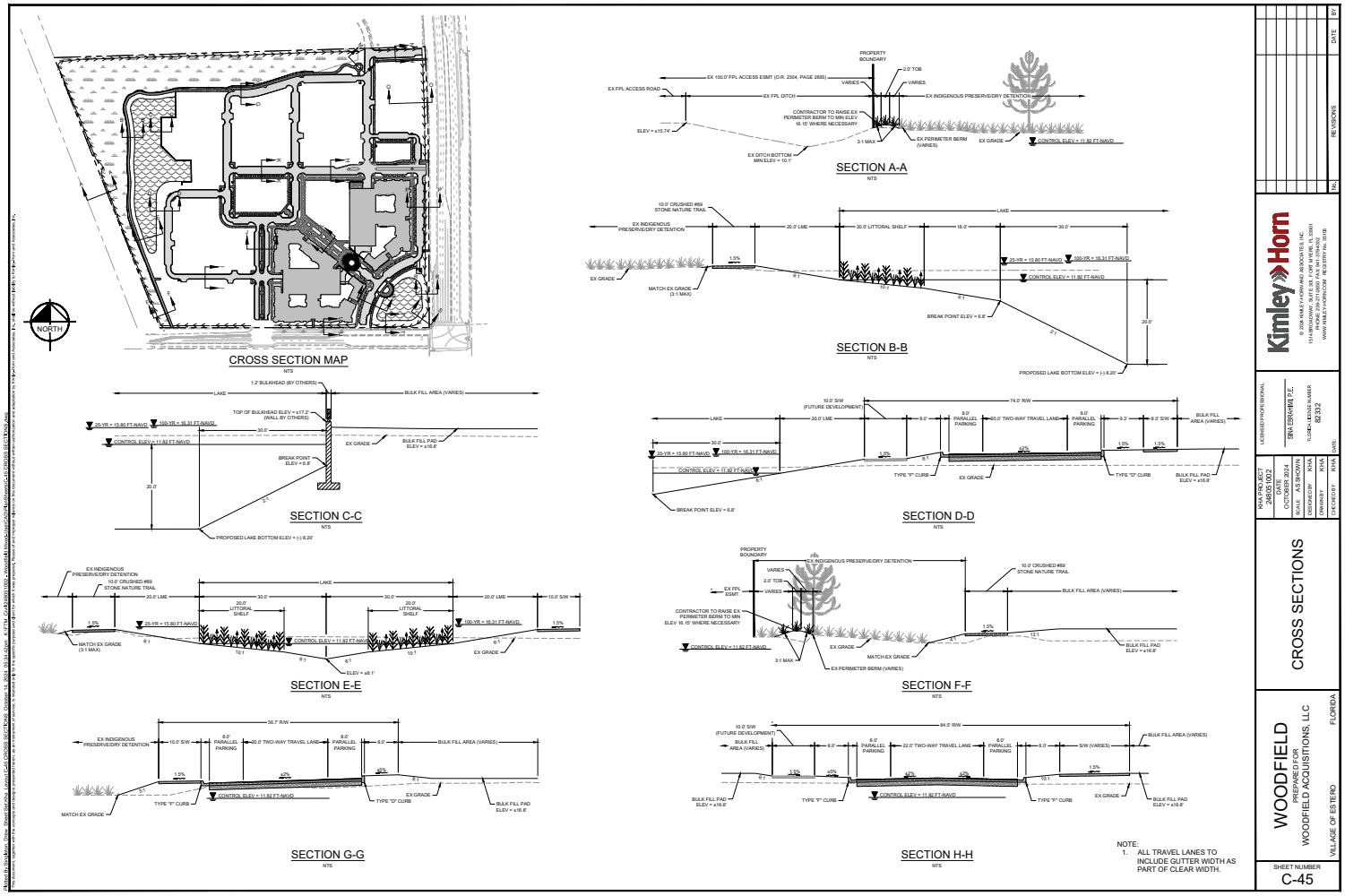
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT
248351002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

PUMP STATION & FORCE MAIN PLAN AND PROFILE

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-44


CROSS SECTION MAP
NTS
NORTH
SECTION A-A
NTS
SECTION B-B
NTS
SECTION C-C
NTS
SECTION D-D
NTS
SECTION E-E
NTS
SECTION F-F
NTS
SECTION G-G
NTS
SECTION H-H
NTS
NOTE:
1. ALL TRAVEL LANES TO INCLUDE GUTTER WIDTH AS PART OF CLEAR WIDTH.
REVISIONS
NO.
DATE
BY
Kimley»Horn
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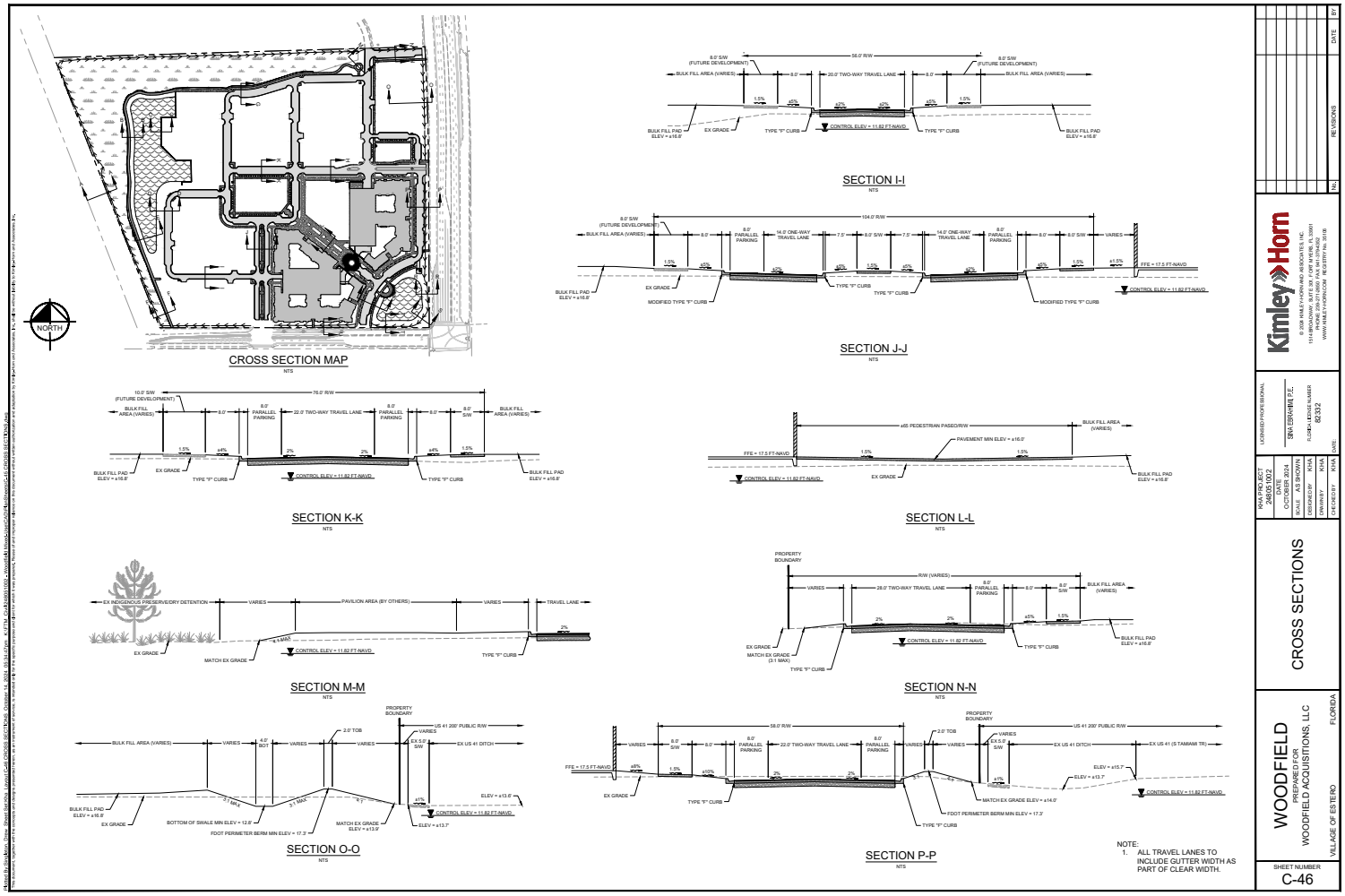
1514 BROADWAY, SUITE 300, FORT MYERS, FL 33901
PHONE: (239) 277-1000 FAX: 941-377-4630
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT
248351002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA
CROSS SECTIONS
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-45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NORTH
SECTION I-I
NTS
SECTION J-J
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SECTION K-K
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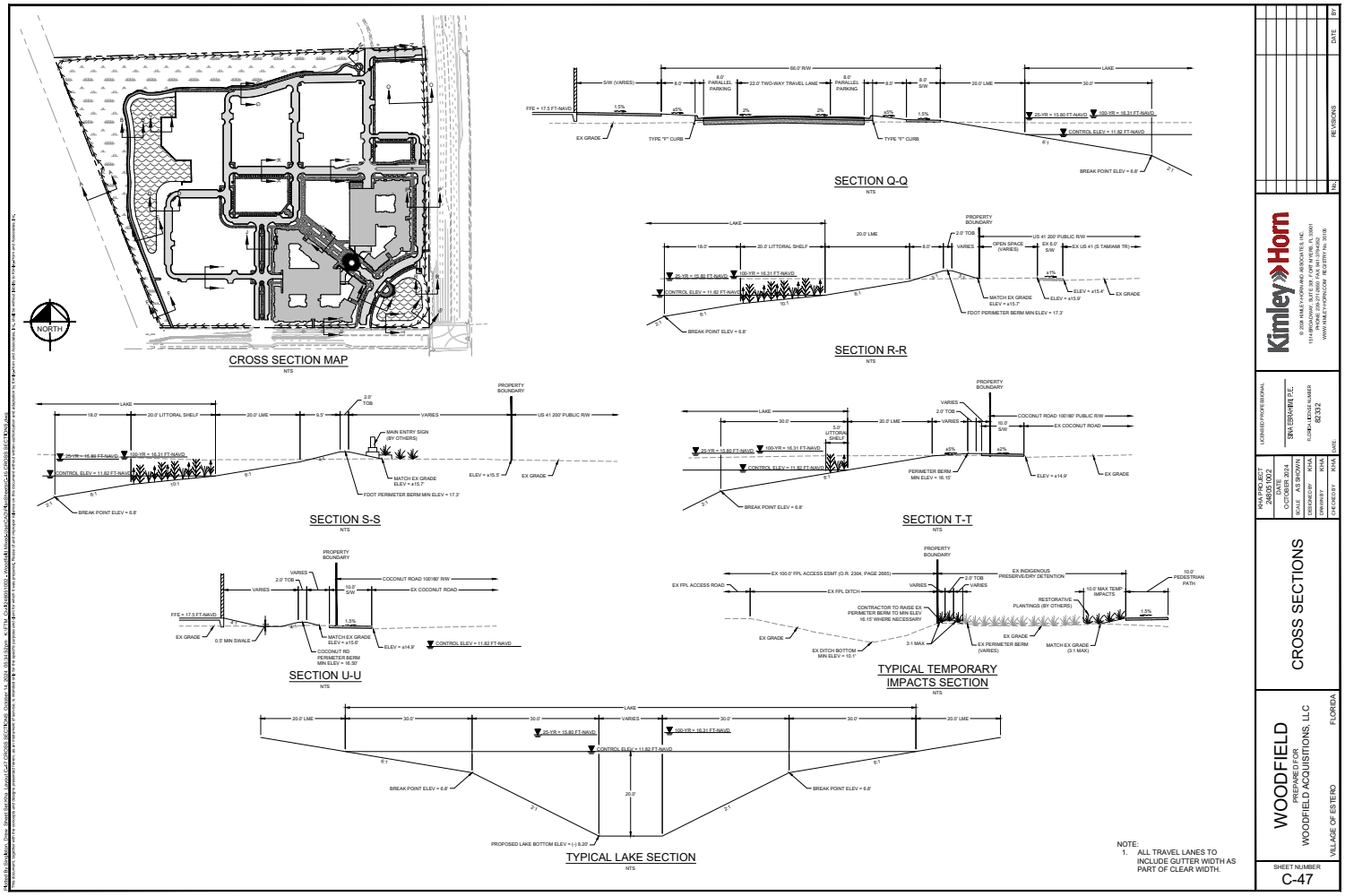
SECTION L-L
NTS
SECTION M-M
NTS
SECTION N-N
NTS
SECTION O-O
NTS
SECTION P-P
NTS
NOTE:
1. ALL TRAVEL LANES TO INCLUDE GUTTER WIDTH AS PART OF CLEAR WIDTH.
Kimley»Horn
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
CROSS SECTIONS
SHEET NUMBER
C-46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SECTION Q-Q
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SECTION R-R
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SECTION S-S
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SECTION T-T
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SECTION U-U
NTS
TYPICAL TEMPORARY IMPACTS SECTION
NTS
TYPICAL LAKE SECTION
NTS
NOTE:
1. ALL TRAVEL LANES TO INCLUDE GUTTER WIDTH AS PART OF CLEAR WIDTH.
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WOODFIELD
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WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
CROSS SECTIONS
SHEET NUMBER
C-47

DRAINAGE STRUCTURE TABLE		
TYPE OF STRUCTURE	REFERENCE	CASTING
CURB INLET TOP - TYPE 5 W/ TYPE J OR P BOTTOM	FDOT INDEX 425-010, 425-021	USF 5160 - 6310 OR APPROVED EQUAL
CURB INLET TOP - TYPE 6 W/ TYPE J OR P BOTTOM	FDOT INDEX 425-010, 425-021	USF 5160 - 6310 OR APPROVED EQUAL
CURB INLET TOP - TYPE 9 W/ TYPE J OR P BOTTOM	FDOT INDEX 425-010, 425-024	USF 5130 - 6016, NEENAH R-3067-L, OR APPROVED EQUAL
CURB INLET TOP - TYPE 9 MODIFIED W/ TYPE J OR P BOTTOM	FDOT INDEX 425-010, 425-024	USF 5130-6160 OR APPROVED EQUAL
FLARED END*	FDOT INDEX 430-020	NONE
MITERED END	FDOT INDEX 430-021	NONE
GRATE INLET	SEE DETAIL	USF 4170 - 6245 OR APPROVED EQUAL
MODIFIED GRATE INLET W/ SIDE SLOTS	SEE DETAIL	RECTANGULAR CAST IRON GRATE, SIZED TO FIT, USF 6210 OR APPROVED EQUAL FOR MIN. 2' x 3' STRUCTURE
JUNCTION BOX	SEE DETAIL	USF 125 OR APPROVED EQUAL
THROAT INLET	SEE DETAIL	USF 1260 OR APPROVED EQUAL
VALLEY GUTTER INLET	SEE DETAIL	USF 5100-5190 (2 GRATES) USF 5107-5154 (3 GRATES) OR APPROVED EQUAL

*PIPE LENGTH AND SLOPE SHALL BE FIELD ADJUSTED TO HAVE FLARED END MATCH FLUSH WITH LAKE BANK.

MINIMUM OUTSIDE DIMENSIONS FOR DRAINAGE STRUCTURES	
PIPE SIZE	MINIMUM STRUCTURE WIDTH
15"	3.5 FT
18"	3.5 FT
24"	3.5 FT
30"	3.5 FT / 4.0 FT (SEE NOTE 1)
36"	4.0 FT / 5.0 FT (SEE NOTE 2)
42"	5.0 FT
48"	5.5 FT
54"	6.0 FT

1) 8' 30" PIPES ARE IN ADJACENT WALLS AND INVERT DIFFERENCE IS LESS THAN 36" USE 4.0' STRUCTURE SIZE.
2) 8' 36" PIPES ARE IN ADJACENT WALLS AND INVERT DIFFERENCE IS LESS THAN 36" USE 5.0' STRUCTURE SIZE.

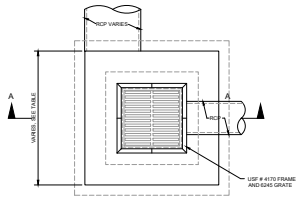
GENERAL STRUCTURE DESIGN NOTES:

1. ALL REINFORCING STEEL SHALL HAVE A MINIMUM TWO INCHES OF COVER.
2. ALL CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI IN 28 DAYS.
3. PRECAST STRUCTURE WALLS SHALL BE 6" THICK (MIN.)
4. CAST-IN-PLACE STRUCTURE WALLS SHALL BE 8" THICK (MIN.)
5. SEE FDOT STANDARD INDEX 425-010, TABLES 3 AND 4 FOR MINIMUM STRUCTURE SIZES.

MAXIMUM PIPE SKEW FOR PRECAST ROUND OPENINGS

	WALL THICKNESS	PIPE DIA.						
		18"	24"	30"	36"	42"	48"	54"
MAXIMUM SKEW ANGLE	8"	19°	17°	16°	15°	14°	13°	13°
	9"	21°	20°	18°	17°	15°	15°	14°

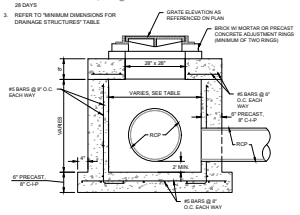
NOTES: THESE VALUES ARE BASED ON 2" CLEARANCE FOR PRECAST STRUCTURES. LARGER SKEWS ARE POSSIBLE FOR CAST-IN-PLACE STRUCTURES OR ELLIPTICAL PIPE OPENINGS WHEN APPROVED BY THE ENGINEER.



PLAN

NOTES:

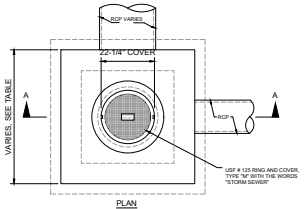
1. ALL REINFORCING STEEL SHALL HAVE TWO INCHES (2") MINIMUM COVER
2. ALL CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI @ 28 DAYS
3. REFER TO "MINIMUM DIMENSIONS FOR DRAINAGE STRUCTURES" TABLE



SECTION A-A

GRATE INLET DETAIL

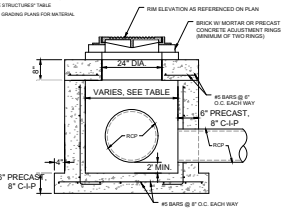
NTS



PLAN

NOTES:

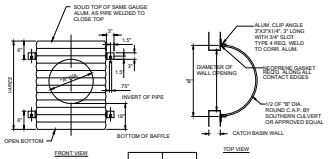
1. ALL REINFORCING STEEL SHALL HAVE TWO INCHES (2") MINIMUM COVER
2. ALL CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 PSI @ 28 DAYS
3. REFER TO "MINIMUM DIMENSIONS FOR DRAINAGE STRUCTURES" TABLE
4. REFER TO GRADING PLANS FOR MATERIAL



SECTION A-A

JUNCTION BOX DETAIL

NTS

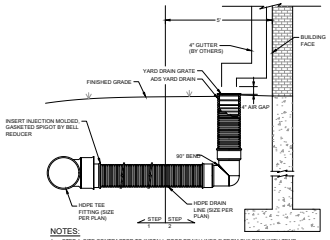


A	B
15"	21"
18"	24"
24"	30"
30"	36"

3/4" ALUMINUM WEIR PLATE TO BE BOLTED IN PLACE WITH STAINLESS STEEL HARDWARE

POLLUTION RETARDANT BAFFLE

NTS



NOTES:

1. STEP 1: SITE CONTRACTOR TO INSTALL ROOF DRAIN LINES 5' FROM BUILDING WITH TEMP. PLUG AND LOCATOR PIPE.
2. STEP 2: AFTER VERTICAL CONTRACTOR INSTALLS DOWNSPOUTS, THE SITE CONTRACTOR IS RESPONSIBLE FOR FINISHING THE CONNECTION TO THE DOWNSPOUTS

ROOF DRAIN DETAIL

NTS

NO.	REVISIONS	DATE	BY

Kimley»Horn

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1514 BROADWAY, SUITE 300 FORT MYERS, FL 33901
PHONE: (239) 277-1000 FAX: 239 (277-8432)
WWW.KIMLEY-HORN.COM CERTIFICATE NO. 00000696

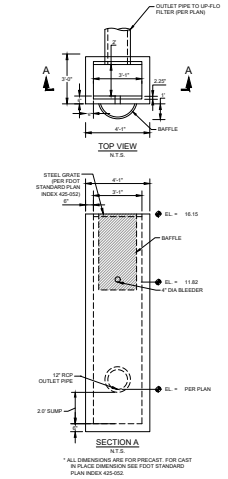
LICENSED PROFESSIONAL ENGINEER
SINA ESHAGHI P.E.
FLORIDA LICENSE NUMBER
82332
DATE:

KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

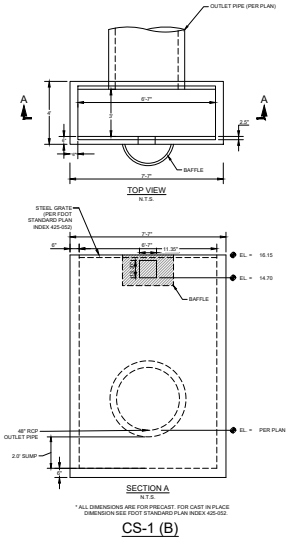
DRAINAGE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-48



CS-1 (A)
'MODIFIED FDOT "TYPE C" STRC'
N.T.S.



CS-1 (B)
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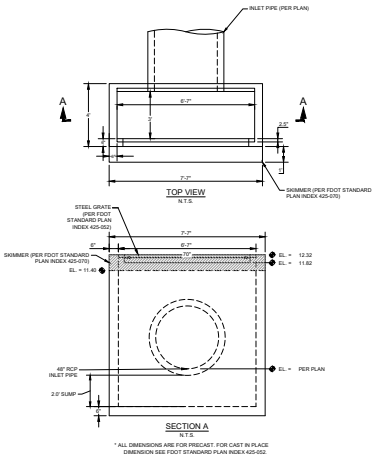
N.T.S.



BUBBLE-UP STR 2 (A)
'MODIFIED FDOT "TYPE H" STRC'
N.T.S.

NO.	REVISIONS	DATE	BY

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WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

CONTROL STRUCTURE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-49

Plotted By: Sina Eskandari | Login Name: Sina.Eskandari | Plotted On: October 14, 2024 - 09:39:20am | xref: C:\Projects\248051002 - Concord Homes\Civil\CAD\Plan Sheets\Cover Sheet\KHA_CVR_SHEET.dwg | Layout: C-49 STRUCTURE DETAILS
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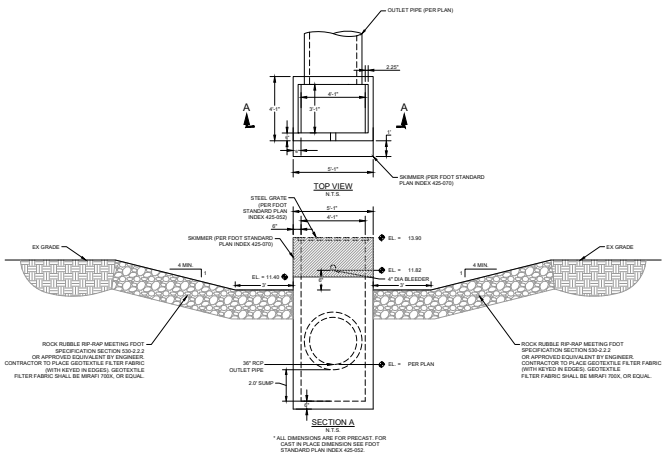

CS-2 (A) & CS-2 (B)
'MODIFIED FDOT "TYPE D" STRC'
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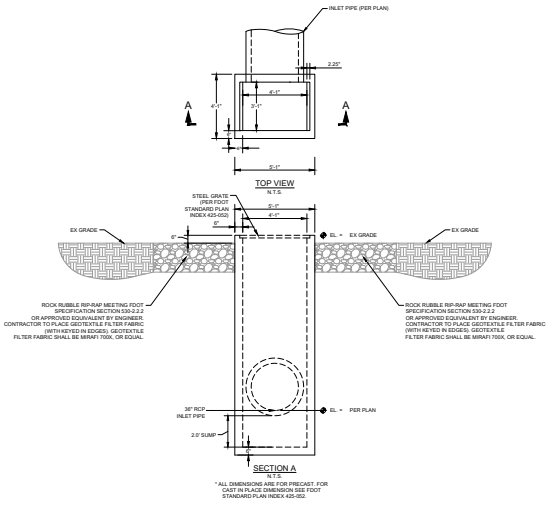

BUBBLE-UP STR 1 (A) & BUBBLE-UP STR 1 (B) & BUBBLE-UP STR 1 (C)
'FDOT "TYPE D" STRC'
N.T.S.

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LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT
248051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

CONTROL
STRUCTURE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-50

Plotted By: Sina Eskandari | Login Name: Sina.Eskandari | J:\Work\Civil\CONTROL STRUCTURE DETAILS_Revision 14_2024_09_26.dwg, 9/26/2024 4:47:54 PM, DWG To PDF.pc3
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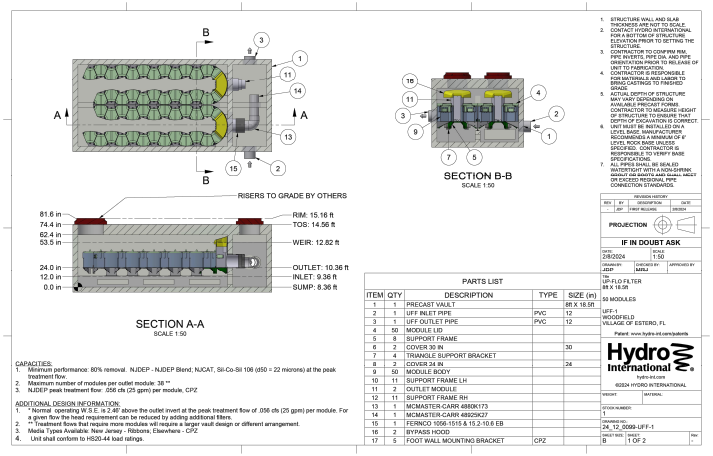


CAPACITIES:
1. Minimum performance: 80% removal. NJDEP - NJDEP Blend; NJCAT, Sil-Co-Sil 106 (d50 = 22 microns) at the peak treatment flow.
2. Maximum number of modules per outlet module: 36 **
3. NJDEP peak treatment flow: .056 cfs (25 gpm) per module, CPZ

ADDITIONAL DESIGN INFORMATION:
1. * Normal operating W.S.E. is 2.49' above the outlet invert at the peak treatment flow of .056 cfs (25 gpm) per module. For a given flow the head requirement can be reduced by adding additional filters.
2. ** Treatment flows that require more modules will require a larger vault design or different arrangement.
3. Media Types Available: New Jersey - Ribbons; Elsewhere - CPZ
4. Unit shall conform to HS20-44 load ratings.

PARTS LIST				
ITEM	QTY	DESCRIPTION	TYPE	SIZE (in)
1	1	PRECAST VAULT		8ft X 16.5ft
2	1	UFF INLET PIPE	PVC	12
3	1	UFF OUTLET PIPE	PVC	12
4	50	MODULE LID		
5	8	SUPPORT FRAME		
6	2	COVER 30 IN		30
7	4	TRIANGLE SUPPORT BRACKET		
8	2	COVER 24 IN		24
9	50	MODULE BODY		
10	11	SUPPORT FRAME LH		
11	2	OUTLET MODULE		
12	11	SUPPORT FRAME RH		
13	1	MCMASTER-CARR 4880K173		
14	1	MCMASTER-CARR 4892SK27		
15	1	FERNCO 1056-1515 & 15.2-10.6 EB		
16	2	BYPASS HOOD		
17	5	FOOT WALL MOUNTING BRACKET	CPZ	

1. STRUCTURE WALL AND SLAB THICKNESS ARE NOT TO SCALE.
2. CONTRACTOR TO CONFIRM MATERIAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING THE STRUCTURE.
3. CONTRACTOR TO CONFIRM RIM ELEVATIONS AND PIPE SIZE/ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATION.
4. CONTRACTOR IS RESPONSIBLE FOR MATERIALS AND LABOR TO INSTALL PRETRUX TO FINISHED GRADE.
5. ACTUAL DEPTH OF STRUCTURE MAY VARY DEPENDING ON AVAILABLE PRECAST FORMS. CONTRACTOR TO MEASURE HEIGHT OF STRUCTURE TO ENSURE THAT DEPTH OF EXCAVATION IS CORRECT.
6. IF SOIL DOES NOT PROVIDE A LEVEL BASE, MANUFACTURER RECOMMENDS A MINIMUM OF 6" LEVEL ROCK BASE UNLESS SPECIFIED BY CONTRACTOR IS ENGINEERED TO VERIFY BASE SPECIFICATIONS.
7. ALL PIPES SHALL BE SEALED WATERTIGHT WITH A NON-SHRINK GROUT OR MEANS WITH A MINIMUM MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.

REVISION HISTORY			
REV.	BY	DESCRIPTION	DATE
-	JDP	FIRST RELEASE	2/8/2024

PROJECTION

IF IN DOUBT ASK

DATE	SCALE
2/8/2024	1:50
DRAWN BY: JDP	CHECKED BY: MRJ
APPROVED BY:	

UF-
UP-FLO FILTER
8ft X 16.5ft

50 MODULES

UFF-1
WOODFIELD
VILLAGE OF ESTERO, FL

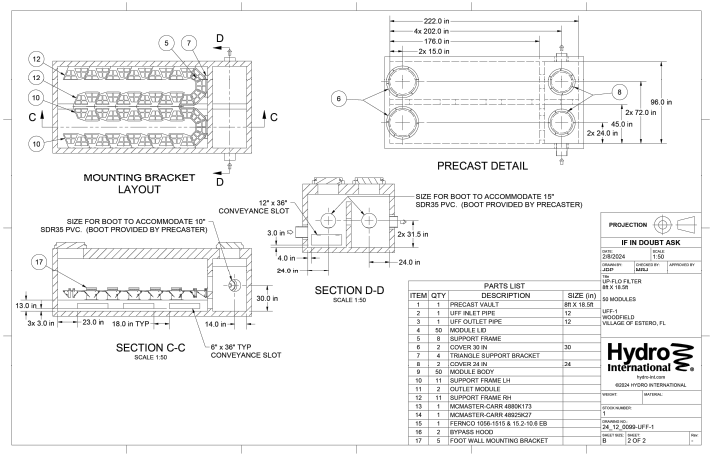
Patent: www.hydro-int.com/patents

Hydro International
hydro-int.com
60324 HYDRO INTERNATIONAL

WEIGHT	MATERIAL

STOCK NUMBER:
1
DRAWING NO:
24_12_0099-UFF-1

SHEET SIZE	SHEET	REV
B	1 OF 2	



PARTS LIST			
ITEM	QTY	DESCRIPTION	SIZE (in)
1	1	PRECAST VAULT	8ft X 16.5ft
2	1	UFF INLET PIPE	12
3	1	UFF OUTLET PIPE	12
4	50	MODULE LID	
5	8	SUPPORT FRAME	
6	2	COVER 30 IN	30
7	4	TRIANGLE SUPPORT BRACKET	
8	2	COVER 24 IN	24
9	50	MODULE BODY	
10	11	SUPPORT FRAME LH	
11	2	OUTLET MODULE	
12	11	SUPPORT FRAME RH	
13	1	MCMASTER-CARR 4880K173	
14	1	MCMASTER-CARR 4892SK27	
15	1	FERNCO 1056-1515 & 15.2-10.6 EB	
16	2	BYPASS HOOD	
17	5	FOOT WALL MOUNTING BRACKET	

PROJECTION

IF IN DOUBT ASK

DATE	SCALE
2/8/2024	1:50
DRAWN BY: JDP	CHECKED BY: MRJ
APPROVED BY:	

UF-
UP-FLO FILTER
8ft X 16.5ft

50 MODULES

UFF-1
WOODFIELD
VILLAGE OF ESTERO, FL

Hydro International
hydro-int.com
60324 HYDRO INTERNATIONAL

WEIGHT	MATERIAL

STOCK NUMBER:
1
DRAWING NO:
24_12_0099-UFF-1

SHEET SIZE	SHEET	REV
B	2 OF 2	

NO.	REVISIONS	DATE	BY

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PHONE: (239) 277-0050 FAX: 941-377-6630
WWW.KIMLEY-HORN.COM REGISTRY NO. 35106

LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE:

KHA PROJECT
24B05100Z
DATE
OCTOBER 2024
SCALE AS SHOWN KHA
DESIGNED BY KHA
DRAWN BY KHA
CHECKED BY KHA

DRAINAGE
STRUCTURE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-51

Kimley»Horn Drive - Shared Folders (Archive)\Co\24B05100Z-DRAINAGE STRUCTURE DETAILS_Woodfield_8ft-16.5ft.dwg, 2/8/2024 8:09:53 AM, JEFFREY.PARKER, Kimley-Horn and Associates, Inc.
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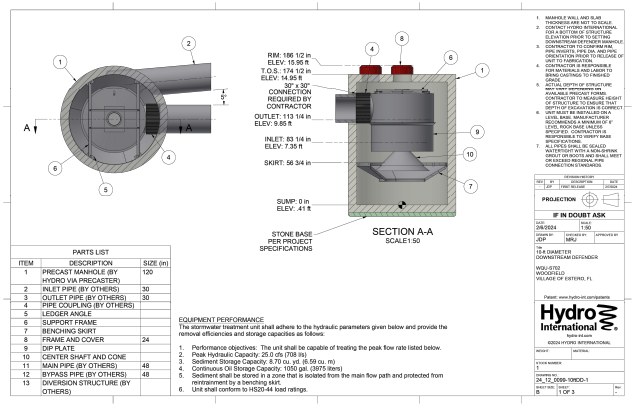


PARTS LIST		
ITEM	DESCRIPTION	SIZE (in)
1	PRECAST MANHOLE (BY HYDRO VIA PRECASTER)	120
2	INLET PIPE (BY OTHERS)	30
3	OUTLET PIPE (BY OTHERS)	30
4	PIPE COUPLING (BY OTHERS)	
5	LEDGER ANGLE	
6	SUPPORT FRAME	
7	BENCHING SKIRT	
8	FRAME AND COVER	24
9	DIP PLATE	
10	CENTER SHAFT AND CONE	
11	MAIN PIPE (BY OTHERS)	48
12	BYPASS PIPE (BY OTHERS)	48
13	DIVERSION STRUCTURE (BY OTHERS)	

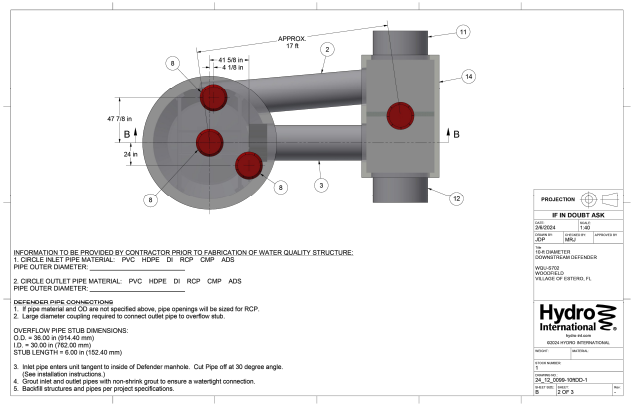
EQUIPMENT PERFORMANCE
The stormwater treatment unit shall adhere to the hydraulic parameters given below and provide the removal efficiencies and storage capacities as follows:

1. Performance objectives: The unit shall be capable of treating the peak flow rate listed below.
2. Peak Hydraulic Capacity: 25.0 cfs (708 l/s)
3. Sediment Storage Capacity: 8.70 cu. yd. (6.59 cu. m)
4. Continuous Oil Storage Capacity: 1050 gal. (3975 liters)
5. Sediment shall be stored in a zone that is isolated from the main flow path and protected from reintrainment by a benching skirt.
6. Unit shall conform to HS20-44 load ratings.

1. MANHOLE WALL AND SLAB THICKNESS ARE NOT TO SCALE.
2. CONTRACTOR TO PROVIDE SEAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING MANHOLE AND SEAL MANHOLE.
3. CONTRACTOR TO CONFIRM PIPE INVERTS, PIPE DIA. AND PIPE ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATION.
4. CONTRACTOR IS RESPONSIBLE FOR MATERIALS AND LABOR TO BRING CASTINGS TO FINISHED GRADE.
5. ACTUAL DEPTH OF STRUCTURE MAY VARY DEPENDING ON AVAILABLE PRECAST FORMS. CONTRACTOR TO ADJUSTING HEIGHT OF STRUCTURE TO ACHIEVE PROPER DEPTH OF EXCAVATION IS CORRECT.
6. UNIT MUST BE INSTALLED ON A LEVEL BASE. MANUFACTURER RECOMMENDS A MINIMUM 6" OF LEVEL ROCK BASE UNLESS SPECIFIED. CONTRACTOR IS RESPONSIBLE TO VERIFY BASE SPECIFICATIONS.
7. ALL PIPES SHALL BE SEALED WATERTIGHT WITH NON-SHRINK GROUT OR BOOTS AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.

REVISIONS		
NO.	DATE	BY
1	1/30/2025	JDP

PROJECTION
IF IN DOUBT ASK
DATE: 3/6/2024 | 11:50
DRAWN BY: JDP | CHECKED BY: MRJ | APPROVED BY:
TITLE: 10-ft DIAMETER DOWNSTREAM DEFENDER
WQU-0702 WOODFIELD VILLAGE OF ESTERO, FL
Patent: www.hydro-int.com/patents
Hydro International
Hydro Kinetic
©2024 HYDRO INTERNATIONAL
WEIGHT | MATERIAL
STOCK NUMBER: 1
DRAWING No: 24_12_0099-10RDD-1
SHEET SIZE: B | SHEET: 1 OF 3 | Rev: -



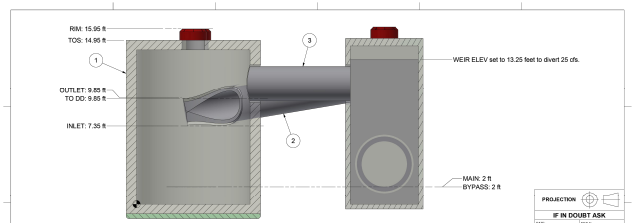
INFORMATION TO BE PROVIDED BY CONTRACTOR PRIOR TO FABRICATION OF WATER QUALITY STRUCTURE:
1. CIRCLE INLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____
2. CIRCLE OUTLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____

DEFENDER PIPE CONNECTIONS
1. If pipe material and OD are not specified above, pipe openings will be sized for RCP.
2. Large diameter coupling required to connect outlet pipe to overflow stub.

OVERFLOW PIPE STUB DIMENSIONS:
O.D. = 36.00 in (914.40 mm)
I.D. = 30.00 in (762.00 mm)
STUB LENGTH = 6.00 in (152.40 mm)

3. Inlet pipe enters unit tangent to inside of Defender manhole. Cut Pipe off at 30 degree angle. (See installation instructions.)
4. Grout inlet and outlet pipes with non-shrink grout to ensure a watertight connection.
5. Backfill structures and pipes per project specifications.

PROJECTION
IF IN DOUBT ASK
DATE: 3/6/2024 | 11:40
DRAWN BY: JDP | CHECKED BY: MRJ | APPROVED BY:
TITLE: 10-ft DIAMETER DOWNSTREAM DEFENDER
WQU-0702 WOODFIELD VILLAGE OF ESTERO, FL
Hydro International
Hydro Kinetic
©2024 HYDRO INTERNATIONAL
WEIGHT | MATERIAL
STOCK NUMBER: 1
DRAWING No: 24_12_0099-10RDD-1
SHEET SIZE: B | SHEET: 2 OF 3 | Rev: -



DOWNSTREAM DEFENDER
(INTERNAL COMPONENTS NOT SHOWN FOR CLARITY)

PARTS LIST		
ITEM	DESCRIPTION	SIZE (in)
1	PRECAST MANHOLE (BY HYDRO VIA PRECASTER)	120
2	INLET PIPE (BY OTHERS)	30
3	OUTLET PIPE (BY OTHERS)	30
11	MAIN PIPE (BY OTHERS)	48
12	BYPASS PIPE (BY OTHERS)	48
13	DIVERSION STRUCTURE (BY OTHERS)	

PROJECTION
IF IN DOUBT ASK
DATE: 3/6/2024 | 11:40
DRAWN BY: JDP | CHECKED BY: MRJ | APPROVED BY:
TITLE: 10-ft DIAMETER DOWNSTREAM DEFENDER
WQU-0702 WOODFIELD VILLAGE OF ESTERO, FL
Hydro International
Hydro Kinetic
©2024 HYDRO INTERNATIONAL
WEIGHT | MATERIAL
STOCK NUMBER: 1
DRAWING No: 24_12_0099-10RDD-1
SHEET SIZE: B | SHEET: 3 OF 3 | Rev: -

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1514 BROADWAY, SUITE 300, FORT MYERS, FL 33901
PHONE: (239) 277-0900 FAX: 941-377-6232
WWW.KIMLEY-HORN.COM CERTIFICATE OF AUTHORIZATION #28

LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER 82332
DATE:

KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN/BY KHA
CHECKED/BY KHA

DRAINAGE STRUCTURE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-52

Plotted By: Eric Myers - Plotted On: 4/4/2025 | J:\Work\Civil\DRAINAGE STRUCTURE DETAILS & Notes\24_12_0099_10-RDD.dwg - K:\FTM_Civil\Publishing - Woodfield Acquisitions, LLC\DRAINAGE STRUCTURE DETAILS.dwg
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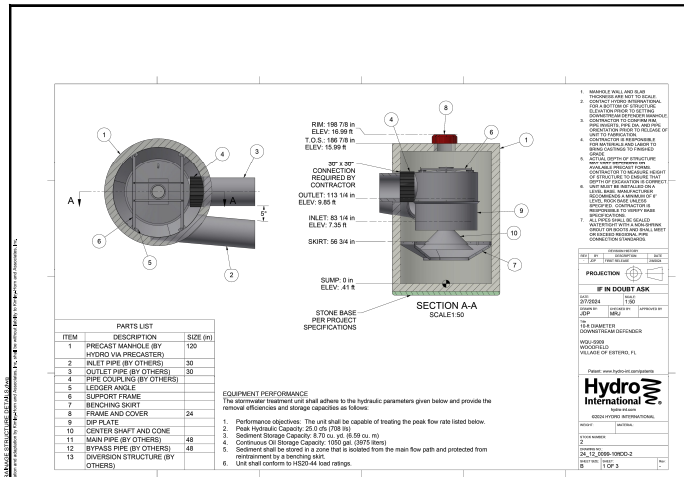
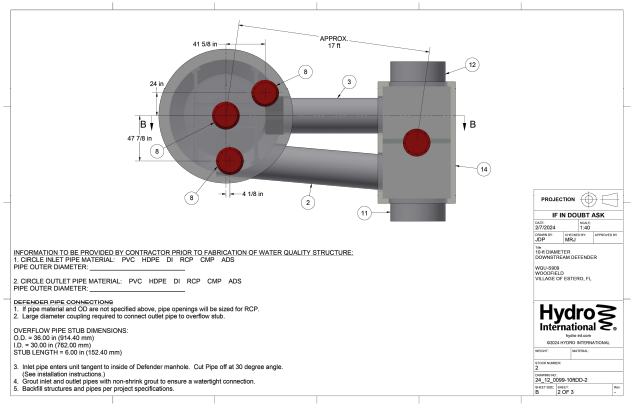


PARTS LIST		
ITEM	DESCRIPTION	SIZE (in)
1	PRECAST MANHOLE (BY HYDRO VIA PRECASTER)	120
2	INLET PIPE (BY OTHERS)	30
3	OUTLET PIPE (BY OTHERS)	30
4	PIPE COUPLING (BY OTHERS)	
5	LEDGER ANGLE	
6	SUPPORT FRAME	
7	BENCHING SKIRT	
8	FRAME AND COVER	24
9	DIP PLATE	
10	CENTER SHAFT AND CONE	
11	MAIN PIPE (BY OTHERS)	48
12	BYPASS PIPE (BY OTHERS)	48
13	DIVERSION STRUCTURE (BY OTHERS)	

EQUIPMENT PERFORMANCE
The stormwater treatment unit shall adhere to the hydraulic parameters given below and provide the removal efficiencies and storage capacities as follows:

1. Performance objectives: The unit shall be capable of treating the peak flow rate listed below.
2. Peak Hydraulic Capacity: 25.0 cfs (708 l/s)
3. Sediment Storage Capacity: 8.70 cu. yd. (6.59 cu. m)
4. Continuous Oil Storage Capacity: 1050 gal. (3975 liters)
5. Sediment shall be stored in a zone that is isolated from the main flow path and protected from reintrainment by a benching skirt.
6. Unit shall conform to HS20-44 load ratings.

1. MANHOLE WALL AND SLAB THICKNESS ARE NOT TO SCALE.
2. CONTRACTOR TO CONFIRM FINAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING MANHOLE AND ADJUST ACCORDINGLY.
3. CONTRACTOR TO CONFIRM FINAL PIPE INVERTS, PIPE DIA. AND PIPE LENGTHS IN ADDITION TO RELEASE OF UNIT TO FABRICATION.
4. CONTRACTOR IS RESPONSIBLE FOR MATERIALS AND LABOR TO BRING CASTINGS TO FINISHED GRADE.
5. ACTUAL DEPTH OF STRUCTURE MAY VARY DEPENDING ON AVAILABLE PRECAST FORMS. CONTRACTOR TO ADJUSTING HEIGHT OF STRUCTURE TO ACCOMMODATE DEPTH OF EXCAVATION IS CORRECT.
6. UNIT MUST BE INSTALLED ON A LEVEL BASE. MANUFACTURER RECOMMENDS A MAXIMUM OF 1" OF LEVEL ROCK BASE UNLESS SPECIFIED. CONTACTOR IS RESPONSIBLE FOR SUPPLY BASE SPECIFICATIONS.
7. ALL PIPES SHALL BE SEALED WATERTIGHT WITH NON-SHRINK GROUT OR BOOTS AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.



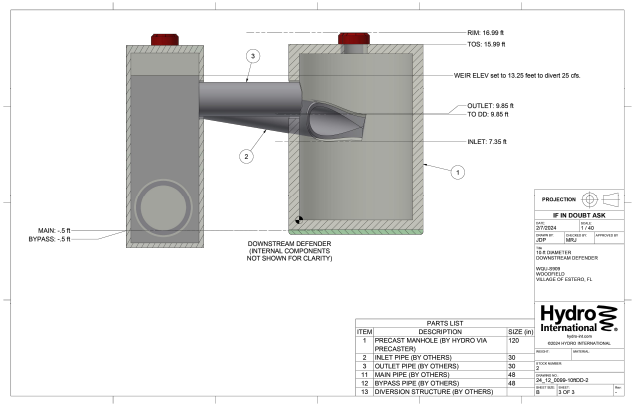
INFORMATION TO BE PROVIDED BY CONTRACTOR PRIOR TO FABRICATION OF WATER QUALITY STRUCTURE:
1. CIRCLE INLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____

2. CIRCLE OUTLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____

DEFENDER PIPE CONNECTIONS
1. If pipe material and OD are not specified above, pipe openings will be sized for RCP.
2. Large diameter coupling required to connect outlet pipe to overflow stub.

OVERFLOW PIPE STUB DIMENSIONS:
O.D. = 36.00 in (914.40 mm)
I.D. = 30.00 in (762.00 mm)
STUB LENGTH = 6.00 in (152.40 mm)

3. Inlet pipe enters unit tangent to inside of Defender manhole. Cut Pipe off at 30 degree angle. (See installation instructions.)
4. Grout inlet and outlet pipes with non-shrink grout to ensure a watertight connection.
5. Backfill structures and pipes per project specifications.



PARTS LIST		
ITEM	DESCRIPTION	SIZE (in)
1	PRECAST MANHOLE (BY HYDRO VIA PRECASTER)	120
2	INLET PIPE (BY OTHERS)	30
3	OUTLET PIPE (BY OTHERS)	30
11	MAIN PIPE (BY OTHERS)	48
12	BYPASS PIPE (BY OTHERS)	48
13	DIVERSION STRUCTURE (BY OTHERS)	

NO.	REVISIONS	DATE	BY

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PHONE: (239) 337-3855 FAX: 941-377-6232
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE

KHA PROJECT
249051002
DATE
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN BY KHA
CHECKED BY KHA

DRAINAGE
STRUCTURE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-53

Plotted By: Eric Myers Plotted On: Aug 07, 2024 - 11:40am Last Saved By: emyers G:\Civil\Projects\249051002 - Woodfield Preserve\Civil\Drainage\Structure Details\249051002 - Woodfield Preserve - Drainage Structure Details.dwg
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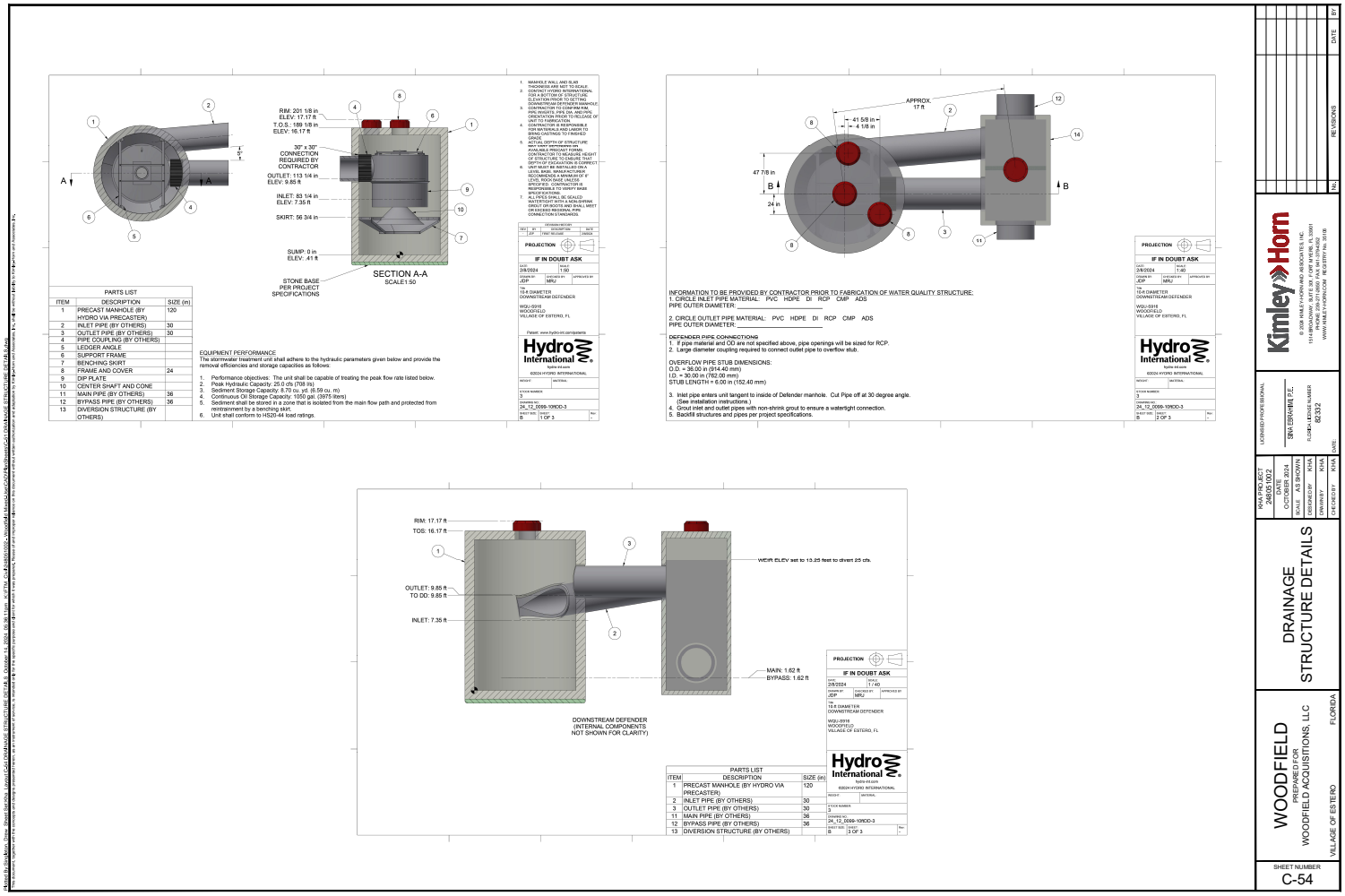
RIM: 201 1/8 in
ELEV: 17.17 ft
T.O.S.: 189 1/8 in
ELEV: 16.17 ft
30" x 30" CONNECTION REQUIRED BY CONTRACTOR
OUTLET: 113 1/4 in
ELEV: 9.85 ft
INLET: 83 1/4 in
ELEV: 7.35 ft
SKIRT: 36 3/4 in
SUMP: 0 in
ELEV: 41 ft
STONE BASE PER PROJECT SPECIFICATIONS
SECTION A-A
SCALE1:50
PARTS LIST
ITEM | DESCRIPTION | SIZE (in)
1 | PRECAST MANHOLE (BY HYDRO VIA PRECASTER) | 120
2 | INLET PIPE (BY OTHERS) | 30
3 | OUTLET PIPE (BY OTHERS) | 30
4 | PIPE COUPLING (BY OTHERS) |
5 | LEDGER ANGLE |
6 | SUPPORT FRAME |
7 | BENCHING SKIRT |
8 | FRAME AND COVER | 24
9 | DIP PLATE |
10 | CENTER SHAFT AND CONE |
11 | MAIN PIPE (BY OTHERS) | 36
12 | BYPASS PIPE (BY OTHERS) | 36
13 | DIVERSION STRUCTURE (BY OTHERS) |
EQUIPMENT PERFORMANCE
The stormwater treatment unit shall adhere to the hydraulic parameters given below and provide the removal efficiencies and storage capacities as follows:
1. Performance objectives: The unit shall be capable of treating the peak flow rate listed below.
2. Peak Hydraulic Capacity: 25.0 cfs (708 l/s)
3. Sediment Storage Capacity: 8.70 cu. yd. (6.59 cu. m)
4. Continuous Oil Storage Capacity: 1050 gal. (3975 liters)
5. Sediment shall be stored in a zone that is isolated from the main flow path and protected from reintrainment by a benching skirt.
6. Unit shall conform to HS20-44 load ratings.
PROJECTION
IF IN DOUBT ASK
DATE 3/6/2024 11:50
DRAWN BY JDP CHECKED BY MRJ APPROVED BY
10-ft DIAMETER DOWNSTREAM DEFENDER
WQU-0916 WOODFIELD VILLAGE OF ESTERO, FL
Patent: www.hydro-int.com/patents
Hydro International
Sparks we work
©2024 HYDRO INTERNATIONAL
WEIGHT MATERIAL
STOCK NUMBER 3
DRAWING NO. 24_12_0069-10RDD-3
SHEET SIZE B SHEET 1 OF 3 Rev -
APPROX. 17 ft
41 5/8 in
4 1/8 in
47 7/8 in
24 in
INFORMATION TO BE PROVIDED BY CONTRACTOR PRIOR TO FABRICATION OF WATER QUALITY STRUCTURE:
1. CIRCLE INLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____
2. CIRCLE OUTLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____
DEFENDER PIPE CONNECTIONS
1. If pipe material and OD are not specified above, pipe openings will be sized for RCP.
2. Large diameter coupling required to connect outlet pipe to overflow stub.
OVERFLOW PIPE STUB DIMENSIONS:
O.D. = 36.00 in (914.40 mm)
I.D. = 30.00 in (762.00 mm)
STUB LENGTH = 6.00 in (152.40 mm)
3. Inlet pipe enters unit tangent to inside of Defender manhole. Cut Pipe off at 30 degree angle. (See installation instructions.)
4. Grout inlet and outlet pipes with non-shrink grout to ensure a watertight connection.
5. Backfill structures and pipes per project specifications.
PROJECTION
IF IN DOUBT ASK
DATE 3/6/2024 11:40
DRAWN BY JDP CHECKED BY MRJ APPROVED BY
10-ft DIAMETER DOWNSTREAM DEFENDER
WQU-0916 WOODFIELD VILLAGE OF ESTERO, FL
Hydro International
Sparks we work
©2024 HYDRO INTERNATIONAL
WEIGHT MATERIAL
STOCK NUMBER 3
DRAWING NO. 24_12_0069-10RCD-3
SHEET SIZE B SHEET 2 OF 3 Rev -
RIM: 17.17 ft
TOS: 16.17 ft
OUTLET: 9.85 ft
TO DD: 9.85 ft
INLET: 7.35 ft
WEIR ELEV set to 13.25 feet to divert 25 cfs.
MAIN: 1.62 ft
BYPASS: 1.62 ft
DOWNSTREAM DEFENDER (INTERNAL COMPONENTS NOT SHOWN FOR CLARITY)
PARTS LIST
ITEM | DESCRIPTION | SIZE (in)
1 | PRECAST MANHOLE (BY HYDRO VIA PRECASTER) | 120
2 | INLET PIPE (BY OTHERS) | 30
3 | OUTLET PIPE (BY OTHERS) | 30
11 | MAIN PIPE (BY OTHERS) | 36
12 | BYPASS PIPE (BY OTHERS) | 36
13 | DIVERSION STRUCTURE (BY OTHERS) |
PROJECTION
IF IN DOUBT ASK
DATE 3/6/2024 11:40
DRAWN BY JDP CHECKED BY MRJ APPROVED BY
10-ft DIAMETER DOWNSTREAM DEFENDER
WQU-0916 WOODFIELD VILLAGE OF ESTERO, FL
Hydro International
Sparks we work
©2024 HYDRO INTERNATIONAL
WEIGHT MATERIAL
STOCK NUMBER 3
DRAWING NO. 24_12_0069-10RDD-3
SHEET SIZE B SHEET 3 OF 3 Rev -
NO. | REVISIONS | DATE | BY
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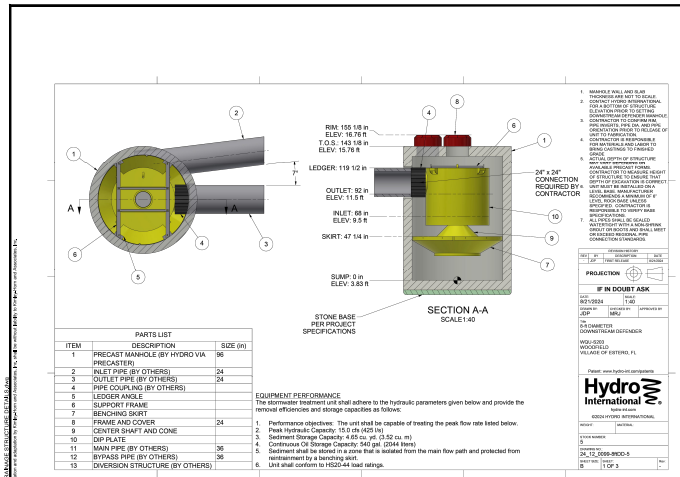
PHONE: (239) 277-0900 FAX: 941-377-6232
WWW.KIMLEY-HORN.COM CA 00000696
LICENSED PROFESSIONAL
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT 248051002
DATE OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN BY KHA
CHECKED BY KHA
DRAINAGE STRUCTURE DETAILS
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-54



PARTS LIST		
ITEM	DESCRIPTION	SIZE (in)
1	PRECAST MANHOLE (BY HYDRO VIA PRECASTER)	96
2	INLET PIPE (BY OTHERS)	24
3	OUTLET PIPE (BY OTHERS)	24
4	PIPE COUPLING (BY OTHERS)	
5	LEDGER ANGLE	
6	SUPPORT FRAME	
7	BENCHING SKIRT	
8	FRAME AND COVER	24
9	CENTER SHAFT AND CONE	
10	DIP PLATE	
11	MAIN PIPE (BY OTHERS)	36
12	BYPASS PIPE (BY OTHERS)	36
13	DIVERSION STRUCTURE (BY OTHERS)	

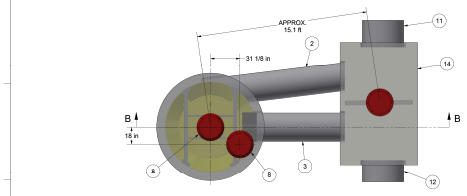
EQUIPMENT PERFORMANCE
The stormwater treatment unit shall adhere to the hydraulic parameters given below and provide the removal efficiencies and storage capacities as follows:

1. Performance objectives: The unit shall be capable of treating the peak flow rate listed below.
2. Peak Hydraulic Capacity: 15.0 cfs (425 l/s)
3. Sediment Storage Capacity: 4.65 cu. yd. (3.52 cu. m)
4. Continuous Oil Storage Capacity: 540 gal. (2044 liters)
5. Sediment shall be stored in a zone that is isolated from the main flow path and protected from reintrainment by a benching skirt.
6. Unit shall conform to HS20-44 load ratings.

1. MANHOLE WALL AND SLAB THICKNESS ARE NOT TO SCALE.
2. CONTRACTOR TO PROVIDE SEAL FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO GETTING MANHOLE SECTIONS FOR MANHOLE.
3. CONTRACTOR TO CONFIRM PIPE INVERTS, PIPE DIA. AND PIPE ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATION.
4. CONTRACTOR IS RESPONSIBLE FOR MATERIALS AND LABOR TO BRING CASTINGS TO FINISHED GRADE.
5. ACTUAL DEPTH OF STRUCTURE MAY VARY DEPENDING ON AVAILABLE PRECAST FORMS. CONTRACTOR TO MEASURE HEIGHT OF STRUCTURE PRIOR TO START OF EXCAVATION IF CORRECT UNIT MUST BE INSTALLED ON A LEVEL BASE. MANUFACTURER RECOMMENDS A MAXIMUM 5% OF LEVEL ROCK BASE UNLESS SPECIFIED. CONTRACTOR IS RESPONSIBLE TO VERIFY BASE SPECIFICATIONS.
7. ALL PIPES SHALL BE SEALED WATERTIGHT WITH NON-SHRINK GROUT OR BOOTS AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.

REVISION HISTORY			
REV	BY	DESCRIPTION	DATE
1	JDP	1 HDD	8/21/2024

PROJECTION
IF IN DOUBT ASK
DATE: 8/21/2024 | 1:40
DRAWN BY: JDP | CHECKED BY: MRJ | APPROVED BY:
Title: 8 ft DIAMETER DOWNSTREAM DEFENDER
WQU-0203
WOODFIELD
VILLAGE OF ESTERO, FL
Patent: www.hydro-int.com/patents
Hydro International
Sydney, Australia
©2024 HYDRO INTERNATIONAL
WEIGHT | MATERIAL
STOCK NUMBER: 5
DRAWING No: 24_12_0069-WDO-5
SHEET SIZE: B | SHEET: 1 OF 3 | Rev: -



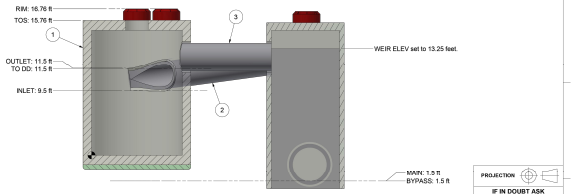
INFORMATION TO BE PROVIDED BY CONTRACTOR PRIOR TO FABRICATION OF WATER QUALITY STRUCTURE:
1. CIRCLE INLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____
2. CIRCLE OUTLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____

DEFENDER PIPE CONNECTIONS
1. If pipe material and OD are not specified above, pipe openings will be sized for RCP.
2. Large diameter coupling required to connect outlet pipe to overflow stub.

OVERFLOW PIPE STUB DIMENSIONS:
O.D. = 24.80 in (629.92 mm)
I.D. = 24.00 in (609.60 mm)
STUB LENGTH = 6.00 in (152.40 mm)

3. Inlet pipe enters unit tangent to inside of Defender manhole. Cut Pipe off at 30 degree angle. (See installation instructions.)
4. Grout inlet and outlet pipes with non-shrink grout to ensure a watertight connection.
5. Backfill structures and pipes per project specifications.

PROJECTION
IF IN DOUBT ASK
DATE: 8/21/2024 | 1:40
DRAWN BY: JDP | CHECKED BY: MRJ | APPROVED BY:
Title: 8 ft DIAMETER DOWNSTREAM DEFENDER
WQU-0203
WOODFIELD
VILLAGE OF ESTERO, FL
Hydro International
Sydney, Australia
©2024 HYDRO INTERNATIONAL
WEIGHT | MATERIAL
STOCK NUMBER: 5
DRAWING No: 24_12_0069-WDO-5
SHEET SIZE: B | SHEET: 2 OF 3 | Rev: -



DOWNSTREAM DEFENDER
(INTERNAL COMPONENTS
NOT SHOWN FOR CLARITY)

PROJECTION
IF IN DOUBT ASK
DATE: 8/21/2024 | 1:40
DRAWN BY: JDP | CHECKED BY: MRJ | APPROVED BY:
Title: 8 ft DIAMETER DOWNSTREAM DEFENDER
WQU-0203
WOODFIELD
VILLAGE OF ESTERO, FL
Hydro International
Sydney, Australia
©2024 HYDRO INTERNATIONAL
WEIGHT | MATERIAL
STOCK NUMBER: 5
DRAWING No: 24_12_0069-WDO-5
SHEET SIZE: B | SHEET: 3 OF 3 | Rev: -

NO.	REVISIONS	DATE	BY

Kimley»Horn
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PHONE: (239) 277-0900 FAX: 941-377-6232
WWW.KIMLEY-HORN.COM CA 00000696

LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

KHA PROJECT: 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED/DP: KHA
DRAWN BY: KHA
CHECKED BY: KHA

DRAINAGE STRUCTURE DETAILS

WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA

SHEET NUMBER
C-55

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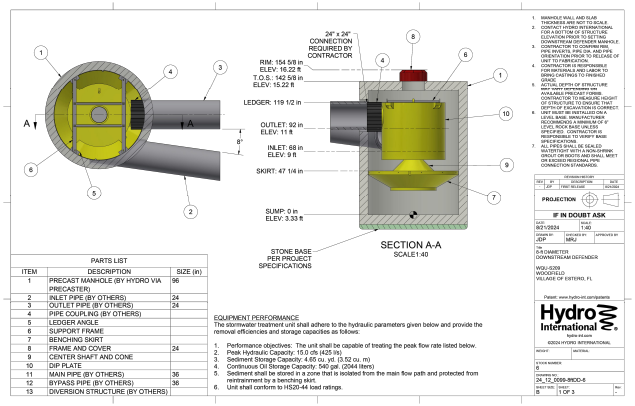


SECTION A-A
SCALE:1.40

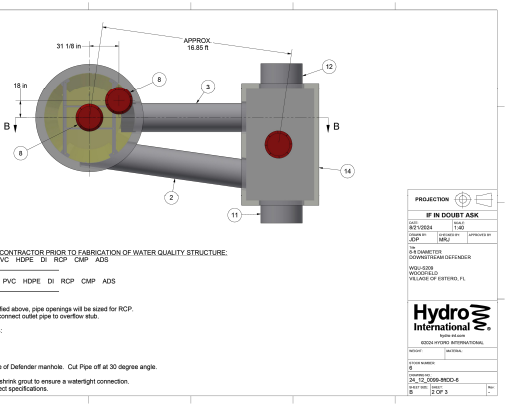
PARTS LIST		
ITEM	DESCRIPTION	SIZE (in)
1	PRECAST MANHOLE (BY HYDRO VIA PRECASTER)	96
2	INLET PIPE (BY OTHERS)	24
3	OUTLET PIPE (BY OTHERS)	24
4	PIPE COUPLING (BY OTHERS)	
5	LEDGER ANGLE	
6	SUPPORT FRAME	
7	BENCHING SKIRT	
8	FRAME AND COVER	24
9	CENTER SHAFT AND CONE	
10	DIP PLATE	
11	MAIN PIPE (BY OTHERS)	36
12	BYPASS PIPE (BY OTHERS)	36
13	DIVERSION STRUCTURE (BY OTHERS)	

EQUIPMENT PERFORMANCE
The stormwater treatment unit shall adhere to the hydraulic parameters given below and provide the removal efficiencies and storage capacities as follows:

1. Performance objectives: The unit shall be capable of treating the peak flow rate listed below.
2. Peak Hydraulic Capacity: 15.0 cfs (425 l/s)
3. Sediment Storage Capacity: 4.65 cu. yd. (3.52 cu. m)
4. Continuous Oil Storage Capacity: 540 gal. (2044 liters)
5. Sediment shall be stored in a zone that is isolated from the main flow path and protected from reintrainment by a benching skirt.
6. Unit shall conform to HS20-44 load ratings.

1. MANHOLE WALL AND SLAB THICKNESS ARE NOT TO SCALE.
2. CONTRACTOR TO VERIFY BENCHING FOR A BOTTOM OF STRUCTURE ELEVATION PRIOR TO SETTING.
3. CONTRACTOR TO COORDINATE PIPE INVERTS, PIPE DIA. AND PIPE ORIENTATION PRIOR TO RELEASE OF UNIT TO FABRICATOR.
4. CONTRACTOR IS RESPONSIBLE FOR MATERIALS AND LABOR TO GRING CASTINGS TO FINISHED GRADE.
5. ACTUAL DEPTH OF STRUCTURE MAY VARY DEPENDING ON AVAILABLE PRECAST FORMS. CONTRACTOR TO MEASURE HEIGHT OF STRUCTURE TO VERIFY DEPTH OF EXCAVATION IS CORRECT.
6. UNIT MUST BE INSTALLED ON A LEVEL BASE. MINIMUM PAVER THICKNESS TO ACHIEVE BOTTOM OF LEVEL ROCK BASE UNLESS SPECIFIED. CONTRACTOR IS RESPONSIBLE FOR PROPER BASE SPECIFICATIONS.
7. ALL PIPES SHALL BE SEALED WATERTIGHT WITH NON-SHRINK GROUT OR BOOTS AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.

PROJECTION
IF IN DOUBT ASK
DATE: 8/21/2024
SCALE: 1:40
DRAWN BY: JDP
CHECKED BY: MRJ
APPROVED BY:
Title: 8 ft DIAMETER DOWNSTREAM DEFENDER
WQU-0209
WOODFIELD
VILLAGE OF ESTERO, FL
Patent: www.hydro-int.com/patents
Hydro International
Hydro-Kinetic
©2024 HYDRO INTERNATIONAL
WEIGHT:
MATERIAL:
STOCK NUMBER: 0
DRAWING NO: 24_12_0069-SHDO-6
SHEET SIZE: B
SHEET: 1 OF 3
Rev: -



INFORMATION TO BE PROVIDED BY CONTRACTOR PRIOR TO FABRICATION OF WATER QUALITY STRUCTURE:
1. CIRCLE INLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____

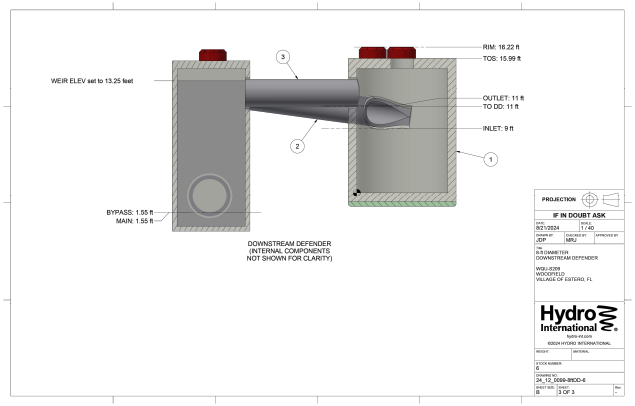
2. CIRCLE OUTLET PIPE MATERIAL: PVC HDPE DI RCP CMP ADS
PIPE OUTER DIAMETER: _____

DEFENDER PIPE CONNECTIONS
1. If pipe material and OD are not specified above, pipe openings will be sized for RCP.
2. Large diameter coupling required to connect outlet pipe to overflow stub.

OVERFLOW PIPE STUB DIMENSIONS:
O.D. = 24.80 in (629.92 mm)
I.D. = 24.00 in (609.60 mm)
STUB LENGTH = 6.00 in (152.40 mm)

3. Inlet pipe enters unit tangent to inside of Defender manhole. Cut Pipe off at 30 degree angle. (See installation instructions.)
4. Grout inlet and outlet pipes with non-shrink grout to ensure a watertight connection.
5. Backfill structures and pipes per project specifications.

PROJECTION
IF IN DOUBT ASK
DATE: 8/21/2024
SCALE: 1:40
DRAWN BY: JDP
CHECKED BY: MRJ
APPROVED BY:
Title: 8 ft DIAMETER DOWNSTREAM DEFENDER
WQU-0209
WOODFIELD
VILLAGE OF ESTERO, FL
Hydro International
Hydro-Kinetic
©2024 HYDRO INTERNATIONAL
WEIGHT:
MATERIAL:
STOCK NUMBER: 0
DRAWING NO: 24_12_0069-SHDO-6
SHEET SIZE: B
SHEET: 2 OF 3
Rev: -



DOWNSTREAM DEFENDER
(INTERNAL COMPONENTS NOT SHOWN FOR CLARITY)

PROJECTION
IF IN DOUBT ASK
DATE: 8/21/2024
SCALE: 1:40
DRAWN BY: JDP
CHECKED BY: MRJ
APPROVED BY:
Title: 8 ft DIAMETER DOWNSTREAM DEFENDER
WQU-0209
WOODFIELD
VILLAGE OF ESTERO, FL
Hydro International
Hydro-Kinetic
©2024 HYDRO INTERNATIONAL
WEIGHT:
MATERIAL:
STOCK NUMBER: 0
DRAWING NO: 24_12_0069-SHDO-6
SHEET SIZE: B
SHEET: 3 OF 3
Rev: -

NO.	REVISIONS	DATE	BY

Kimley»Horn
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PHONE: (239) 337-3855 FAX: 941-337-3400
WWW.KIMLEY-HORN.COM CA 0000658

LICENSED PROFESSIONAL: SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER: 82332
DATE:

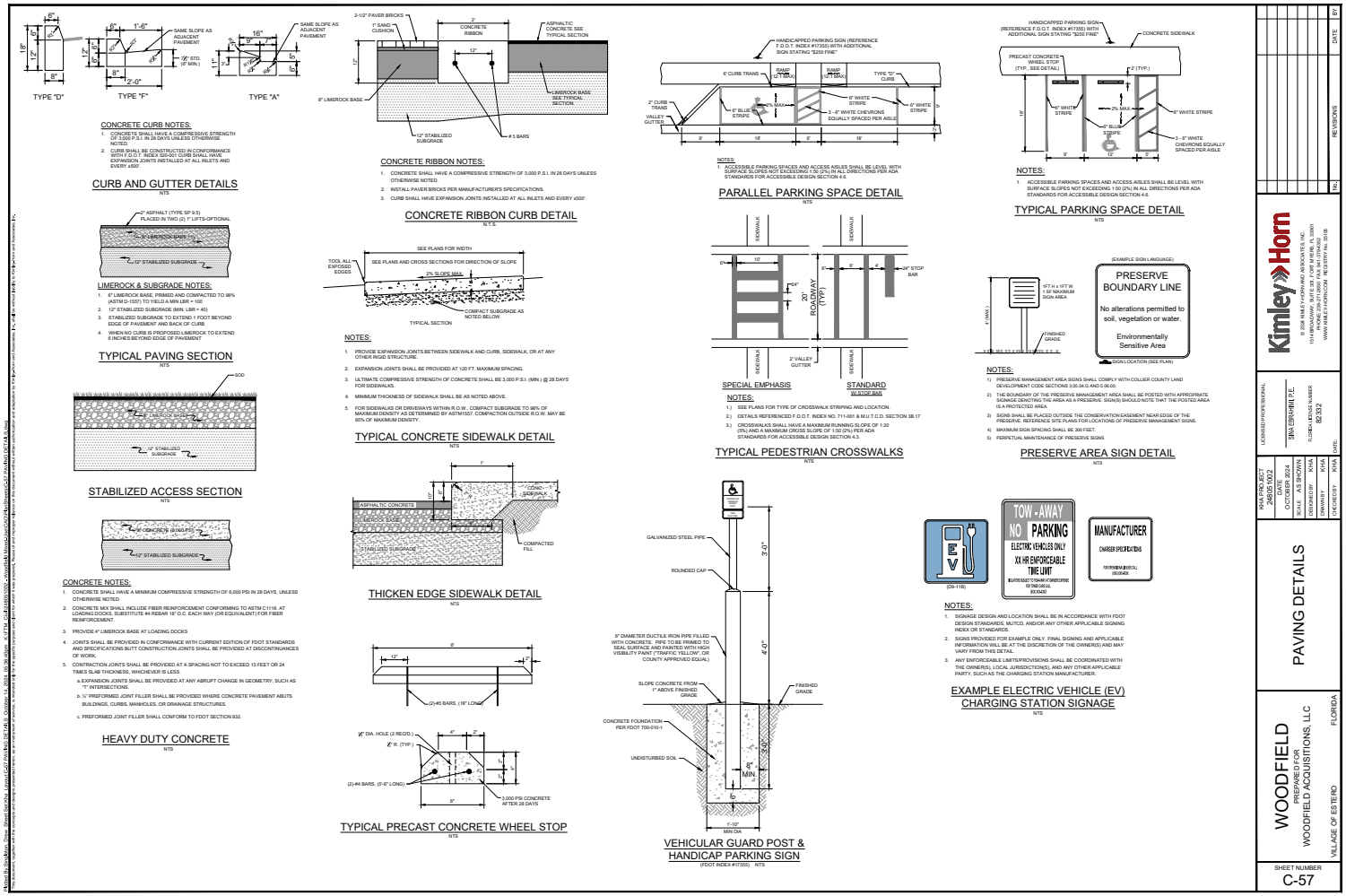
KHA PROJECT: 248051002
DATE: OCTOBER 2024
SCALE: AS SHOWN
DESIGNED BY: KHA
DRAWN BY: KHA
CHECKED BY: KHA

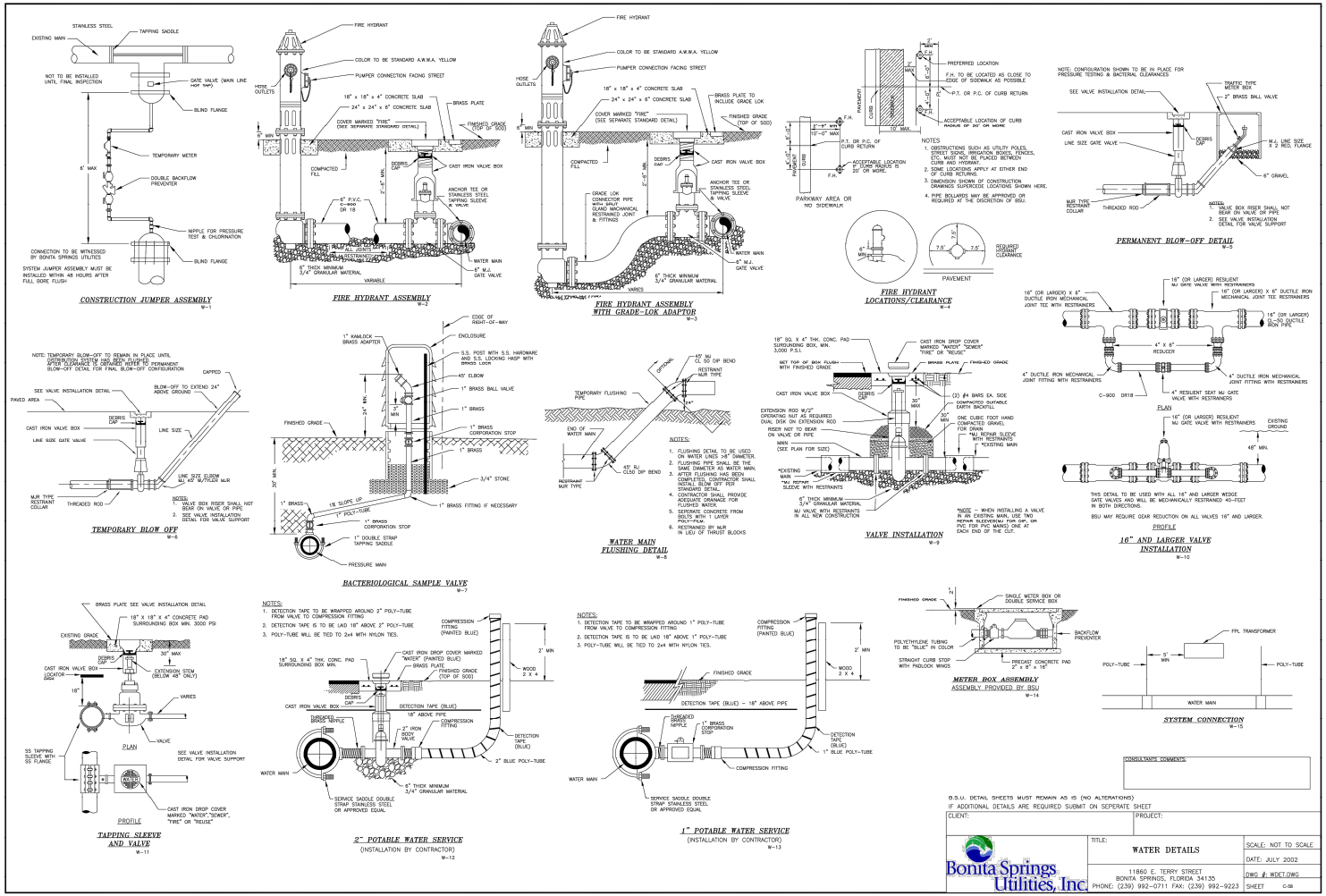
DRAINAGE STRUCTURE DETAILS

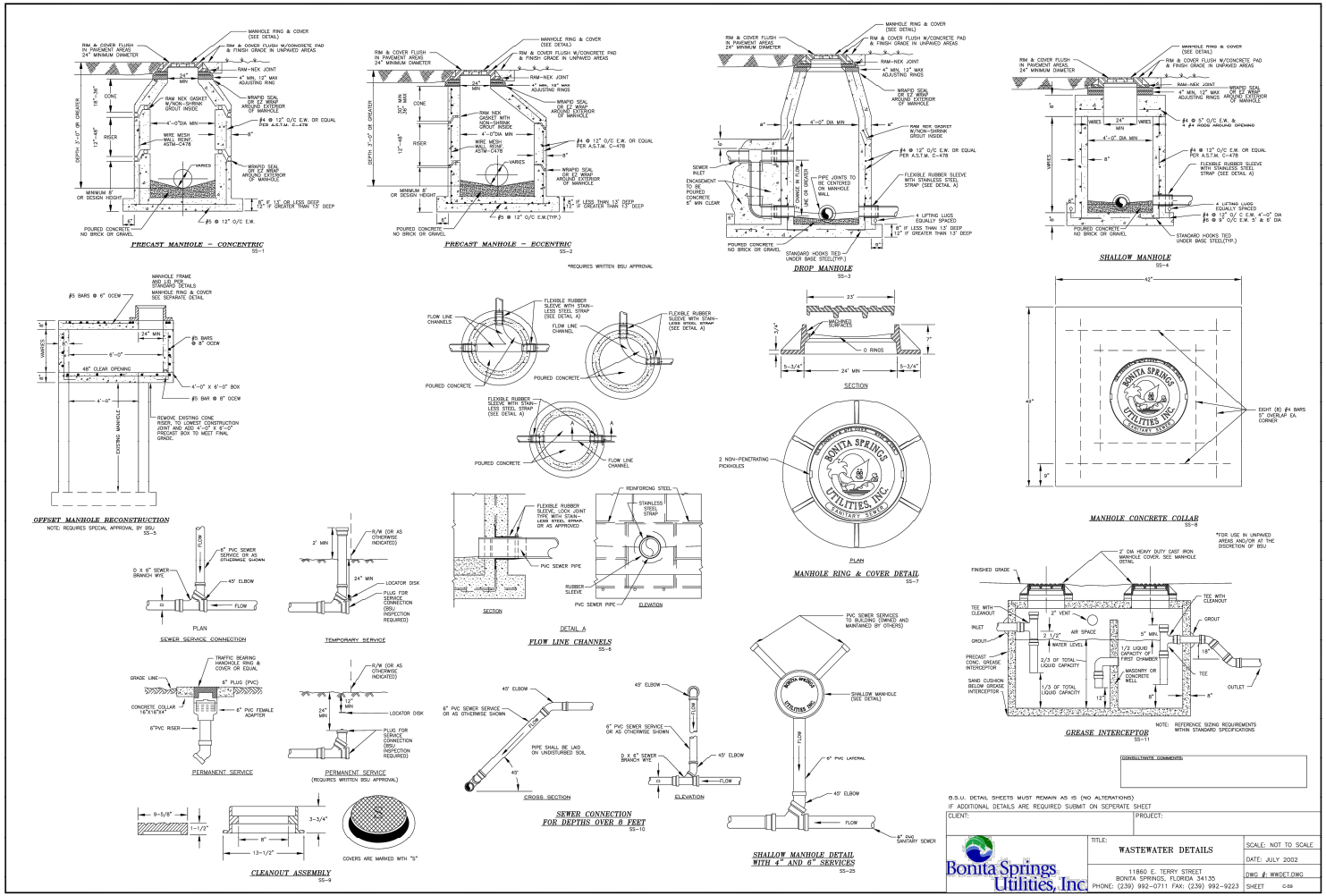
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA

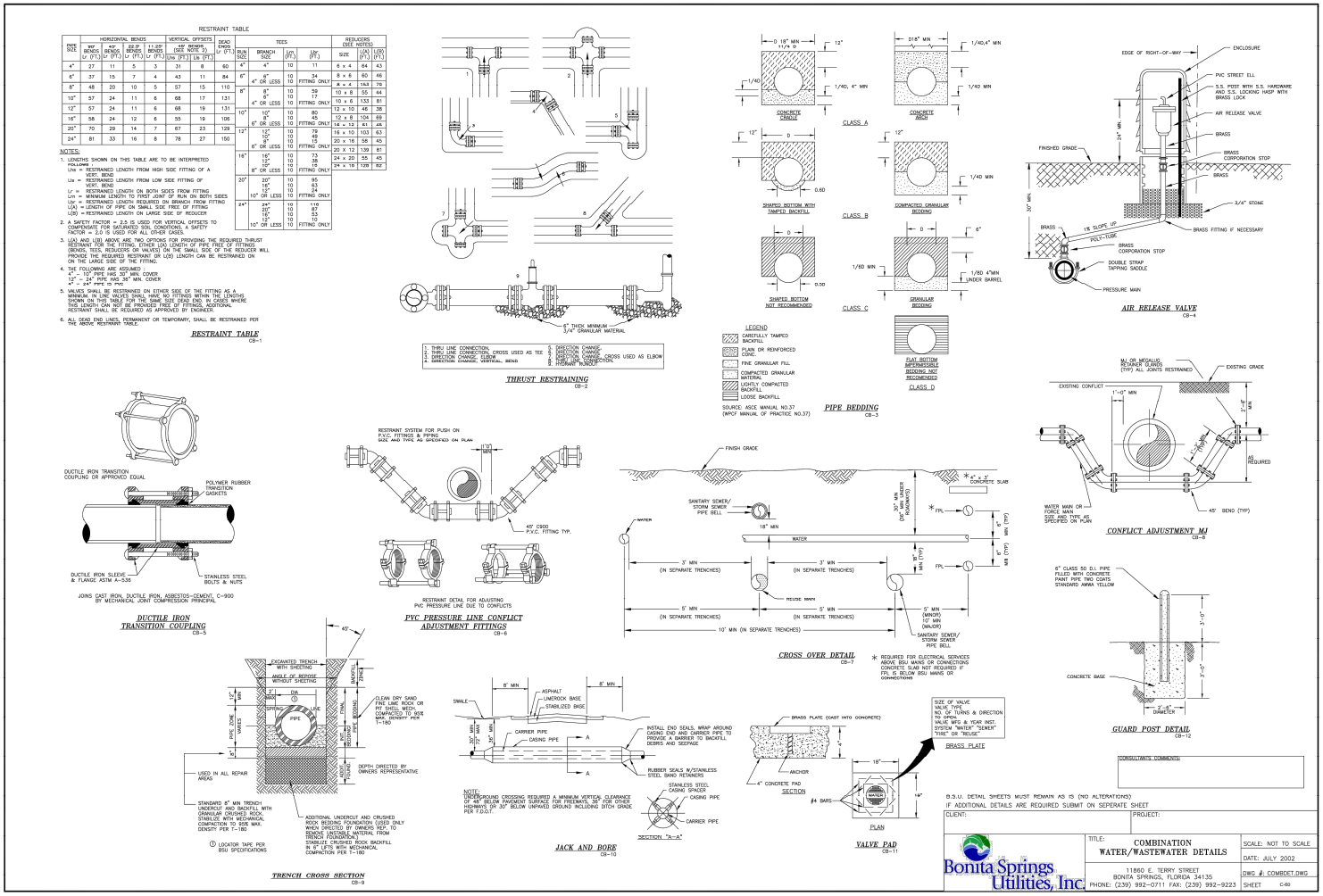
SHEET NUMBER
C-56

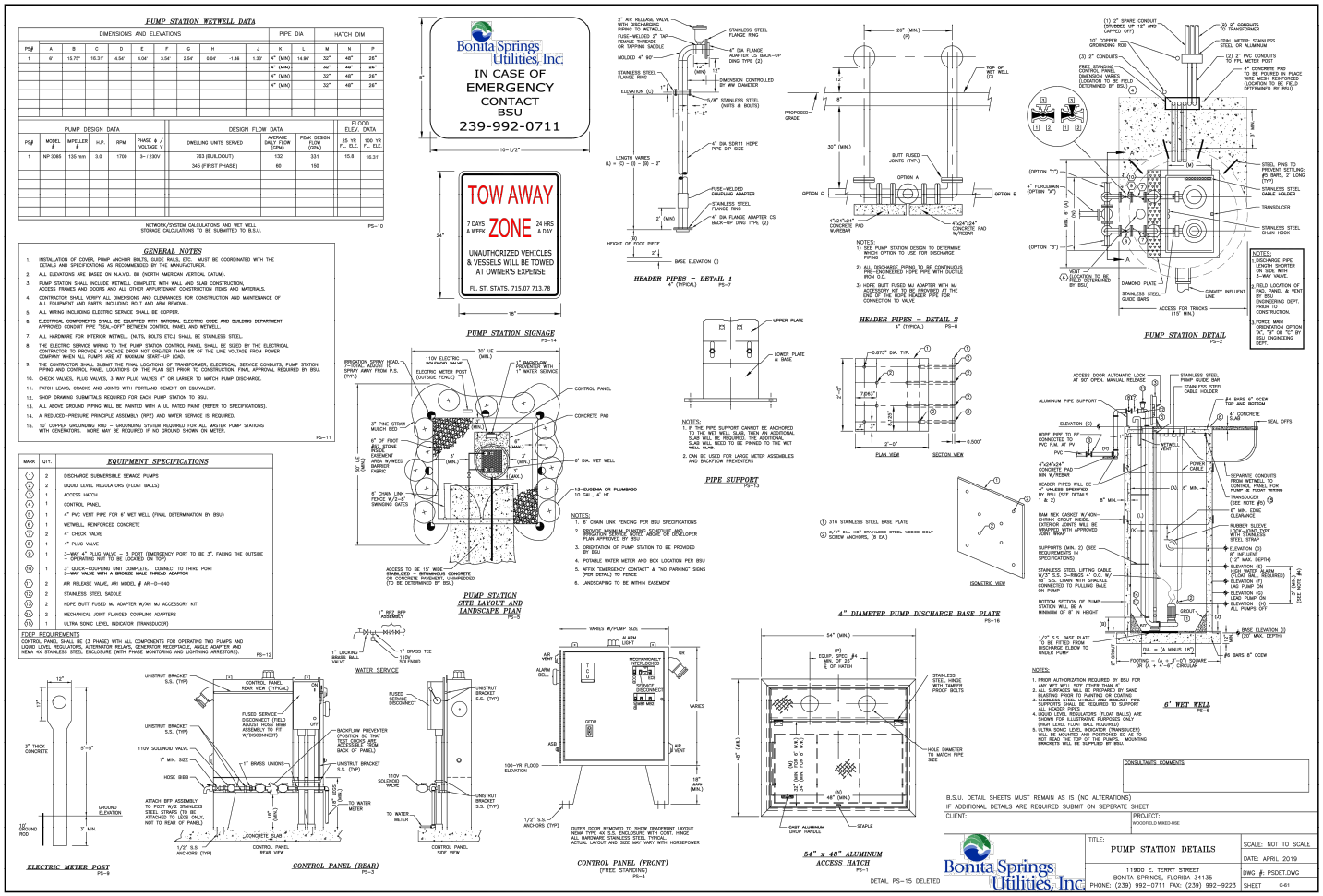
The drawings, together with the concepts and designs presented herein, are an instrument of service, to be retained by the engineer and shall not be used in whole or in part for any other project. Reuse of and changes to any of the specific information on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be at the user's sole risk and without liability to Kimley-Horn and Associates, Inc.

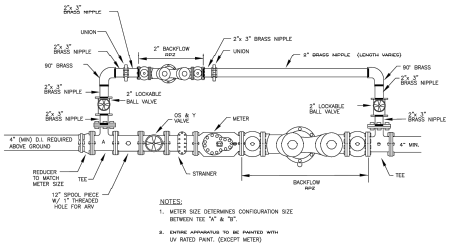

TYPE "D"
TYPE "F"
TYPE "A"
CONCRETE CURB NOTES:
1. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS UNLESS OTHERWISE NOTED.
2. CURB SHALL BE CONSTRUCTED IN CONFORMANCE WITH F.D.O.T. INDEX 520-001 CURB SHALL HAVE EXPANSION JOINTS INSTALLED AT ALL INLETS AND EVERY ±500'
CURB AND GUTTER DETAILS
NTS
LIMEROCK & SUBGRADE NOTES:
1. 6" LIMEROCK BASE, PRIMED AND COMPACTED TO 98% (ASTM D-1557) TO YIELD A MIN LBR = 100
2. 12" STABILIZED SUBGRADE (MIN. LBR = 40)
3. STABILIZED SUBGRADE TO EXTEND 1 FOOT BEYOND EDGE OF PAVEMENT AND BACK OF CURB
4. WHEN NO CURB IS PROPOSED LIMEROCK TO EXTEND 6 INCHES BEYOND EDGE OF PAVEMENT
TYPICAL PAVING SECTION
NTS
SOD
STABILIZED ACCESS SECTION
NTS
CONCRETE NOTES:
1. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 6,000 PSI IN 28 DAYS, UNLESS OTHERWISE NOTED.
2. CONCRETE MIX SHALL INCLUDE FIBER REINFORCEMENT CONFORMING TO ASTM C1116. AT LOADING DOCKS, SUBSTITUTE #4 REBAR 18" O.C. EACH WAY (OR EQUIVALENT) FOR FIBER REINFORCEMENT.
3. PROVIDE 4" LIMEROCK BASE AT LOADING DOCKS
4. JOINTS SHALL BE PROVIDED IN CONFORMANCE WITH CURRENT EDITION OF FDOT STANDARDS AND SPECIFICATIONS BUTT CONSTRUCTION JOINTS SHALL BE PROVIDED AT DISCONTINUANCES OF WORK.
5. CONTRACTION JOINTS SHALL BE PROVIDED AT A SPACING NOT TO EXCEED 15 FEET OR 24 TIMES SLAB THICKNESS, WHICHEVER IS LESS.
a. EXPANSION JOINTS SHALL BE PROVIDED AT ANY ABRUPT CHANGE IN GEOMETRY, SUCH AS "T" INTERSECTIONS.
b. ½" PREFORMED JOINT FILLER SHALL BE PROVIDED WHERE CONCRETE PAVEMENT ABUTS BUILDINGS, CURBS, MANHOLES, OR DRAINAGE STRUCTURES.
c. PREFORMED JOINT FILLER SHALL CONFORM TO FDOT SECTION 932.
HEAVY DUTY CONCRETE
NTS
CONCRETE RIBBON NOTES:
1. CONCRETE SHALL HAVE A COMPRESSIVE STRENGTH OF 3,000 P.S.I. IN 28 DAYS UNLESS OTHERWISE NOTED.
2. INSTALL PAVER BRICKS PER MANUFACTURER'S SPECIFICATIONS.
3. CURB SHALL HAVE EXPANSION JOINTS INSTALLED AT ALL INLETS AND EVERY ±500'.
CONCRETE RIBBON CURB DETAIL
N.T.S.
TYPICAL SECTION
NOTES:
1. PROVIDE EXPANSION JOINTS BETWEEN SIDEWALK AND CURB, SIDEWALK, OR AT ANY OTHER RIGID STRUCTURE.
2. EXPANSION JOINTS SHALL BE PROVIDED AT 120 FT. MAXIMUM SPACING.
3. ULTIMATE COMPRESSIVE STRENGTH OF CONCRETE SHALL BE 3,000 P.S.I. (MIN.) @ 28 DAYS FOR SIDEWALKS.
4. MINIMUM THICKNESS OF SIDEWALK SHALL BE AS NOTED ABOVE.
5. FOR SIDEWALKS OR DRIVEWAYS WITHIN R.O.W., COMPACT SUBGRADE TO 98% OF MAXIMUM DENSITY AS DETERMINED BY ASTM1557. COMPACTION OUTSIDE R.O.W. MAY BE 95% OF MAXIMUM DENSITY.
TYPICAL CONCRETE SIDEWALK DETAIL
NTS
THICKEN EDGE SIDEWALK DETAIL
NTS
(2)-#5 BARS, (18" LONG)
TYPICAL PRECAST CONCRETE WHEEL STOP
NTS
NOTES:
1. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 1:50 (2%) IN ALL DIRECTIONS PER ADA STANDARDS FOR ACCESSIBLE DESIGN SECTION 4.6.
PARALLEL PARKING SPACE DETAIL
NTS
NOTES:
1. ACCESSIBLE PARKING SPACES AND ACCESS AISLES SHALL BE LEVEL WITH SURFACE SLOPES NOT EXCEEDING 1:50 (2%) IN ALL DIRECTIONS PER ADA STANDARDS FOR ACCESSIBLE DESIGN SECTION 4.6.
TYPICAL PARKING SPACE DETAIL
NTS
SPECIAL EMPHASIS
STANDARD
NOTES:
1.) SEE PLANS FOR TYPE OF CROSSWALK STRIPING AND LOCATION.
2.) DETAILS REFERENCED F.D.O.T. INDEX NO. 711-001 & MU.T.C.D. SECTION 3B.17
3.) CROSSWALKS SHALL HAVE A MAXIMUM RUNNING SLOPE OF 1:20 (5%) AND A MAXIMUM CROSS SLOPE OF 1:50 (2%) PER ADA STANDARDS FOR ACCESSIBLE DESIGN SECTION 4.3.
TYPICAL PEDESTRIAN CROSSWALKS
NTS
(EXAMPLE SIGN LANGUAGE)
PRESERVE BOUNDARY LINE
No alterations permitted to soil, vegetation or water.
Environmentally Sensitive Area
NOTES:
1) PRESERVE MANAGEMENT AREA SIGNS SHALL COMPLY WITH COLLIER COUNTY LAND DEVELOPMENT CODE SECTIONS 3.05.04 G AND 5.06.00.
2) THE BOUNDARY OF THE PRESERVE MANAGEMENT AREA SHALL BE POSTED WITH APPROPRIATE SIGNAGE DENOTING THE AREA AS A PRESERVE. SIGN(S) SHOULD NOTE THAT THE POSTED AREA IS A PROTECTED AREA.
3) SIGNS SHALL BE PLACED OUTSIDE THE CONSERVATION EASEMENT NEAR EDGE OF THE PRESERVE. REFERENCE THE PLANS FOR LOCATIONS OF PRESERVE MANAGEMENT SIGNS.
4) MAXIMUM SIGN SPACING SHALL BE 300 FEET.
5) PERPETUAL MAINTENANCE OF PRESERVE SIGNS
PRESERVE AREA SIGN DETAIL
NTS
GALVANIZED STEEL PIPE
ROUNDED CAP
6" DIAMETER DUCTILE IRON PIPE FILLED WITH CONCRETE. PIPE TO BE PRIMED TO SEAL SURFACE AND PAINTED WITH HIGH VISIBILITY PAINT ("TRAFFIC YELLOW", OR COUNTY APPROVED EQUAL)
SLOPE CONCRETE FROM 1" ABOVE FINISHED GRADE
FINISHED GRADE
CONCRETE FOUNDATION PER FDOT 700-010-1
UNDISTURBED SOIL
VEHICULAR GUARD POST & HANDICAP PARKING SIGN
(FDOT INDEX #17355) NTS
TOW - AWAY
NO PARKING
ELECTRIC VEHICLES ONLY
XX HR ENFORCEABLE TIME LIMIT
MANUFACTURER
CHARGER SPECIFICATION
(D9-11B)
NOTES:
1. SIGNAGE DESIGN AND LOCATION SHALL BE IN ACCORDANCE WITH FDOT DESIGN STANDARDS, MUTCD, AND/OR ANY OTHER APPLICABLE SIGNING INDEX OR STANDARDS.
2. SIGNS PROVIDED FOR EXAMPLE ONLY. FINAL SIGNING AND APPLICABLE INFORMATION WILL BE AT THE DISCRETION OF THE OWNER(S) AND MAY VARY FROM THIS DETAIL.
3. ANY ENFORCEABLE LIMITS/PROVISIONS SHALL BE COORDINATED WITH THE OWNER(S), LOCAL JURISDICTION(S), AND ANY OTHER APPLICABLE PARTY, SUCH AS THE CHARGING STATION MANUFACTURER.
EXAMPLE ELECTRIC VEHICLE (EV) CHARGING STATION SIGNAGE
NTS
Kimley»Horn
© 2024 KIMLEY-HORN AND ASSOCIATES, INC.
1514 BROADWAY, SUITE 300, FORT MYERS, FL 33901
PHONE: (239) 277-0050 FAX: 941-379-4030
WWW.KIMLEY-HORN.COM CA 00000696
LICENSED PROFESSIONAL ENGINEER
SINA ESKANDARI P.E.
FLORIDA LICENSE NUMBER
82332
DATE
KHA PROJECT
248051002
OCTOBER 2024
SCALE AS SHOWN
DESIGNED/DP KHA
DRAWN BY KHA
CHECKED BY KHA
PAVING DETAILS
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO FLORIDA
SHEET NUMBER
C-57


CONSTRUCTION JUMPER ASSEMBLY
W-1
FIRE HYDRANT ASSEMBLY
W-2
FIRE HYDRANT ASSEMBLY WITH GRADE-LOK ADAPTOR
W-3
FIRE HYDRANT LOCATIONS/CLEARANCE
W-4
PERMANENT BLOW-OFF DETAIL
W-5
TEMPORARY BLOW OFF
W-6
BACTERIOLOGICAL SAMPLE VALVE
W-7
WATER MAIN FLUSHING DETAIL
W-8
VALVE INSTALLATION
W-9
16" AND LARGER VALVE INSTALLATION
W-10
TAPPING SLEEVE AND VALVE
W-11
2" POTABLE WATER SERVICE
(INSTALLATION BY CONTRACTOR)
W-12
1" POTABLE WATER SERVICE
(INSTALLATION BY CONTRACTOR)
W-13
METER BOX ASSEMBLY
ASSEMBLY PROVIDED BY BSU
W-14
SYSTEM CONNECTION
W-15
WATER DETAILS
Bonita Springs Utilities, Inc.
11860 E. TERRY STREET
BONITA SPRINGS, FLORIDA 34135
PHONE: (239) 992-0711 FAX: (239) 992-9223
SCALE: NOT TO SCALE
DATE: JULY 2002
DWG #: WDET.DWG
SHEET C-38

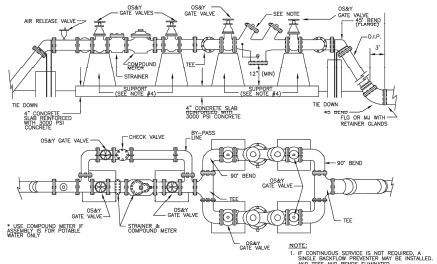

PRECAST MANHOLE – CONCENTRIC
SS-1
PRECAST MANHOLE – ECCENTRIC
SS-2
*REQUIRES WRITTEN BSU APPROVAL
DROP MANHOLE
SS-3
SHALLOW MANHOLE
SS-4
OFFSET MANHOLE RECONSTRUCTION
NOTE: REQUIRES SPECIAL APPROVAL BY BSU
SS-5
SECTION
PLAN
MANHOLE RING & COVER DETAIL
SS-7
MANHOLE CONCRETE COLLAR
SS-8
SEWER SERVICE CONNECTION
TEMPORARY SERVICE
FLOW LINE CHANNELS
SS-6
DETAIL A
PERMANENT SERVICE
PERMANENT SERVICE
(REQUIRES WRITTEN BSU APPROVAL)
SEWER CONNECTION
FOR DEPTHS OVER 8 FEET
SS-10
CROSS SECTION
ELEVATION
SHALLOW MANHOLE DETAIL
WITH 4" AND 6" SERVICES
SS-25
GREASE INTERCEPTOR
SS-11
CLEANOUT ASSEMBLY
SS-9
COVERS ARE MARKED WITH "S"
B.S.U. DETAIL SHEETS MUST REMAIN AS IS (NO ALTERATIONS)
IF ADDITIONAL DETAILS ARE REQUIRED SUBMIT ON SEPERATE SHEET
CLIENT:
PROJECT:
TITLE:
WASTEWATER DETAILS
SCALE: NOT TO SCALE
DATE: JULY 2002
DWG #: WWDET.DWG
SHEET
Bonita Springs Utilities, Inc.
11860 E. TERRY STREET
BONITA SPRINGS, FLORIDA 34135
PHONE: (239) 992-0711 FAX: (239) 992-9223


RESTRAINT TABLE
RESTRAINT TABLE
CB-1
THRUST RESTRAINING
CB-2
PIPE BEDDING
CB-3
AIR RELEASE VALVE
CB-4
DUCTILE IRON TRANSITION COUPLING
CB-5
PVC PRESSURE LINE CONFLICT ADJUSTMENT FITTINGS
CB-6
CROSS OVER DETAIL
CB-7
CONFLICT ADJUSTMENT MJ
CB-8
TRENCH CROSS SECTION
CB-9
JACK AND BORE
CB-10
VALVE PAD
CB-11
GUARD POST DETAIL
CB-12
Bonita Springs Utilities, Inc.
COMBINATION WATER/WASTEWATER DETAILS
11860 E. TERRY STREET
BONITA SPRINGS, FLORIDA 34135
PHONE: (239) 992-0711 FAX: (239) 992-9223
SCALE: NOT TO SCALE
DATE: JULY 2002
DWG #: COMBDET.DWG
SHEET C-60

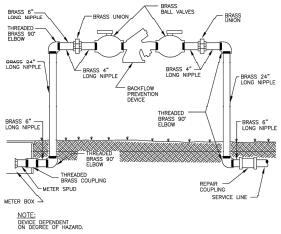

PUMP STATION WETWELL DATA
GENERAL NOTES
EQUIPMENT SPECIFICATIONS
Bonita Springs Utilities, Inc.
IN CASE OF EMERGENCY CONTACT BSU 239-992-0711
TOW AWAY
7 DAYS A WEEK ZONE 24 HRS A DAY
UNAUTHORIZED VEHICLES & VESSELS WILL BE TOWED AT OWNER'S EXPENSE
FL. ST. STATS. 715.07 713.78
PUMP STATION SIGNAGE
HEADER PIPES – DETAIL 1
HEADER PIPES – DETAIL 2
PIPE SUPPORT
PUMP STATION SITE LAYOUT AND LANDSCAPE PLAN
PUMP STATION DETAIL
4" DIAMETER PUMP DISCHARGE BASE PLATE
6' WET WELL
ELECTRIC METER POST
CONTROL PANEL (REAR)
CONTROL PANEL (FRONT)
54" x 48" ALUMINUM ACCESS HATCH
PUMP STATION DETAILS
Bonita Springs Utilities, Inc.



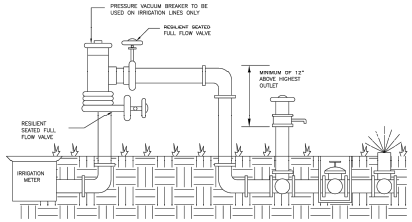
STANDARD METER/BACKFLOW ASSEMBLY DETAIL
BF-1



BONITA SPRINGS UTILITIES BACKFLOW PREVENTION DETAIL 3" OR LARGER COMPOUND METER AND BACKFLOW PREVENTOR
(ONLY WITH BSU PRIOR APPROVAL)
BF-2



BONITA SPRINGS UTILITIES BACKFLOW PREVENTION DETAIL BACKFLOW PREVENTION DEVICE 3/4" - 2"
NEW INSTALLATIONS BY BSU
(EXCEPT FOR BACKFLOWS ON FIRELINES)
BF-3



BONITA SPRINGS UTILITIES BACKFLOW PREVENTION DETAIL PRESSURE VACUUM BREAKER
BF-4

CONSULTANTS COMMENTS:

B.S.U. DETAIL SHEETS MUST REMAIN AS IS (NO ALTERATIONS)
IF ADDITIONAL DETAILS ARE REQUIRED SUBMIT ON SEPERATE SHEET

CLIENT:

PROJECT:

Bonita Springs Utilities, Inc.

TITLE: BACKFLOW DETAILS

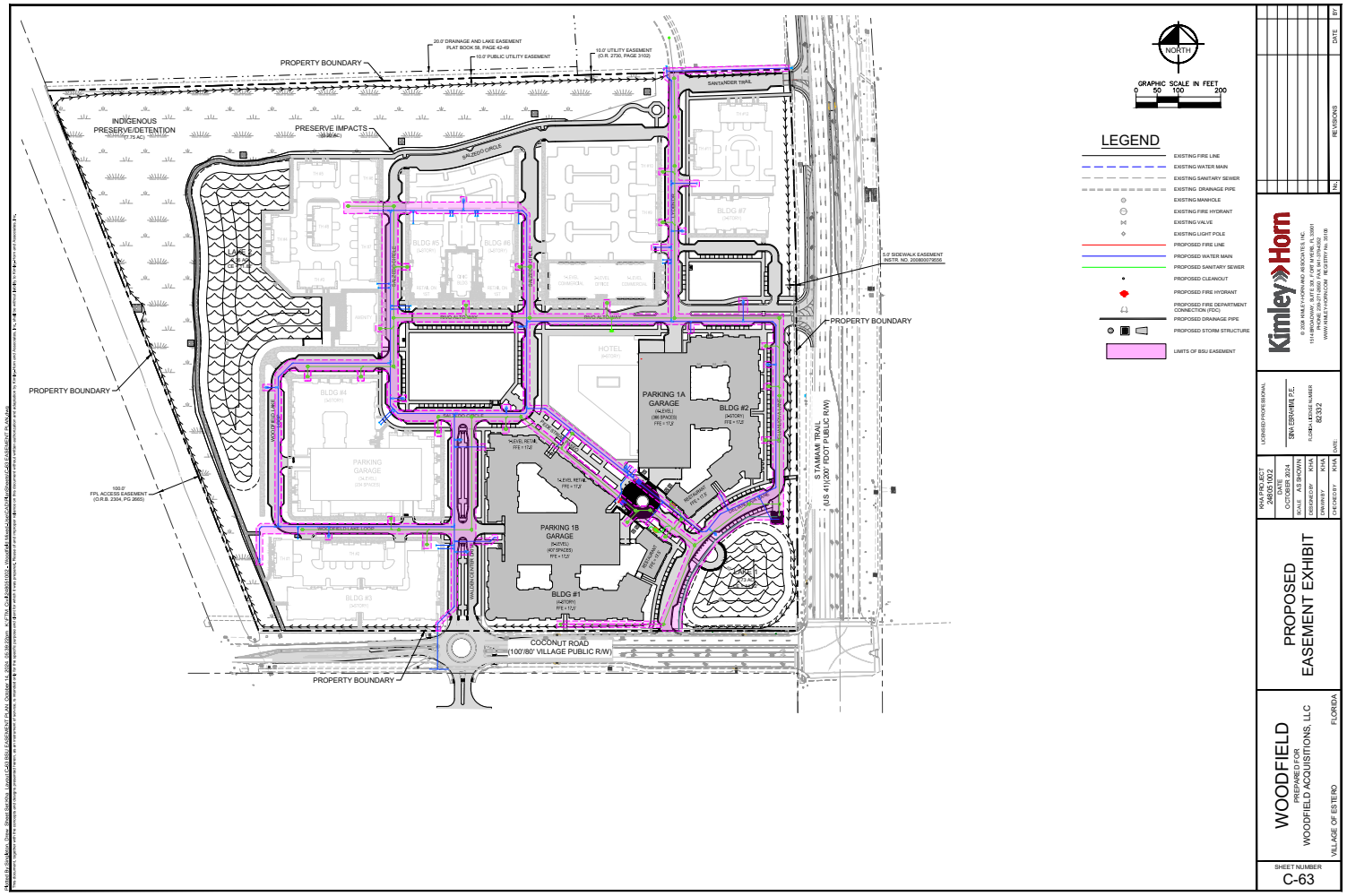
SCALE: NOT TO SCALE

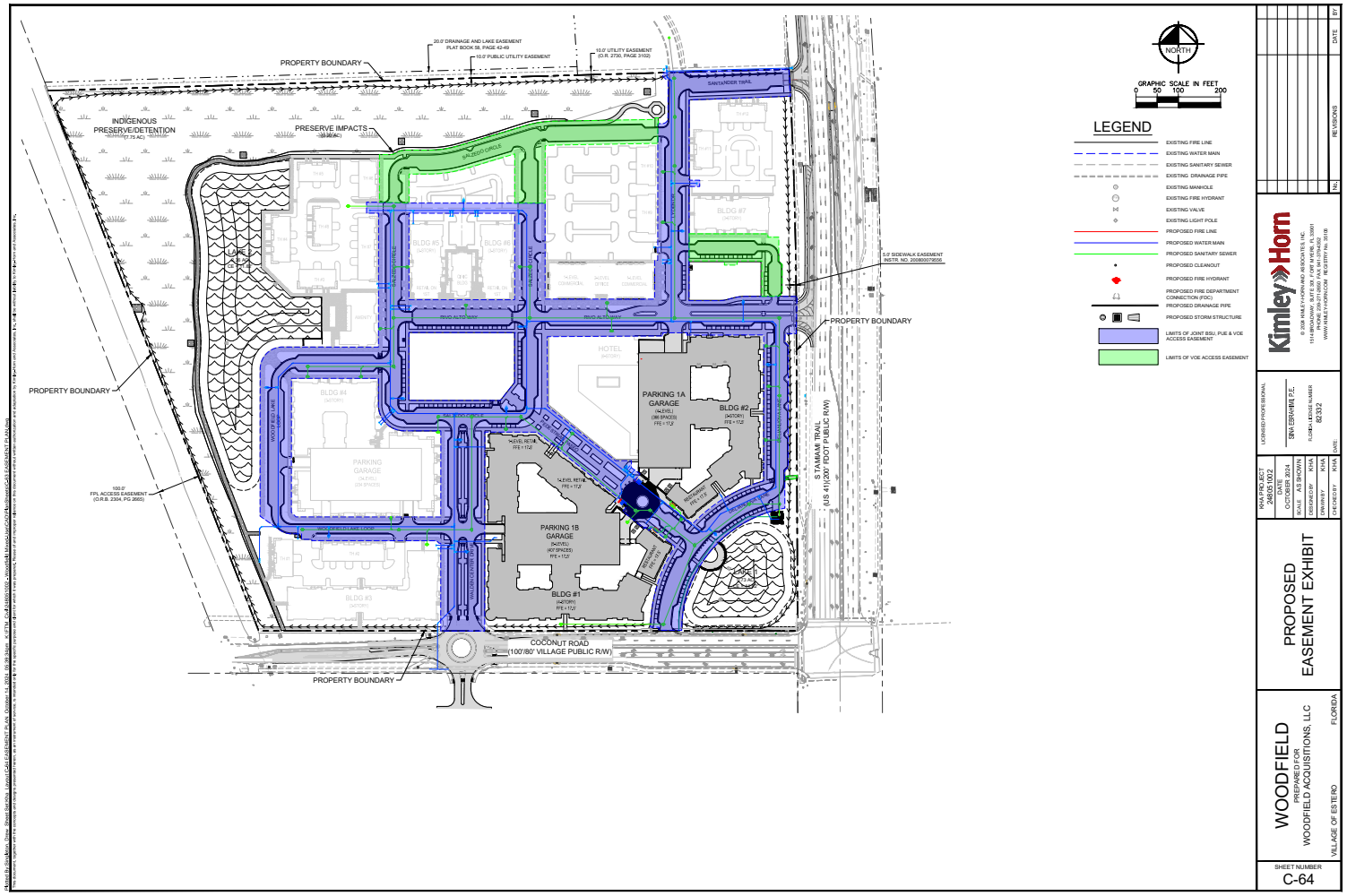
DATE: JULY 2002

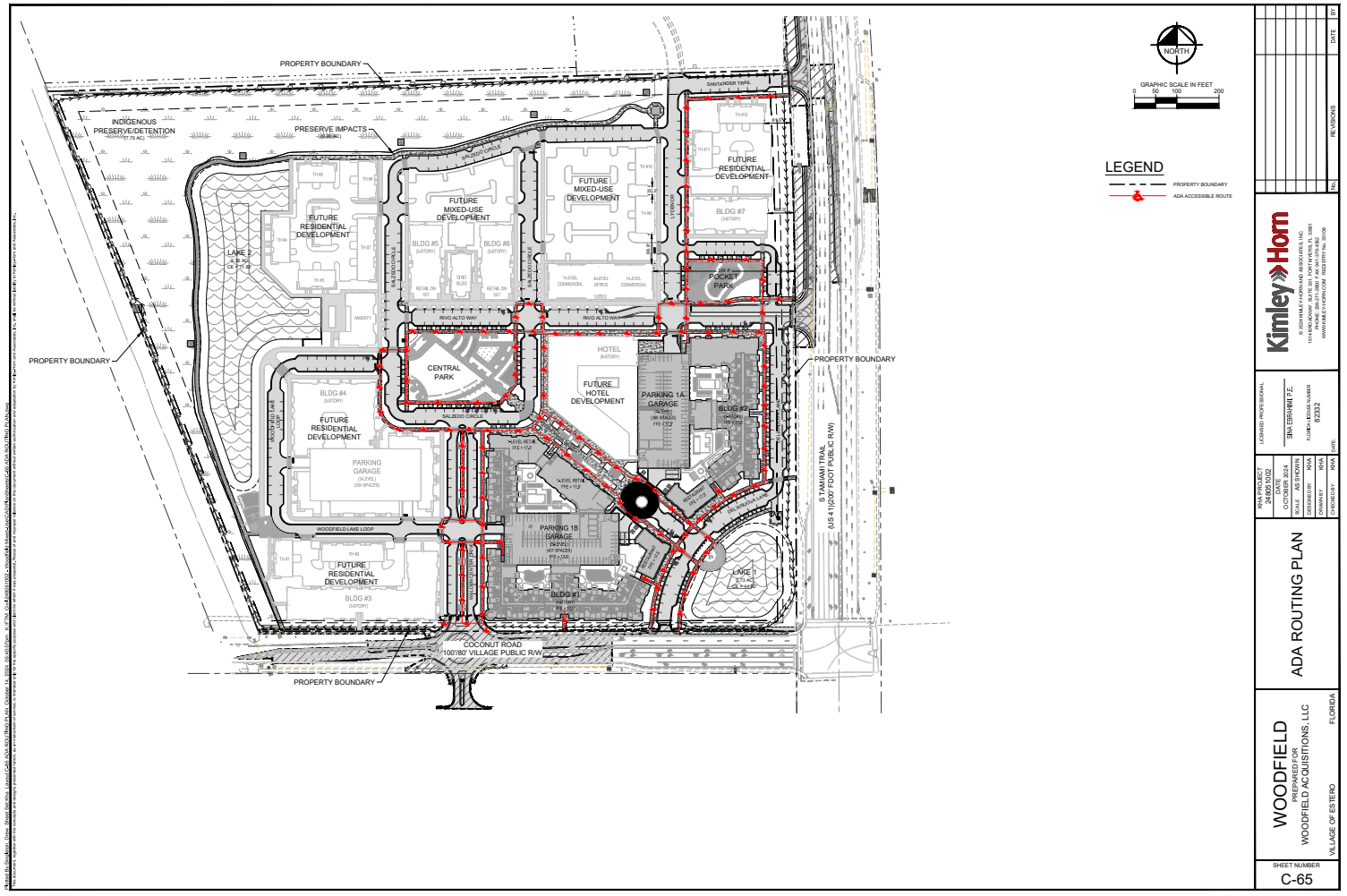
DWG #: BAKFLW.DWG

SHEET C-62

11860 E. TERRY STREET
BONITA SPRINGS, FLORIDA 34135
PHONE: (239) 992-0711 FAX: (239) 992-9223


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION
PRESERVE IMPACTS
LAKE 1
LAKE 2
BLDG #1
BLDG #2
BLDG #3
BLDG #4
BLDG #5
BLDG #6
BLDG #7
HOTEL
PARKING 1A GARAGE
PARKING 1B GARAGE
PARKING GARAGE
COCONUT ROAD
(100'/80' VILLAGE PUBLIC R/W)
S TAMIAMI TRAIL
(US 41/200' FOOT PUBLIC R/W)
5.0' SIDEWALK EASEMENT
INSTR. NO. 2008000079256
100.0' FPL ACCESS EASEMENT
(O.R.B. 2304, PG 2665)
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
LEGEND
EXISTING FIRE LINE
EXISTING WATER MAIN
EXISTING SANITARY SEWER
EXISTING DRAINAGE PIPE
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING VALVE
EXISTING LIGHT POLE
PROPOSED FIRE LINE
PROPOSED WATER MAIN
PROPOSED SANITARY SEWER
PROPOSED CLEANOUT
PROPOSED FIRE HYDRANT
PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
LIMITS OF BSU EASEMENT
Kimley»Horn
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
PROPOSED
EASEMENT EXHIBIT
SHEET NUMBER
C-63


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION
PRESERVE IMPACTS
LAKE 1
LAKE 2
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PROPERTY BOUNDARY
PARKING 1A GARAGE
BLDG #2
PARKING 1B GARAGE
BLDG #1
HOTEL
BLDG #3
BLDG #4
BLDG #5
BLDG #6
BLDG #7
PARKING GARAGE
COCONUT ROAD
(100'/80' VILLAGE PUBLIC R/W)
S TAMIAMI TRAIL
(US 41) (200' FDOT PUBLIC R/W)
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
LEGEND
EXISTING FIRE LINE
EXISTING WATER MAIN
EXISTING SANITARY SEWER
EXISTING DRAINAGE PIPE
EXISTING MANHOLE
EXISTING FIRE HYDRANT
EXISTING VALVE
EXISTING LIGHT POLE
PROPOSED FIRE LINE
PROPOSED WATER MAIN
PROPOSED SANITARY SEWER
PROPOSED CLEANOUT
PROPOSED FIRE HYDRANT
PROPOSED FIRE DEPARTMENT CONNECTION (FDC)
PROPOSED DRAINAGE PIPE
PROPOSED STORM STRUCTURE
LIMITS OF JOINT BSU, PUE & VOE ACCESS EASEMENT
LIMITS OF VOE ACCESS EASEMENT
Kimley»Horn
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
PROPOSED
EASEMENT EXHIBIT
SHEET NUMBER
C-64


PROPERTY BOUNDARY
INDIGENOUS PRESERVE/DETENTION
PRESERVE IMPACTS
FUTURE RESIDENTIAL DEVELOPMENT
FUTURE MIXED-USE DEVELOPMENT
BLDG #5
BLDG #6
BLDG #7
LAKE 2
POCKET PARK
CENTRAL PARK
HOTEL
FUTURE HOTEL DEVELOPMENT
PARKING 1A GARAGE
BLDG #2
BLDG #4
PARKING GARAGE
BLDG #3
PARKING 1B GARAGE
BLDG #1
LAKE 1
S TAMIAMI TRAIL (US 41)/200' FDOT PUBLIC R/W
COCONUT ROAD
100'/80' VILLAGE PUBLIC R/W
NORTH
GRAPHIC SCALE IN FEET
0 50 100 200
LEGEND
PROPERTY BOUNDARY
ADA ACCESSIBLE ROUTE
Kimley»Horn
WOODFIELD
PREPARED FOR
WOODFIELD ACQUISITIONS, LLC
VILLAGE OF ESTERO
FLORIDA
ADA ROUTING PLAN
SHEET NUMBER
C-65

Extra White
SHERWIN WILLIAMS - SW 7006
TRIMS
SW 7556
Crème
SHERWIN WILLIAMS - SW 7556
STUCCO
COLOR 1
Tony Taupe
SHERWIN WILLIAMS - SW 7038
STUCCO
COLOR 2
Reflecting Pool
SHERWIN WILLIAMS - SW 6486
STUCCO
COLOR 3
SW 7525
Tree Branch
SHERWIN WILLIAMS - SW 7525
STUCCO
COLOR 4
SW 7518
Beach House
SHERWIN WILLIAMS - SW 7518
STUCCO
COLOR 5
STONE
OLDCASTLE JEWELL
HONED LUEDER STONE
OR SIMILAR
SPANISH S TILES
VEREA CLAY TILE VINTAGE
OR SIMILAR
ACCENT WALL TILE
MODA CHELSEA
PORCELAIN TILE
OR SIMILAR
EAST ELEVATION
SOUTH ELEVATION
STUCCO COLOR 1
SPANISH TILES
STUCCO COLOR 2
METAL RAILING
STUCCO COLOR 4
STUCCO COLOR 1
METAL AWNING
STONE
DECORATIVE SHUTTER
ARCHITECTURAL FEATURE
MEAN ROOF HEIGHT
ROOF LEVEL
LEVEL 4
LEVEL 3
LEVEL 2
LEVEL 1
SOUTH ELEVATION
STUCCO COLOR 2
STUCCO COLOR 1
STUCCO COLOR 3
SPANISH TILES
STONE
STUCCO COLOR 1
Le Bistro
EAST ELEVATION
SCALE: 1/16" = 1'-0" (24"x36" SHEET)
0'
16'
32'
64'
10.11.2024
HUMPHREYS & PARTNERS
ARCHITECTS L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com
CLIENT
WOODFIELD DEVELOPMENT
PROJECT INFO
VILLAGE OF ESTERO
ESTERO, FL
ISSUE
COLOR ELEVATIONS
SHEET DESCRIPTION
BUILDING I ELEVATIONS
JOB NUMBER
22212
DATE
OCTOBER 10, 2024
DRAWN BY
-
SHEET
A491
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Extra White
SHERWIN WILLIAMS - SW 7006
TRIMS
SW 7556
Crème
SHERWIN WILLIAMS - SW 7556
STUCCO
COLOR 1
Tony Taupe
SHERWIN WILLIAMS - SW 7038
STUCCO
COLOR 2
Reflecting Pool
SHERWIN WILLIAMS - SW 6486
STUCCO
COLOR 3
SW 7525
Tree Branch
SHERWIN WILLIAMS - SW 7525
STUCCO
COLOR 4
SW 7518
Beach House
SHERWIN WILLIAMS - SW 7518
STUCCO
COLOR 5
STONE
OLDCASTLE JEWELL
HONED LUEDER STONE
OR SIMILAR
SPANISH S TILES
VEREA CLAY TILE VINTAGE
OR SIMILAR
ACCENT WALL TILE
MODA CHELSEA
PORCELAIN TILE
OR SIMILAR
NORTH ELEVATION
WEST ELEVATION
NORTH ELEVATION
STONE
STUCCO COLOR 1
SPANISH TILES
STUCCO COLOR 2
STUCCO COLOR 1
DECORATIVE SHUTTER
DECORATIVE TILES
METAL RAILING
STUCCO COLOR 2
METAL AWNING
STUCCO COLOR 2
WOOD TRELLIS
NORTH ELEVATION
GLASS RAILING
STUCCO COLOR 1
SPANISH TILES
STUCCO COLOR 2
STUCCO COLOR 1
METAL RAILING
METAL AWNING
STUCCO COLOR 2
WEST ELEVATION
SCALE: 1/16" = 1'-0" (24"x36" SHEET)
0' 16' 32' 64'
10.11.2024
HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com
CLIENT
WOODFIELD DEVELOPMENT
PROJECT INFO
VILLAGE OF ESTERO
ESTERO, FL
ISSUE
COLOR ELEVATIONS
SHEET DESCRIPTION
BUILDING I ELEVATIONS
JOB NUMBER
22212
DATE
OCTOBER 10, 2024
DRAWN BY
-
SHEET
A492

Extra White
SHERWIN WILLIAMS - SW 7006
TRIMS
SW 7556
Crème
SHERWIN WILLIAMS - SW 7556
STUCCO
COLOR 1
Tony Taupe
SHERWIN WILLIAMS - SW 7038
STUCCO
COLOR 2
Reflecting Pool
SHERWIN WILLIAMS - SW 6486
STUCCO
COLOR 3
SW 7525
Tree Branch
SHERWIN WILLIAMS - SW 7525
STUCCO
COLOR 4
SW 7518
Beach House
SHERWIN WILLIAMS - SW 7518
STUCCO
COLOR 5
STONE
OLDCASTLE JEWELL
HONED LUEDER STONE
OR SIMILAR
SPANISH S TILES
VEREA CLAY TILE VINTAGE
OR SIMILAR
ACCENT WALL TILE
MODA CHELSEA
PORCELAIN TILE
OR SIMILAR
EAST ELEVATION
SOUTH ELEVATION
DECORATIVE SHUTTER
STONE
SPANISH TILES
METAL AWNING
STUCCO COLOR 3
STUCCO COLOR 1
ARCHITECTURAL FEATURE
MEAN ROOF HEIGHT
ROOF LEVEL
LEVEL 3
LEVEL 2
LEVEL 1
SOUTH ELEVATION
DECORATIVE SHUTTER
METAL RAILING
METAL AWNING
STUCCO COLOR 1
STUCCO COLOR 4
SPANISH TILES
STUCCO COLOR 1
EAST ELEVATION
SCALE: 1/16" = 1'-0" (24"x36" SHEET)
0'
16'
32'
64'
10.11.2024
HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com
CLIENT
WOODFIELD DEVELOPMENT
PROJECT INFO
VILLAGE OF ESTERO
ESTERO, FL
ISSUE
COLOR ELEVATIONS
SHEET DESCRIPTION
BUILDING II ELEVATIONS
JOB NUMBER
22212
DATE
OCTOBER 10, 2024
DRAWN BY
-
SHEET
A493
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Extra White
SHERWIN WILLIAMS - SW 7006
TRIMS
SW 7556
Crème
SHERWIN WILLIAMS - SW 7556
STUCCO
COLOR 1
Tony Taupe
SHERWIN WILLIAMS - SW 7038
STUCCO
COLOR 2
Reflecting Pool
SHERWIN WILLIAMS - SW 6486
STUCCO
COLOR 3
SW 7525
Tree Branch
SHERWIN WILLIAMS - SW 7525
STUCCO
COLOR 4
SW 7518
Beach House
SHERWIN WILLIAMS - SW 7518
STUCCO
COLOR 5
STONE
OLDCASTLE JEWELL
HONED LUEDER STONE
OR SIMILAR
SPANISH S TILES
VEREA CLAY TILE VINTAGE
OR SIMILAR
ACCENT WALL TILE
MODA CHELSEA
PORCELAIN TILE
OR SIMILAR
NORTH ELEVATION
WEST ELEVATION
DECORATIVE SHUTTER
STUCCO COLOR 1
METAL RAILING
METAL AWNING
SPANISH TILES
STUCCO COLOR 1
STUCCO COLOR 5
ARCHITECTURAL FEATURE 49'-11"
MEAN ROOF HEIGHT 41'-6"
ROOF LEVEL 35'-2"
LEVEL 3 25'-0"
LEVEL 2 14'-10"
LEVEL 1 0'-0"
LEASING
NORTH ELEVATION
COLOR 1
COLOR 1
TRELLIS
COLOR 2
METAL RAILING
STUCCO COLOR 2
STUCCO COLOR 1
SPANISH TILES
METAL AWNING
METAL RAILING
STONE
DECORATIVE SHUTTER
WEST ELEVATION
COCONUT PALMS
FISHTAIL PALMS
SCALE: 1/16" = 1'-0" (24"x36" SHEET)
0' 16' 32' 64'
10.11.2024
HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com
CLIENT
WOODFIELD DEVELOPMENT
PROJECT INFO
VILLAGE OF ESTERO
ESTERO, FL
ISSUE
COLOR ELEVATIONS
SHEET DESCRIPTION
BUILDING II ELEVATIONS
JOB NUMBER
22212
DATE
July 19th, 2024
DRAWN BY
-
SHEET
A494
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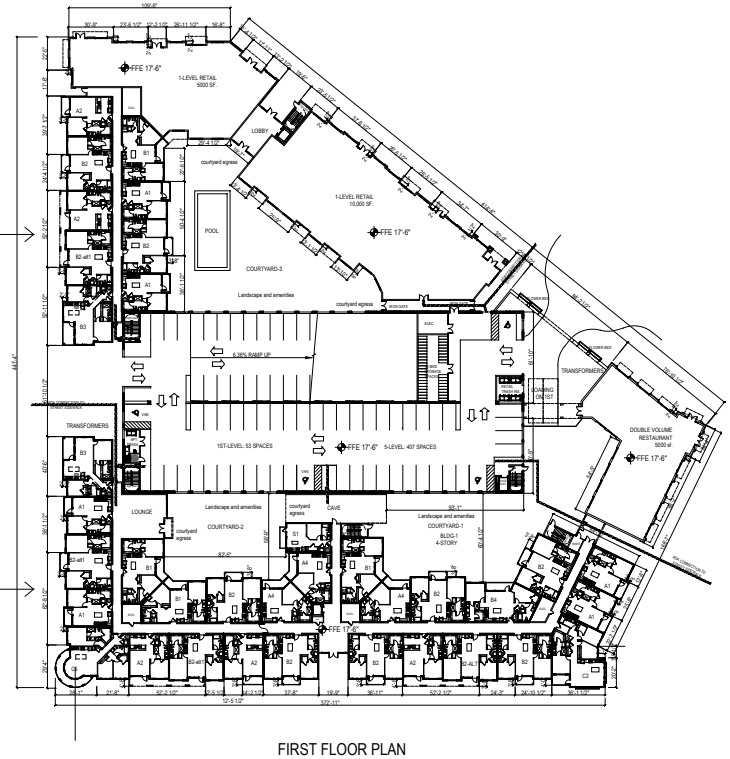
NORTH BUILDING GROSS GROUND FLOOR: 30,823 S.F.

(Horizontal wall planes shall be interrupted with an offset dimension of at least 16" for every 75 linear feet for facades facing roads or providing primary entrances, and ever 100 linear feet for all other facades.)

SOUTH BUILDING GROSS GROUND FLOOR: 42,161 S.F.

(Horizontal wall planes shall be interrupted with an offset dimension of at least 2' for every 100 linear feet for facades facing roads or providing primary entrances, and ever 150 linear feet for all other facades.)



FIRST FLOOR PLAN

(ALL EV CHARGING STATIONS ARE LOCATED IN SURFACE PARKING AREAS, PENDING FORMAL INTERPRETATIONS OF THE FIRE PREVENTION CODE RELATING TO HAZARD CLASSIFICATIONS FOR EV CAR CHARGING)

ADA PATH

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0600 | www.humphreys.com

CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 1 1ST FLOOR PLAN	22212	7/31/2024 DRAWN BY	A410

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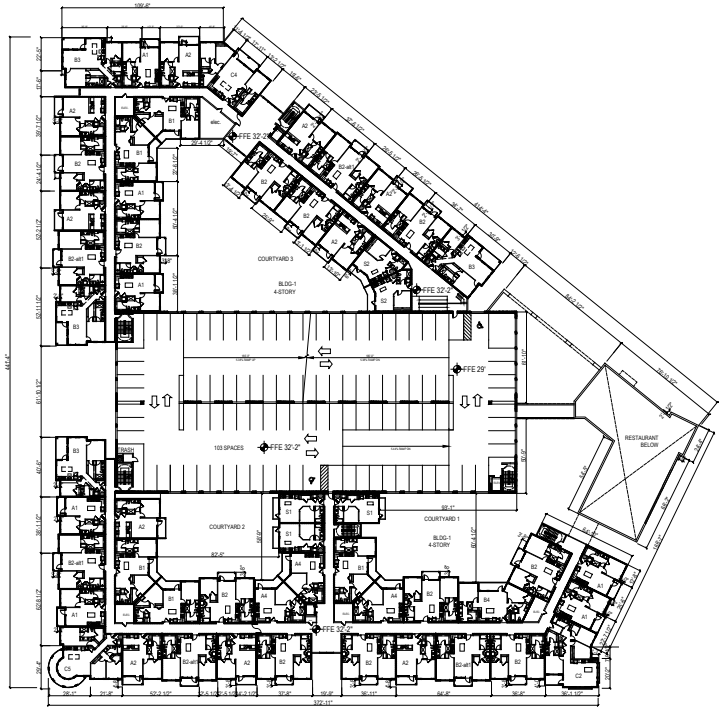

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0600 | www.humphreys.com

CLIENT
WOODFIELD DEVELOPMENT

PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL

ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002

SHEET DESCRIPTION
BUILDING 1
2ND FLOOR PLAN

JOB NUMBER
22212

DATE
7/31/2024
DRAWN BY

SHEET
A411

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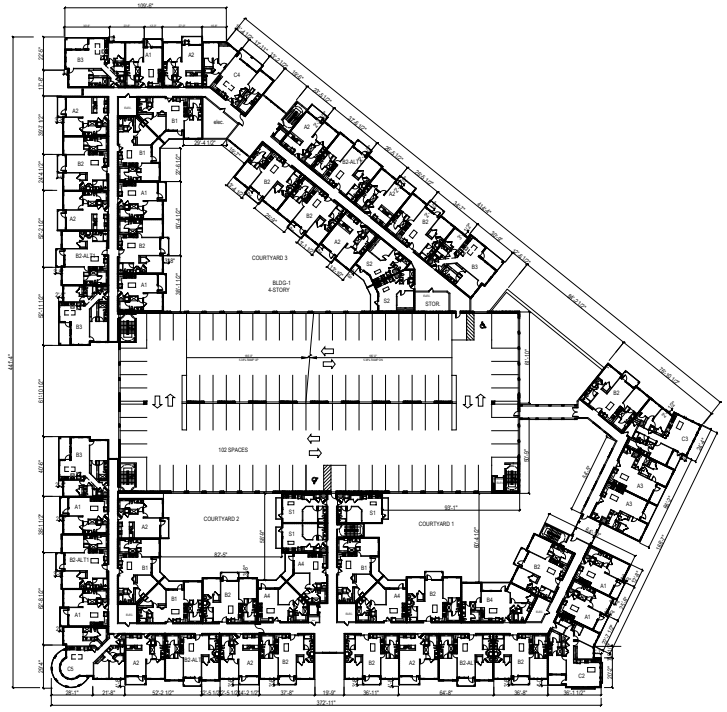

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0600 | www.humphreys.com

CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 1 3RD FLOOR PLAN	22212	7/31/2024 DRAWN BY	A412

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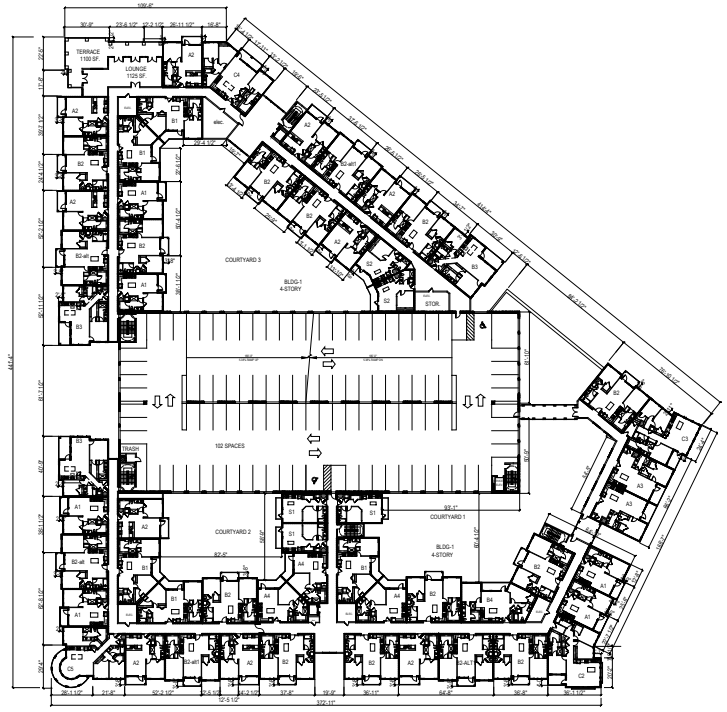

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0600 | www.humphreys.com

CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 1 4TH FLOOR PLAN	22212	7/31/2024 DRAWN BY	A413

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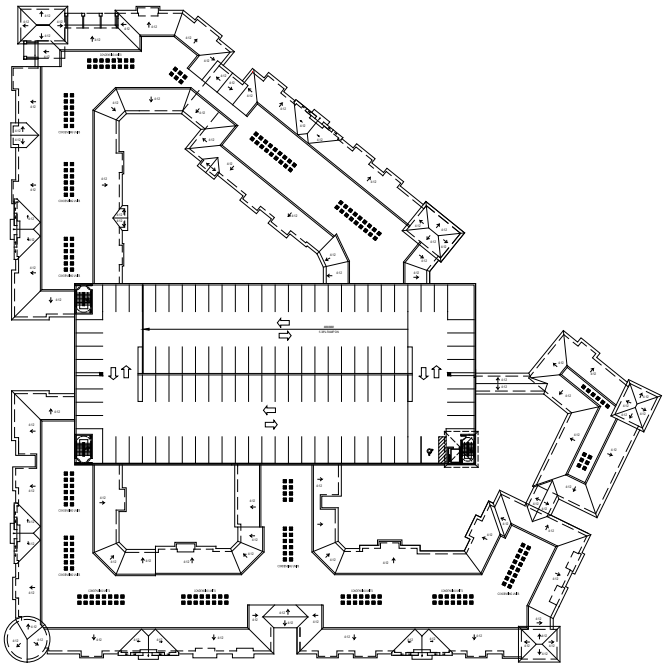

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

HUMPHREYS & PARTNERS ARCHITECTS L.P
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0600 | www.humphreys.com

CLIENT
WOODFIELD DEVELOPMENT

PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL

ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002

SHEET DESCRIPTION
BUILDING 1
5TH (ROOF) FLOOR PLAN

JOB NUMBER
22212

DATE
7/31/2024
DRAWN BY

SHEET
A414

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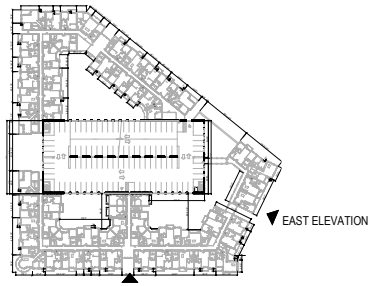
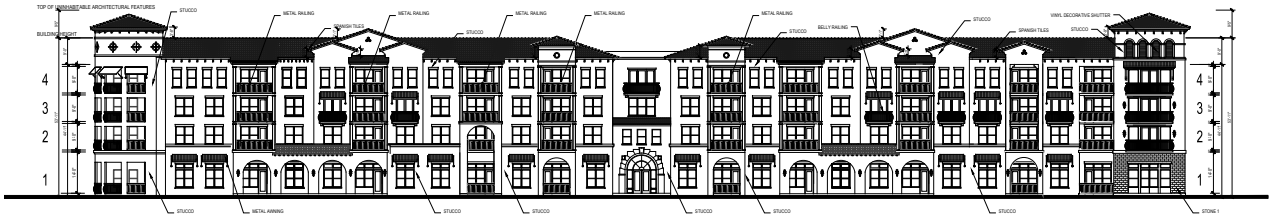
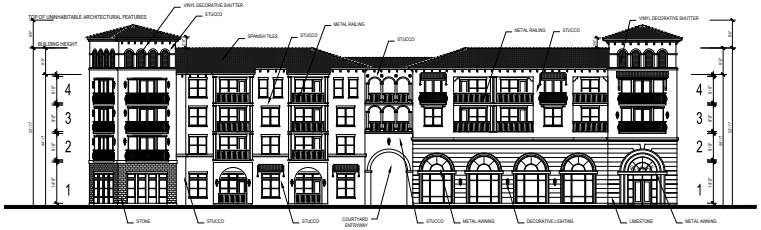




SOUTH ELEVATION



EAST ELEVATION

SCALE: 1/16" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

HUMPHREYS & PARTNERS ARCHITECTS L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.9636 | www.humphreys.com

CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 1 ELEVATIONS	22212	7/31/2024 DRAWN BY LR.	A415

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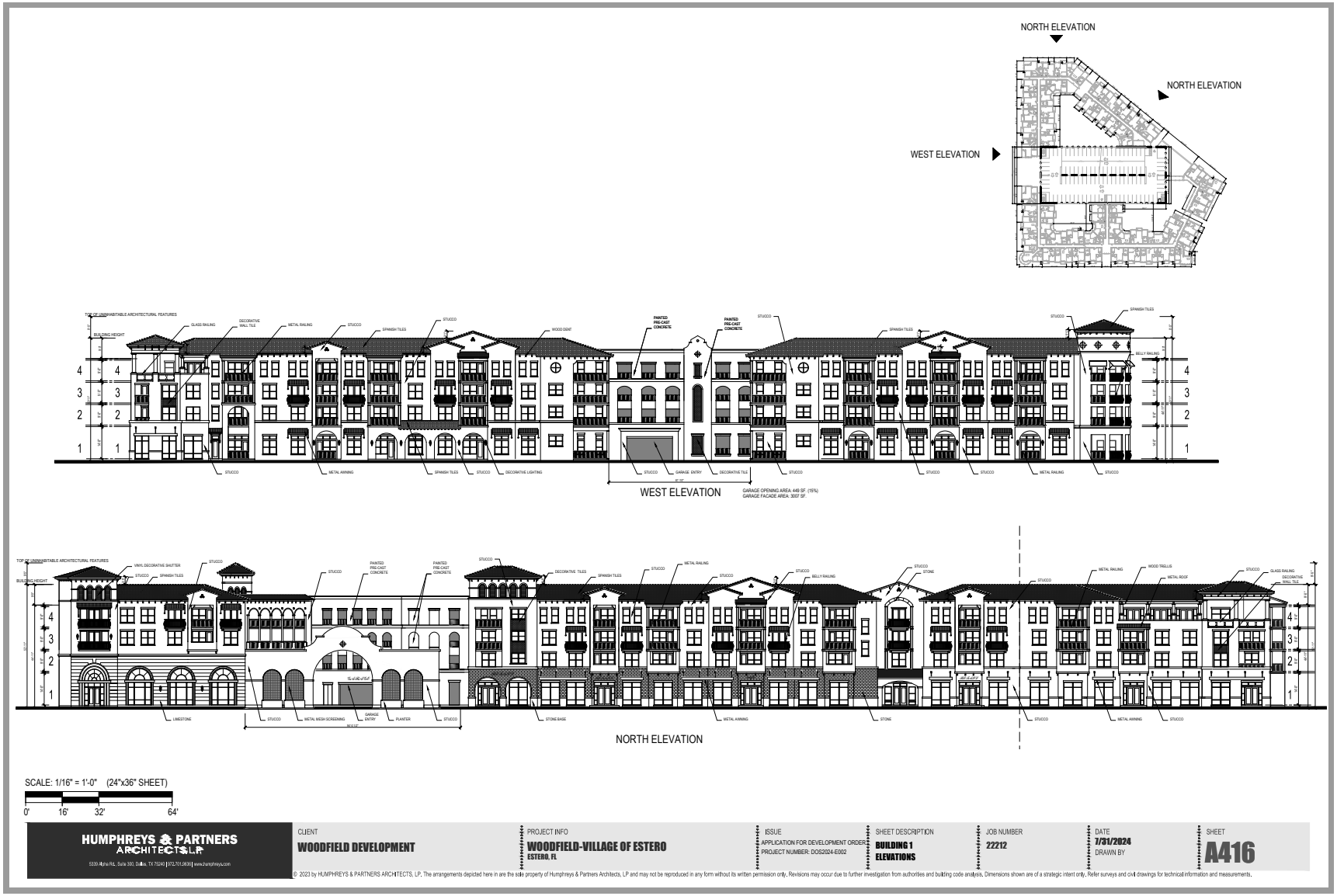
NORTH ELEVATION
NORTH ELEVATION
WEST ELEVATION
WEST ELEVATION
GARAGE OPENING AREA: 448 SF. (15%)
GARAGE FACADE AREA: 3007 SF.
NORTH ELEVATION
SCALE: 1/16" = 1'-0" (24"x36" SHEET)
0'
16'
32'
64'
HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0939 | www.humphreys.com
CLIENT
WOODFIELD DEVELOPMENT
PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL
ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002
SHEET DESCRIPTION
BUILDING 1
ELEVATIONS
JOB NUMBER
22212
DATE
7/31/2024
DRAWN BY
SHEET
A416
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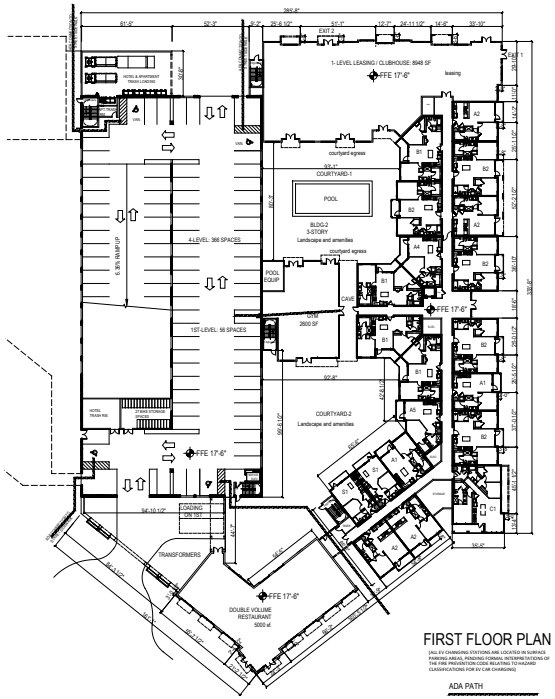

FIRST FLOOR PLAN

[ALL EV CHARGING STATIONS ARE LOCATED IN SURFACE PARKING AREAS, PENDING FORMAL INTERPRETATIONS OF THE FIRE PREVENTION CODE RELATING TO HAZARD CLASSIFICATIONS FOR EV CAR CHARGING]

ADA PATH

GROUND FLOOR BUILDING AREA: 43,957 S.F.

(Horizontal wall planes shall be interrupted with an offset dimension of at least 2' for every 100 linear feet for facades facing roads or providing primary entrances, and ever 150 linear feet for all other facades.)

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

HUMPHREYS & PARTNERS ARCHITECTS, L.P.
5339 Alpha Rd, Suite 300, Dallas, TX 75240 | 972.701.0600 | www.humphreys.com

CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 2 1ST FLOOR PLAN	22212	7/31/2024 DRAWN BY	A420

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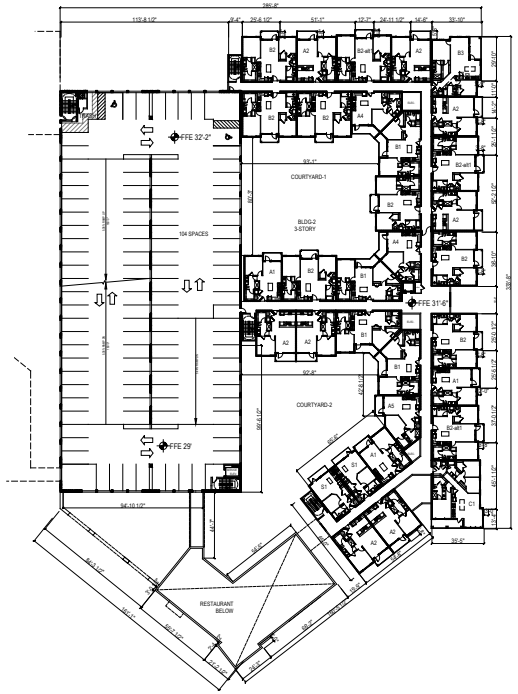

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

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CLIENT
WOODFIELD DEVELOPMENT

PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL

ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002

SHEET DESCRIPTION
BUILDING 2
2ND FLOOR PLAN

JOB NUMBER
22212

DATE
7/31/2024
DRAWN BY

SHEET
A421

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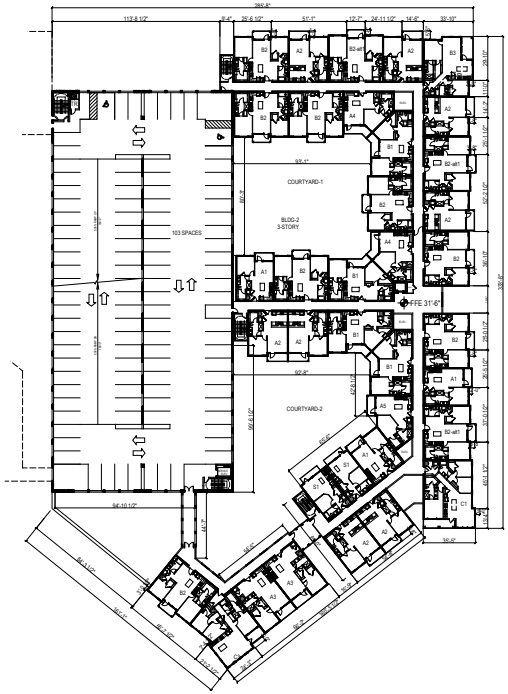

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

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CLIENT
WOODFIELD DEVELOPMENT

PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL

ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002

SHEET DESCRIPTION
BUILDING 2
3RD FLOOR PLAN

JOB NUMBER
22212

DATE
7/31/2024
DRAWN BY

SHEET
A422

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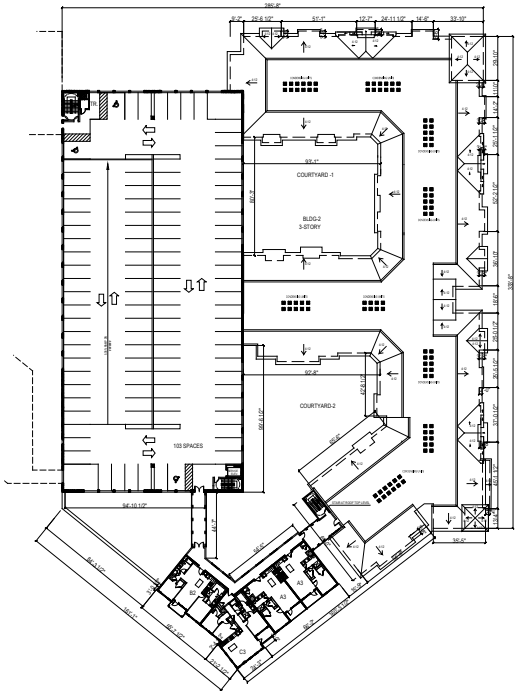

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

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CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 2 4TH FLOOR PLAN	22212	7/31/2024 DRAWN BY	A423

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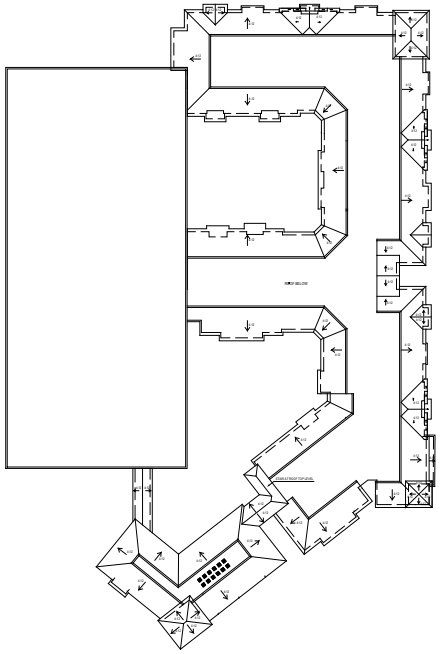

SCALE: 1/32" = 1'-0" (24"x36" SHEET)

0' 32' 64' 128'

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CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 2 ROOF PLAN	22212	7/31/2024 DRAWN BY	A424

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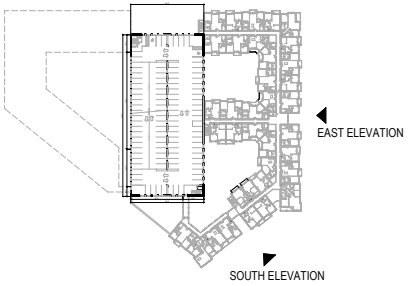

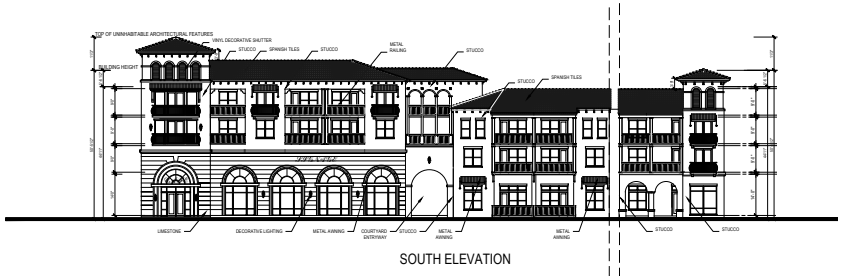

SOUTH ELEVATION

EAST ELEVATION

SCALE: 1/16" = 1'-0" (24"x36" SHEET)

0' 16' 32' 64'

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CLIENT
WOODFIELD DEVELOPMENT

PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL

ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002

SHEET DESCRIPTION
BUILDING 2
ELEVATIONS

JOB NUMBER
22212

DATE
7/31/2024
DRAWN BY

SHEET
A425

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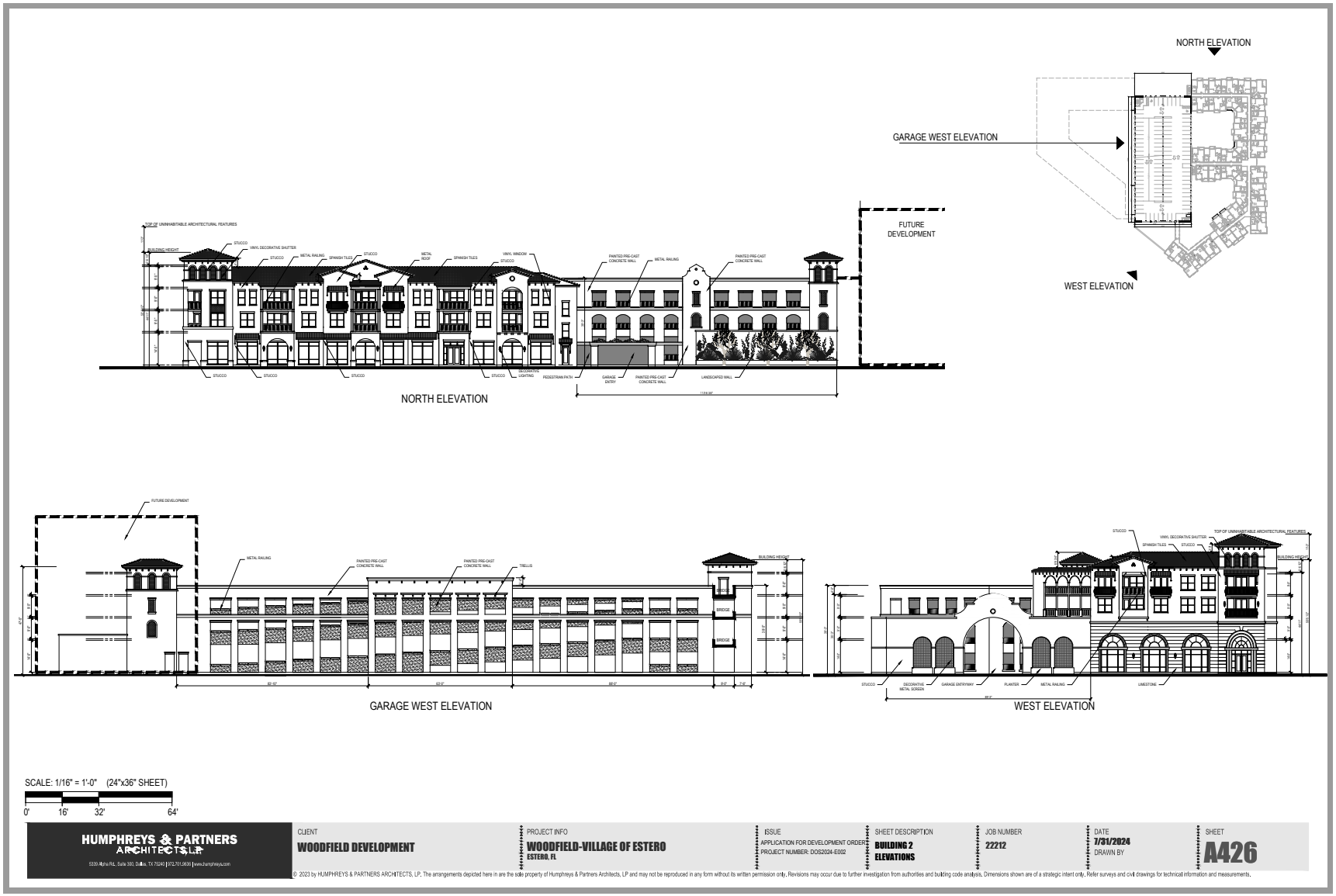
NORTH ELEVATION
GARAGE WEST ELEVATION
WEST ELEVATION
FUTURE DEVELOPMENT
NORTH ELEVATION
GARAGE WEST ELEVATION
WEST ELEVATION
SCALE: 1/16" = 1'-0" (24"x36" SHEET)
0'
16'
32'
64'
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CLIENT
WOODFIELD DEVELOPMENT
PROJECT INFO
WOODFIELD-VILLAGE OF ESTERO
ESTERO, FL
ISSUE
APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002
SHEET DESCRIPTION
BUILDING 2
ELEVATIONS
JOB NUMBER
22212
DATE
7/31/2024
DRAWN BY
SHEET
A426
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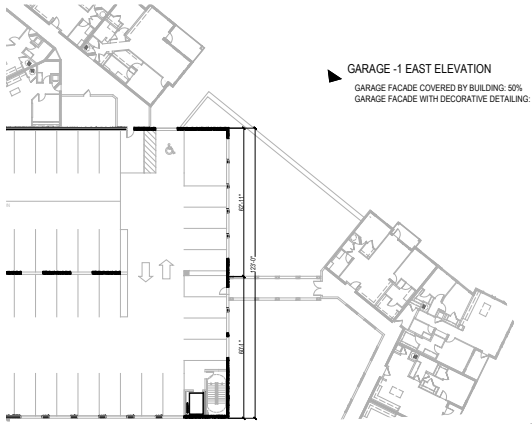
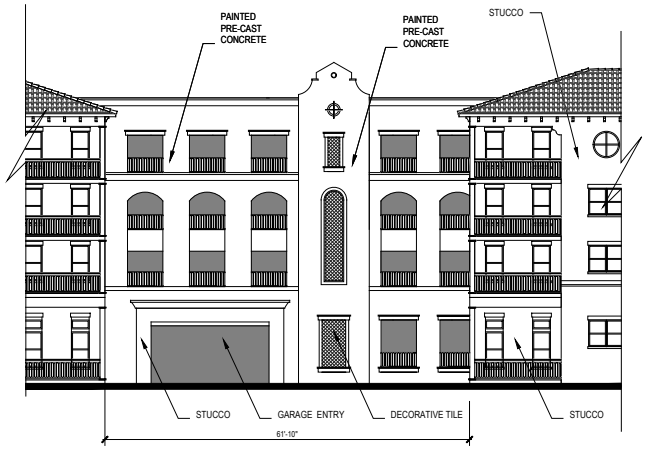
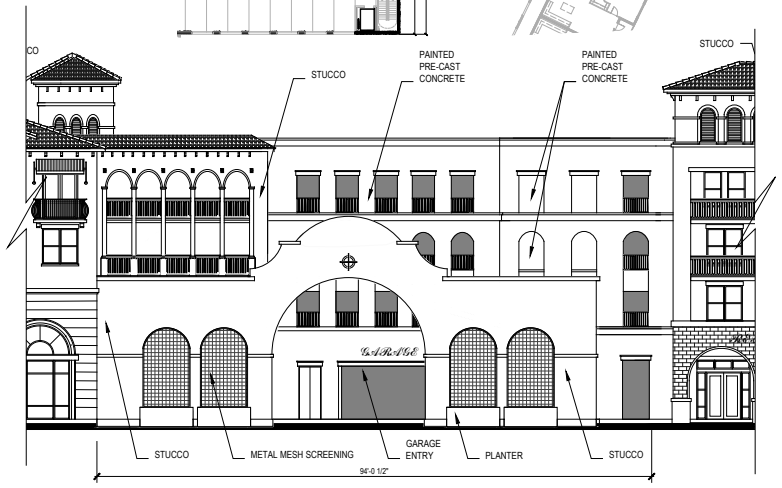




BUILDING-1 GARAGE WEST ELEVATION

GARAGE OPENINGS IN THE FACADE EXPOSED TO THE STREET: 20%
GARAGE FACADE WITH DECORATIVE DETAILING *: 80%

* DECORATIVE METAL GRILLE-WORK OR SIMILAR DETAILING, WHICH PROVIDES TEXTURE AND PARTIALLY OR FULLY COVERS THE PARKING STRUCTURE OPENINGS



BUILDING-1 GARAGE EAST ELEVATION

GARAGE OPENINGS IN THE FACADE EXPOSED TO THE STREET: 14%
GARAGE FACADE WITH DECORATIVE DETAILING *: 86%

* DECORATIVE METAL GRILLE-WORK OR SIMILAR DETAILING, WHICH PROVIDES TEXTURE AND PARTIALLY OR FULLY COVERS THE PARKING STRUCTURE OPENINGS

SCALE: 1/8" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 1 ELEVATIONS	22212	7/31/2024 DRAWN BY	A461

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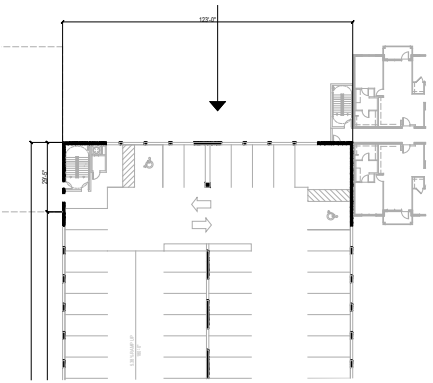
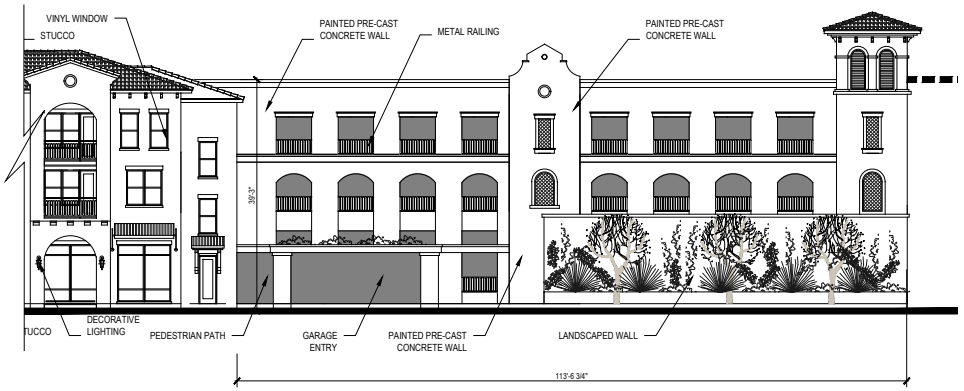
GARAGE NORTH ELEVATION

GARAGE FACADE COVERED BY BUILDING: 7%
GARAGE FACADE WITH DECORATIVE DETAILING: 93%





BUILDING-2 GARAGE NORTH ELEVATION

GARAGE OPENINGS IN THE FACADE EXPOSED TO THE STREET: 14%
GARAGE FACADE WITH DECORATIVE DETAILING* AND LANDSCAPED WALL **: 86%

*. DECORATIVE METAL GRILLE-WORK OR SIMILAR DETAILING, WHICH PROVIDES TEXTURE AND PARTIALLY OR FULLY COVERS THE PARKING STRUCTURE OPENINGS;
**.VERTICAL TRELLIS OR OTHER LANDSCAPING OR PEDESTRIAN PLAZA AREA.

SCALE: 1/8" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 2 ELEVATIONS	22212	7/31/2024 DRAWN BY	A471

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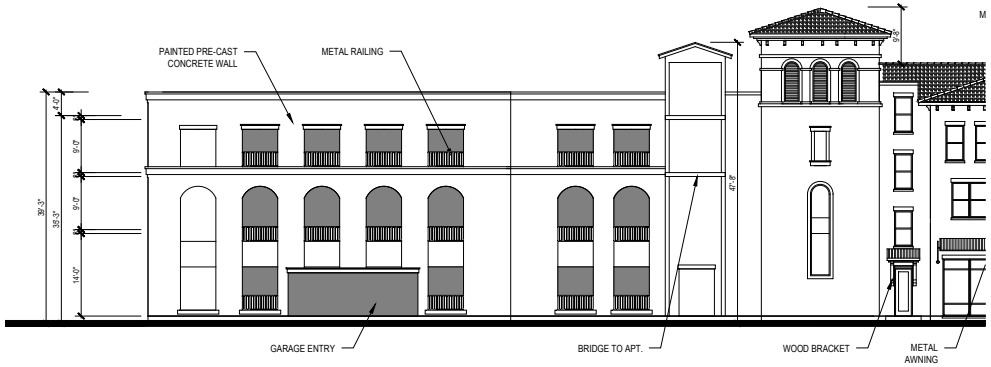
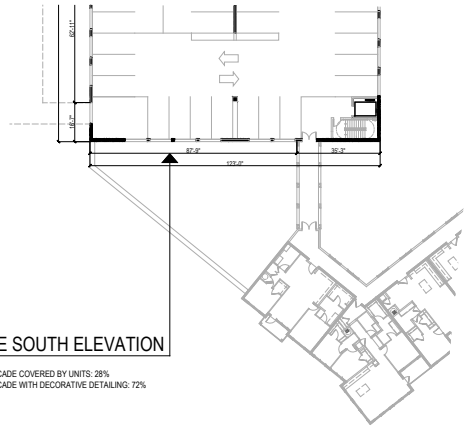
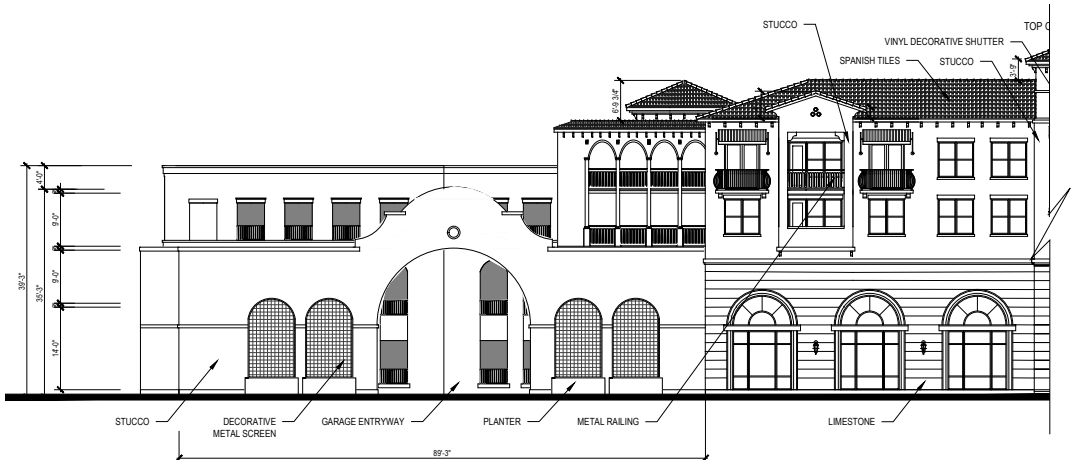


GARAGE SOUTH ELEVATION BEYOND DECORATED ARCHED WALL



GARAGE SOUTH ELEVATION

GARAGE FACADE COVERED BY UNITS: 28%
GARAGE FACADE WITH DECORATIVE DETAILING: 72%



BUILDING-2 GARAGE SOUTH ELEVATION

GARAGE OPENINGS IN THE FACADE EXPOSED TO THE STREET: 8%
GARAGE FACADE WITH DECORATIVE DETAILING *: 92%

* DECORATIVE METAL GRILLE-WORK OR SIMILAR DETAILING, WHICH PROVIDES TEXTURE AND PARTIALLY OR FULLY COVERS THE PARKING STRUCTURE OPENINGS

SCALE: 1/8" = 1'-0" (24"x36" SHEET)

0' 8' 16' 32'

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CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	BUILDING 2 ELEVATIONS	22212	7/31/2024 DRAWN BY	A472

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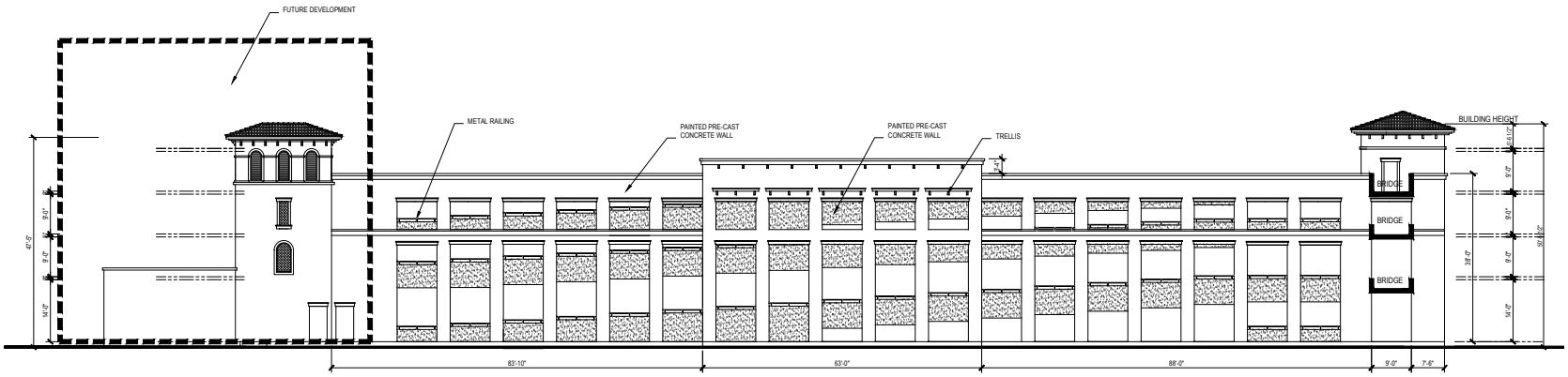

BUILDING-2 GARAGE WEST ELEVATION

SCALE: 1" = 10' - 0" (24"x36" SHEET)

0' 10' 20' 40'

GARAGE OPENINGS IN THE FACADE TEMPORARY EXPOSED TO THE STREET: 25%
GARAGE FACADE WITH DECORATIVE DETAILING* : 75%

*. DECORATIVE METAL GRILLE-WORK OR SIMILAR DETAILING, WHICH PROVIDES TEXTURE AND PARTIALLY OR FULLY COVERS THE PARKING STRUCTURE OPENINGS

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CLIENT: WOODFIELD DEVELOPMENT

PROJECT INFO: WOODFIELD-VILLAGE OF ESTERO, ESTERO, FL

ISSUE: APPLICATION FOR DEVELOPMENT ORDER
PROJECT NUMBER: DOS2024-E002

SHEET DESCRIPTION: BUILDING 2 ELEVATIONS

JOB NUMBER: 22212

DATE: 7/31/2024
DRAWN BY

SHEET: A473

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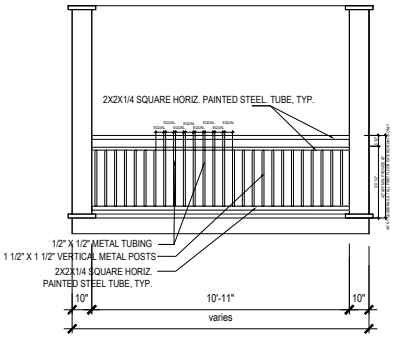
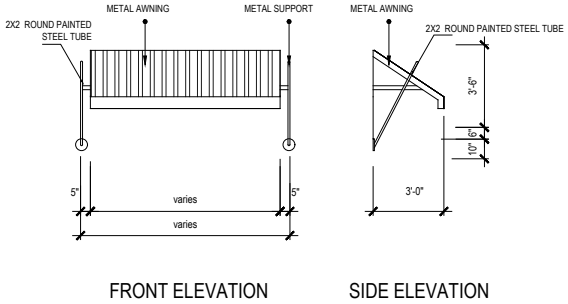


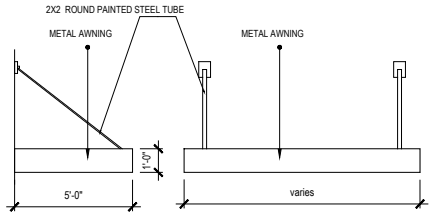
STANDARD RAILING DETAIL

*RAILING TO BE SPACED SO AS NOT TO ALLOW A 4" Ø SPHERE TO PASS.

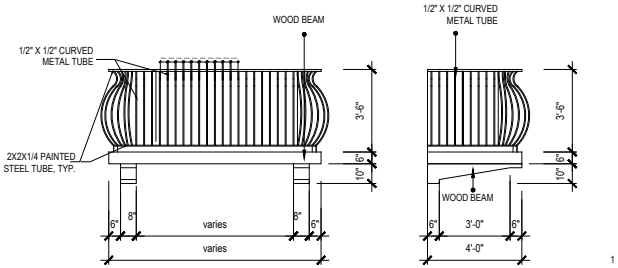


FRONT ELEVATION SIDE ELEVATION

METAL AWNING TYPE 1 DETAIL



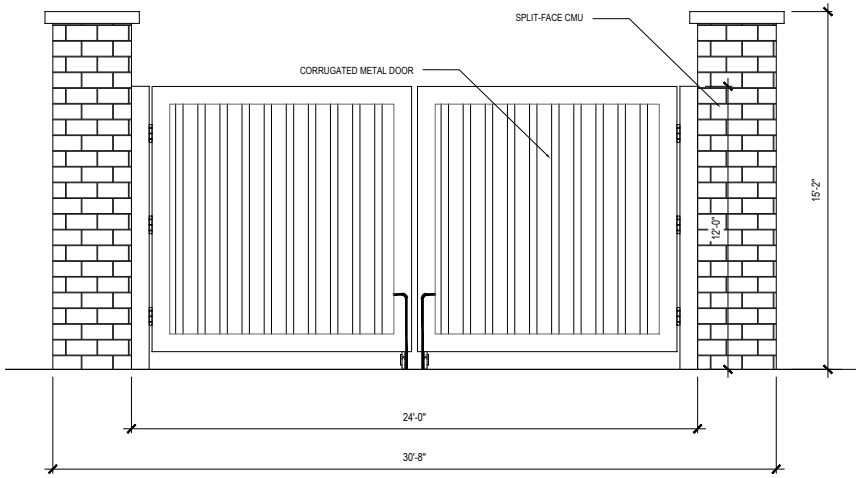
METAL AWNING TYPE 2 DETAIL



FRONT ELEVATION SIDE ELEVATION

BELLY RAILING DETAIL

*RAILING TO BE SPACED SO AS NOT TO ALLOW A 4" Ø SPHERE TO PASS.



LOADING DOCK AND TRASH PICKUP SCREENING

SCALE: 1/2" = 1'-0" (24"x36" SHEET)

0' 2' 4' 8'

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CLIENT	PROJECT INFO	ISSUE	SHEET DESCRIPTION	JOB NUMBER	DATE	SHEET
WOODFIELD DEVELOPMENT	WOODFIELD-VILLAGE OF ESTERO ESTERO, FL	APPLICATION FOR DEVELOPMENT ORDER PROJECT NUMBER: DOS2024-E002	DESIGN DETAILS	22212	7/31/2024 DRAWN BY	A480

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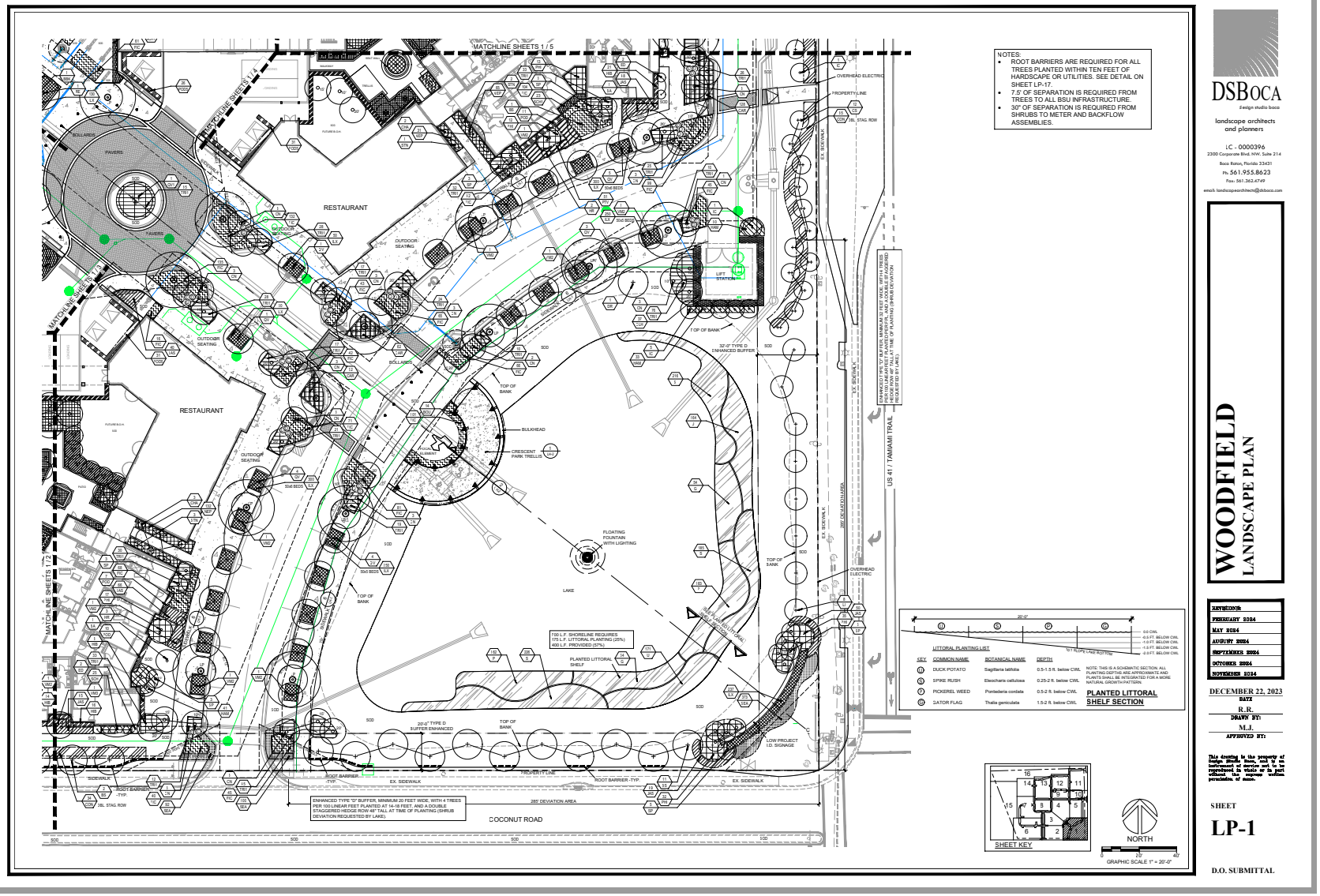

DSBOCA
design studio boca
landscape architects and planners
LC - 0000396
2300 Corporate Blvd. NW, Suite 214
Boca Raton, Florida 33431
Ph. 561.955.8623
Fax. 561.362.4749
email- landscapearchitects@dsboca.com

WOODFIELD
LANDSCAPE PLAN

REVISIONS
FEBRUARY 2024
MAY 2024
AUGUST 2024
SEPTEMBER 2024
OCTOBER 2024
NOVEMBER 2024

DECEMBER 22, 2023
DATE
R.R.
DRAWN BY:
M.J.
APPROVED BY:

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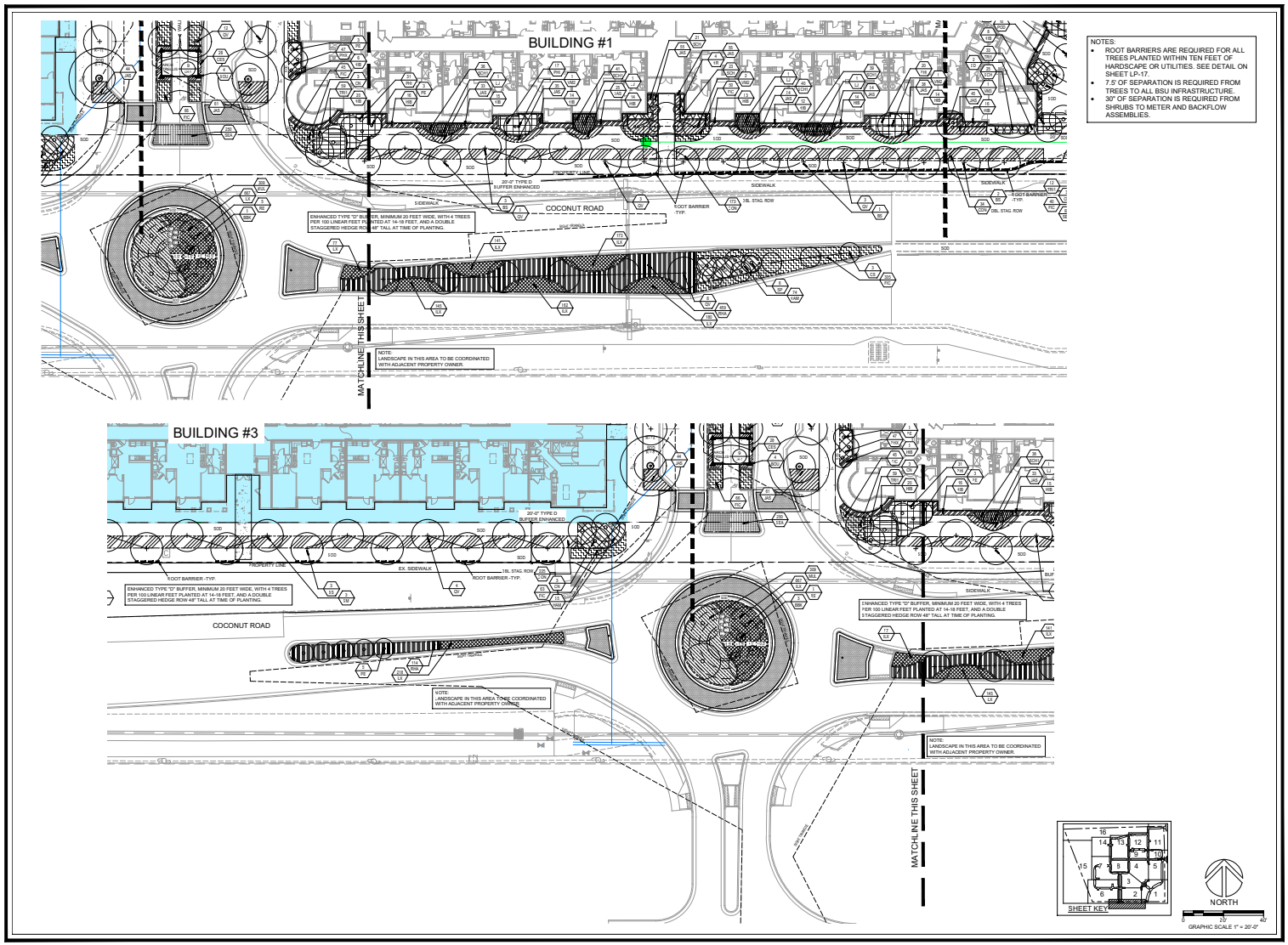
SHEET
LP-1

D.O. SUBMITTAL



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2300 Corporate Blvd. NW, Suite 214
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Ph. 561.955.8623
Fax. 561.362.4749
email: landscapearchitect@dsboca.com

WOODFIELD
LANDSCAPE PLAN

REVISIONS
FEBRUARY 2024
MAY 2024
AUGUST 2024
SEPTEMBER 2024
OCTOBER 2024
NOVEMBER 2024

DECEMBER 22, 2023
DATE

R.R.
DRAWN BY:

M.J.
APPROVED BY:

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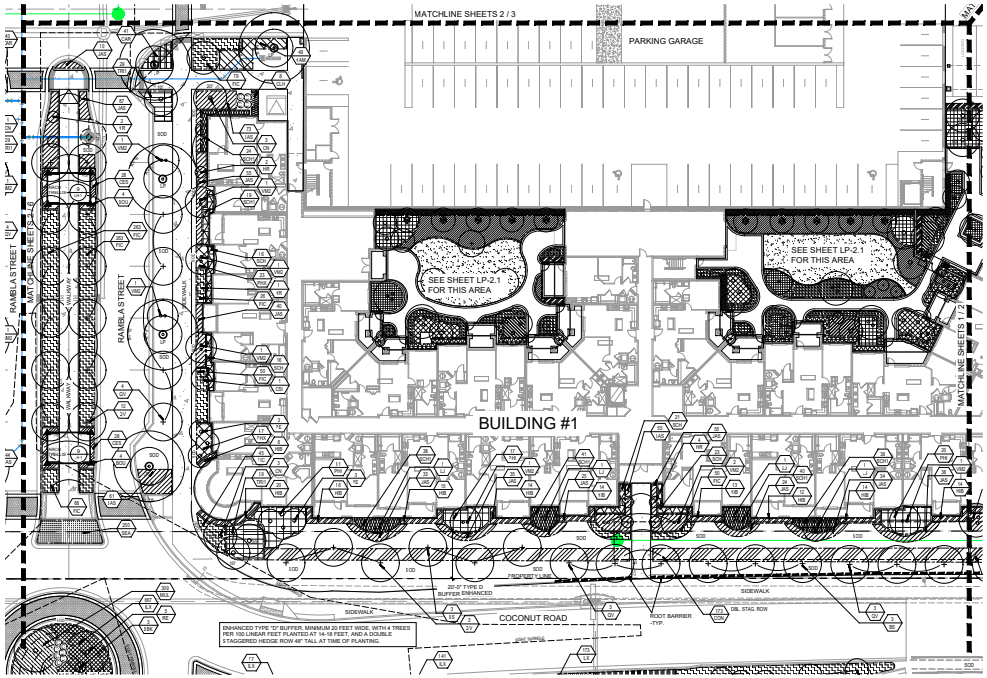
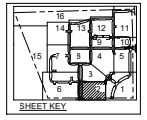
SHEET
LP-1.1

D.O. SUBMITTAL

NOTES:
- ROOT BARRIERS ARE REQUIRED FOR ALL TREES PLANTED WITHIN TEN FEET OF HARDSCAPE OR UTILITIES. SEE DETAIL ON SHEET LP-17.
- 7.5' OF SEPARATION IS REQUIRED FROM TREES TO ALL BSU INFRASTRUCTURE.
- 30" OF SEPARATION IS REQUIRED FROM SHRUBS TO METER AND BACKFLOW ASSEMBLIES.





GRAPHIC SCALE 1" = 20'-0"

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WOODFIELD
LANDSCAPE PLAN

REVISIONS
FEBRUARY 2024
MAY 2024
AUGUST 2024
SEPTEMBER 2024
OCTOBER 2024
NOVEMBER 2024

DECEMBER 22, 2023
DATE
R.R.
DRAWN BY:
M.J.
APPROVED BY:

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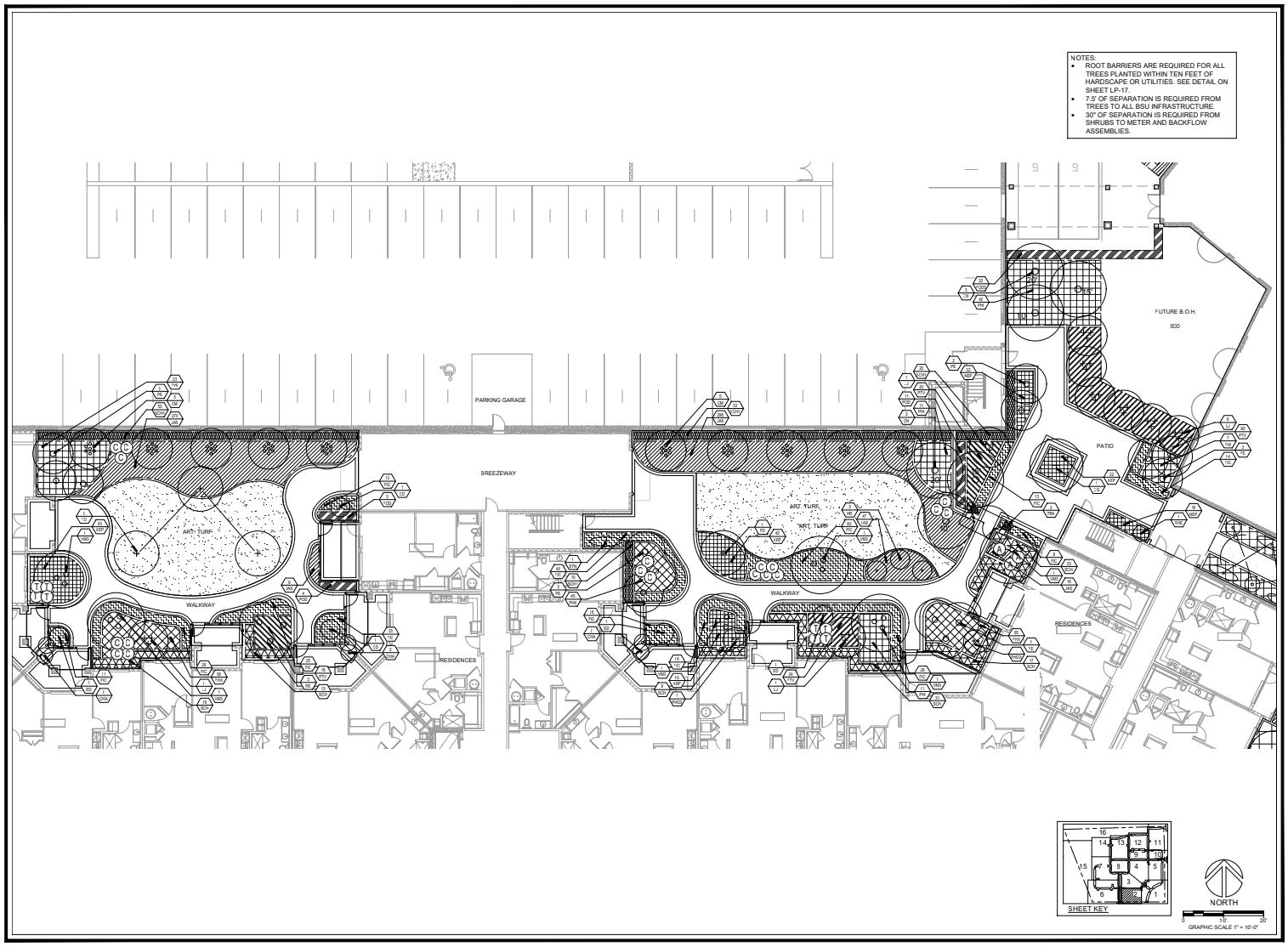
SHEET
LP-2

D.O. SUBMITTAL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• 30" OF SEPARATION IS REQUIRED FROM SHRUBS TO METER AND BACKFLOW ASSEMBLIES.
PARKING GARAGE
BREEZEWAY
FUTURE B.O.H.
SOD
PATIO
ART. TURF
WALKWAY
RESIDENCES
SHEET KEY
NORTH
GRAPHIC SCALE 1" = 10'-0"
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LP-2.1
D.O. SUBMITTAL

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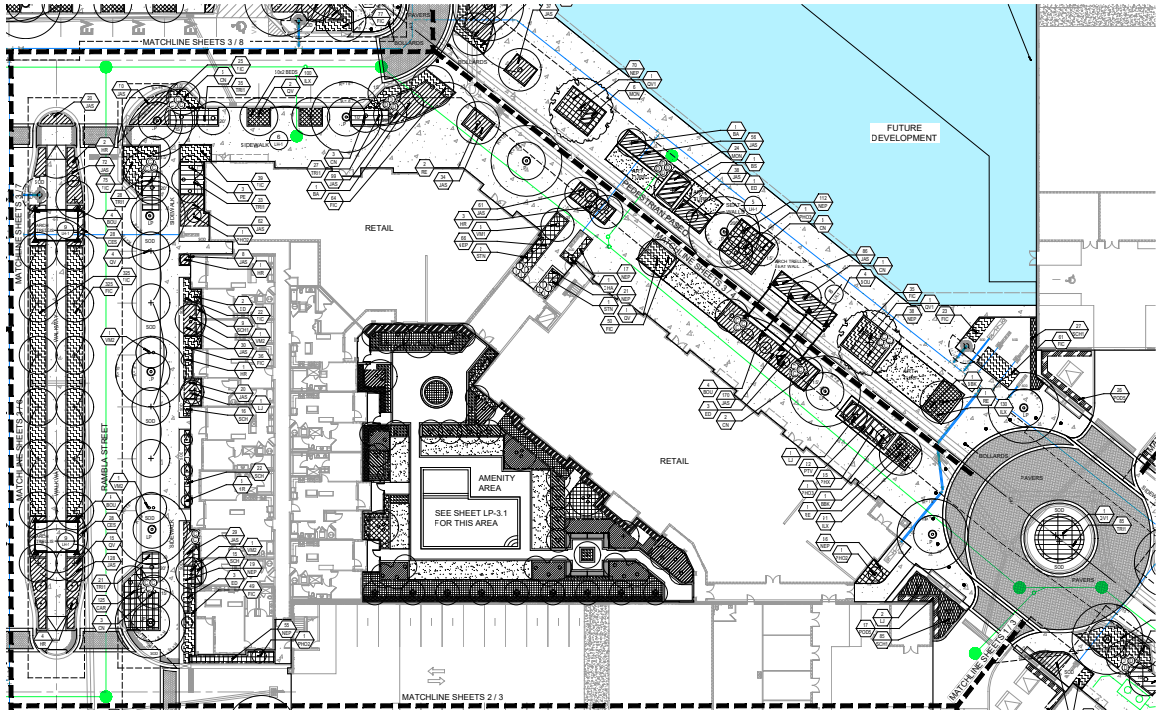

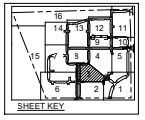

NORTH

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SHEET
LP-3

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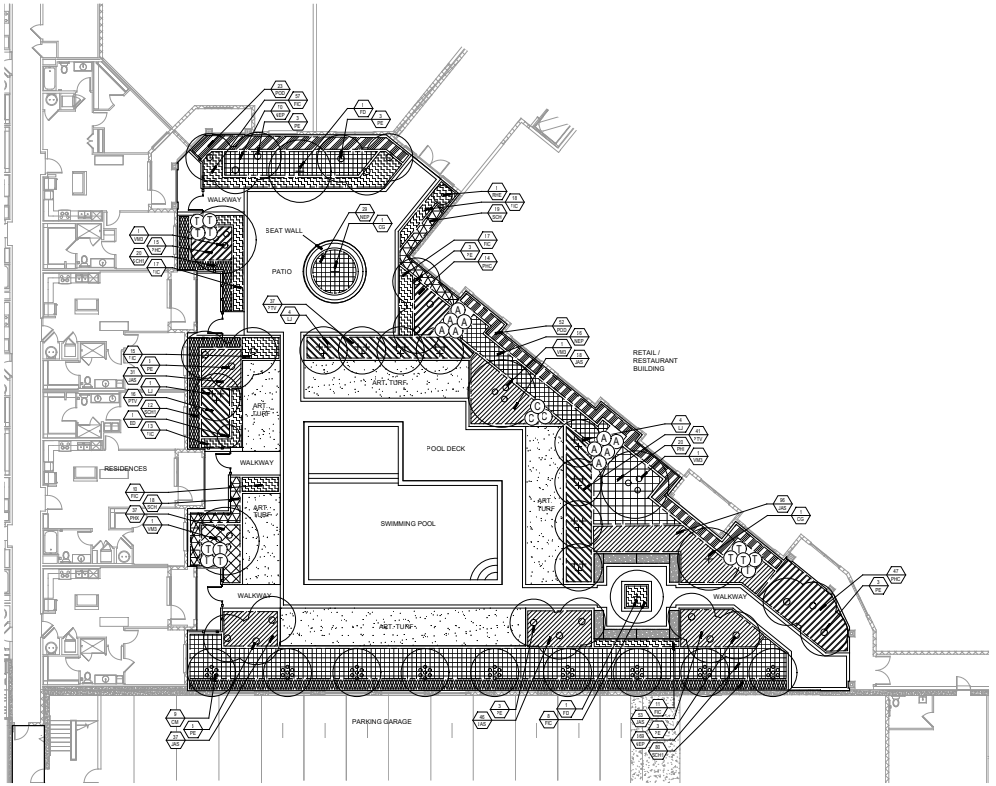

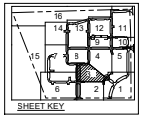

NORTH

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SHEET
LP-3.1

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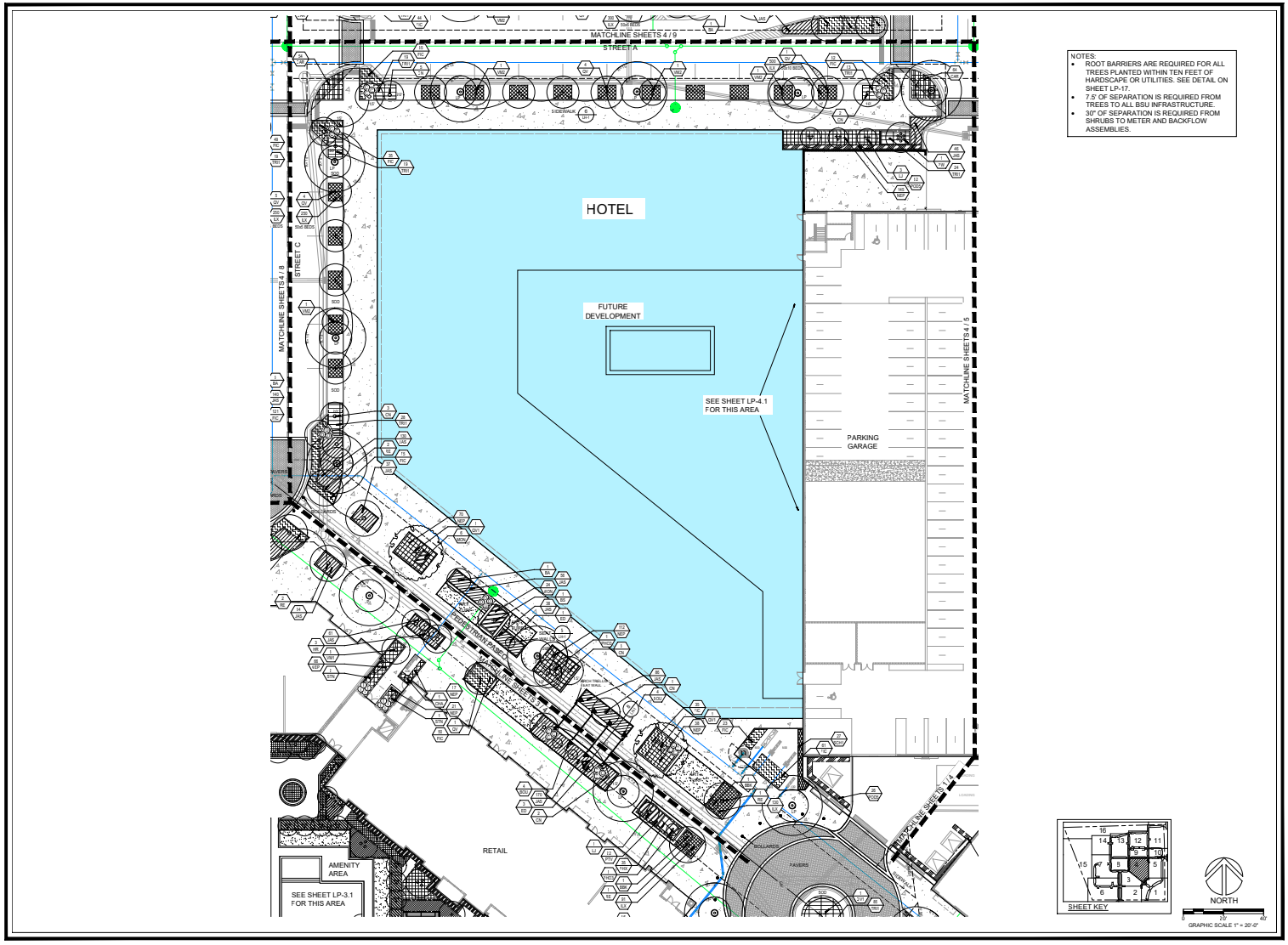
MATCHLINE SHEETS 4 / 9
STREET A
HOTEL
FUTURE DEVELOPMENT
SEE SHEET LP-4.1 FOR THIS AREA
PARKING GARAGE
MATCHLINE SHEETS 4 / 8
STREET C
MATCHLINE SHEETS 4 / 5
MATCHLINE SHEETS 4
RETAIL
AMENITY AREA
SEE SHEET LP-3.1 FOR THIS AREA
NOTES:
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SHEET KEY
NORTH
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LP-4
D.O. SUBMITTAL

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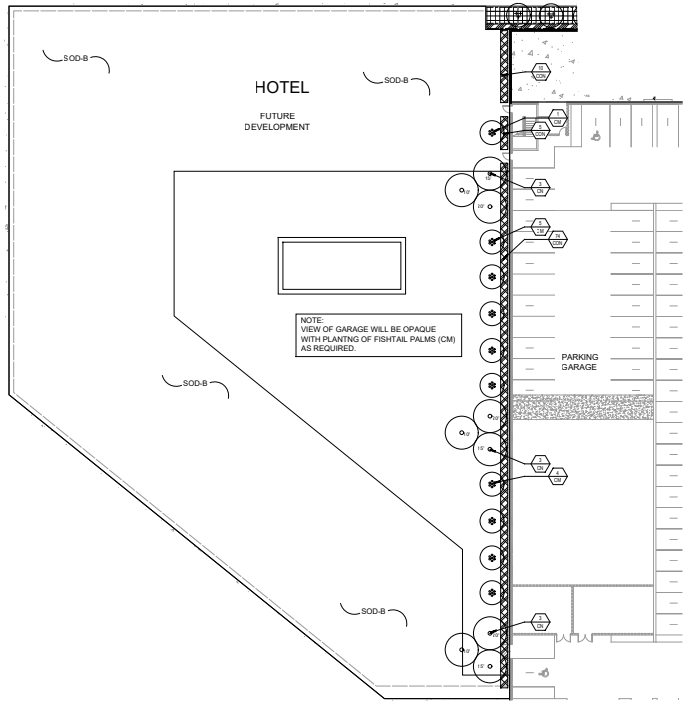
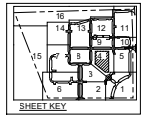


PLANT LIST - SHEET LP-4.1

KEY	QTY	BOTANICAL/COMMON NAME	HEIGHT	SPREAD	CLEAR TRK	SPA.	REMARKS	NATIVE	GROWTH TOLERANCE
TREES AND PALMS									
CM	16	CARYOTA MITIS FISHTAIL PALM	15' OA		FULL TO GROUND		FULL HEAD		MODERATE
CN	9	COCOS NUCIFERA 'GREEN MALAY' GREEN MALAYAN COCONUT PALM	7 @ 15' OF WOOD 2 @ 17' OF WOOD 3 @ 20' OF WOOD				FEET OF WOOD SHOWN ON PLANS FULL HEADS		HIGH
SHRUBS									
CON	89	CONOCARPUS ERECTUS GREEN BUTTONWOOD	4'	24-27"	FULL TO BASE	P.O.C.	FULL CONT.	X	HIGH
GROUNDCOVERS									
SOD-B		PASPALUM NOTATUM 'ARGENTINE' BAHIA SOD			SOLIDWEED-FREE PAVELS, STAGGER JOINTS. CONTRACTOR SHALL VERIFY QTY.				HIGH



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SHEET
LP-4.1

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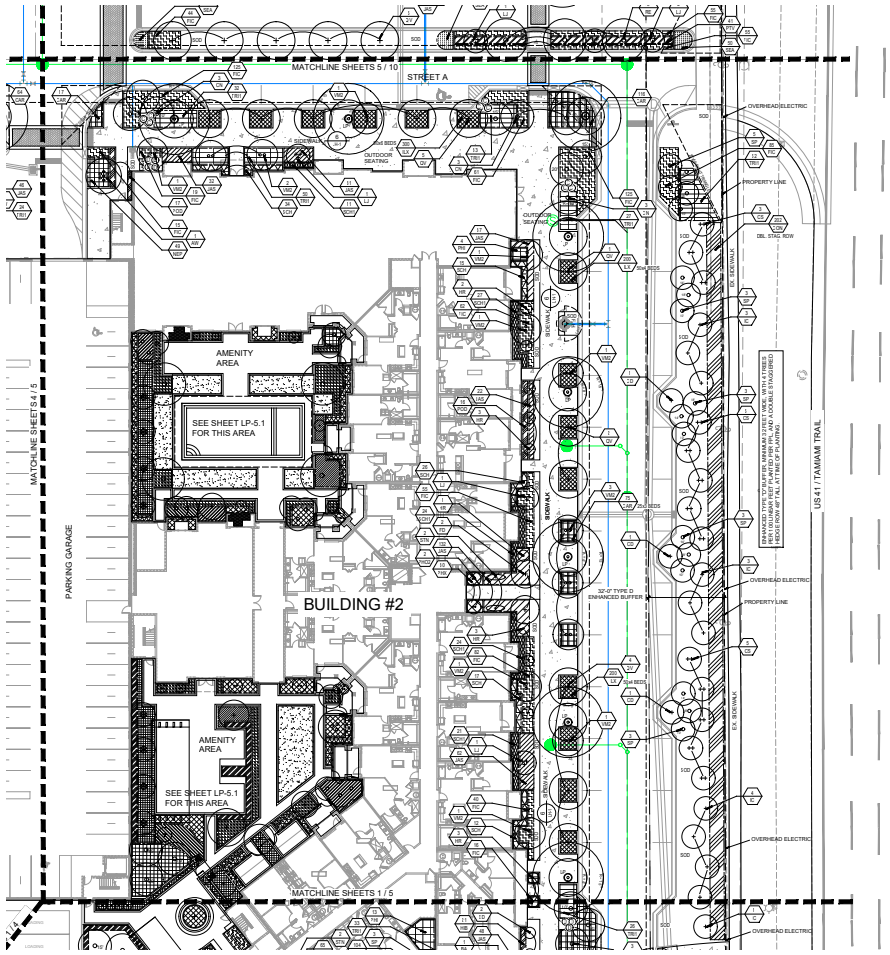

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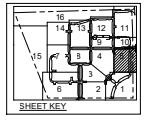

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SHEET
LP-5

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