



Village of
ESTERO

VILLAGE OF ESTERO
PLANNING ZONING AND DESIGN BOARD MEETING
PACKET
DECEMBER 9, 2025, 04:30 PM



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
December 9, 2025, 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 public will have an opportunity to speak during each agenda item; each individual has one opportunity to speak for five minutes per agenda item.**

a. Consent Agenda

- i. Approval of November 18, 2025 meeting minutes**

Attachment: [11182005_PZDB Minutes.pdf](#)

6. PUBLIC HEARINGS (Quasi-Judicial)

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

- a. Chick-fil-A -- Development Order (DOS2025-E005) (District 5) 20320 Grande Oak Shoppes Drive, located on the northeast corner of Ben Hill Griffin Parkway and Corkscrew Road**

Applicant is seeking to demolish the existing Perkins Restaurant and reconfigure the site for a Chick-fil-A fast food restaurant with dual drive thru.

Public Information Meeting was held June 10, 2025

See Staff Report

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

Attachment: [1. Chick-fil-A - Staff Report.pdf](#)

Attachment: [2. Chick-fil-A - Civil Plans.pdf](#)

Attachment: [3. Chick-fil-A - Architectural Plans.pdf](#)

Attachment: [4. Chick-fil-A - Signage.pdf](#)

Attachment: [5. Chick-fil-A - Landscape Plans.pdf](#)

Attachment: [6. Chick-fil-A - Photometric.pdf](#)

Attachment: [7. Chick-fil-A - REVISED Presentation.pdf](#)

7. WORKSHOP

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

- a. Coconut Point Developers LLC -- Developer Repaint Project (District 6) (Planned Development Amendment - Pending) 23106 Fashion Drive, Coconut Point Mall is located east of US 41 and north of Coconut Road**

Applicant will present their Supplementary Paint Exhibit for Area #2 -- Town Center as a follow up to the Public Information Meeting held October 14, 2025.

Attachment: [1. Coconut Point Supplemental Paint Exhibit for Area 2 - Town Center.pdf](#)

8. Board Communications

- a. Next meeting --January 13, 2026**

9. Adjourn

General Attachments

[- Transcript.pdf](#)

PLANNING ZONING AND DESIGN BOARD MEETING

TUESDAY, DECEMBER 9, 2025, 4:30 P.M.

DISCLAIMER:

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

4:33:35PM [SOUNDING GAVEL]

4:33:36PM >>Anthony Gargano: THIS IS A MEETING -- THE MONTHLY

4:33:42PM MEETING OF THE VILLAGE OF ESTERO PLANNING ZONING AND DESIGN

4:33:45PM BOARD.

4:33:45PM WE START IT OFF WITH THE PLEDGE OF ALLEGIANCE.

4:33:49PM [PLEDGE OF ALLEGIANCE]

4:34:06PM TAMMY, CAN WE HAVE A CALL OF THE ROLL, PLEASE?

4:34:18PM >>Tammy Duran: BOARD MEMBER JEANNIN IS NOT HERE TODAY.

4:34:21PM BOARD MEMBER JONES IS NOT HERE YET.

4:34:24PM BOARD MEMBER PAIVANDY IS NOT HERE.

4:34:28PM VICE-CHAIRMAN SHEELEY.

4:34:29PM >>Michael Sheeley: I AM HERE.

4:34:31PM >>Tammy Duran: BOARD MEMBER TATOOLES.

4:34:32PM >>James Tatoes: YES, I FINALLY MADE IT.

4:34:38PM >>Tammy Duran: BOARD MEMBER WALLACE IS NOT HERE YET.

4:34:40PM HE'S NOT IN TEAMS.

4:34:42PM BOARD MEMBER WILLIAMS.

4:34:42PM >>Dan Williams: HERE.

4:34:46PM >>Anthony Gargano: HERE.

4:34:46PM >>Tammy Duran: OUR ATTORNEY NANCY STROUD IS HERE.

4:34:54PM >>Anthony Gargano: OKAY.

4:34:56PM A MOTION, PLEASE, FOR APPROVAL OF THE AGENDA.

4:34:59PM >>Michael Sheeley: SO MOVED.

4:35:02PM >> SECOND.

4:35:02PM >>Anthony Gargano: ANY DISCUSSION ON THE MOTION?

4:35:03PM ALL IN FAVOR?

4:35:05PM ANY OPPOSED?

4:35:07PM AGENDA IS APPROVED.

4:35:09PM MOTION ON APPROVAL OF THE CONSENT AGENDA.

4:35:15PM >>James Tatoes: SO MOVED.

4:35:17PM >>Michael Sheeley: SECOND.

4:35:18PM >>Anthony Gargano: ANY DISCUSSION ON THE MOTION?

4:35:19PM ALL IN FAVOR?

4:35:22PM AYE.

4:35:23PM ANY OPPOSED?

4:35:24PM CONSENT AGENDA IS APPROVED.

4:35:25PM LET THE MINUTES REFLECT THAT OUR FIFTH BOARD MEMBER HAS

4:35:40PM ARRIVED.

4:35:40PM LADIES AND GENTLEMEN, THIS AGENDA INCLUDES A QUASI-JUDICIAL

4:35:56PM HEARING.

4:35:58PM AND IN THESE MATTERS, THE BOARD SITS IN A QUASI-JUDICIAL
4:36:02PM CAPACITY.
4:36:04PM IF YOU INTEND TO PROVIDE TESTIMONY ON ANY OF THE

4:36:07PM APPLICATIONS, YOU MUST BE SWORN IN BY THE BOARD ATTORNEY AND
4:36:12PM SHE'LL DO THAT IN A MOMENT.
4:36:13PM AND YOU SHOULD ALSO FILL OUT A PUBLIC SPEAKER'S CARD AND
4:36:17PM GIVE IT TO THE DEPUTY VILLAGE CLERK BEFORE THE ITEM IS
4:36:20PM CALLED.
4:36:21PM IN GENERAL, ON EACH APPLICATION, WE WILL FIRST HEAR AN
4:36:25PM INTRODUCTION FROM THE VILLAGE COMMUNITY DEVELOPMENT
4:36:27PM DIRECTOR, AND THEN A PRESENTATION FROM THE APPLICANT.
4:36:31PM THE DIRECTOR MAY THEN MAKE A PRESENTATION.
4:36:35PM AFTER THIS, I WILL ALLOW ANYONE FROM THE AUDIENCE WHO HAS
4:36:38PM BEEN SWORN IN TO PROVIDE TESTIMONY.
4:36:40PM PLEASE BE CONCISE IN YOUR COMMENTS.
4:36:44PM THERE WILL BE A TIMER THAT YOU CAN SEE, AND YOUR COMMENTS
4:36:48PM NEED TO BE LIMITED TO FIVE MINUTES MAXIMUM.
4:36:50PM THE APPLICANT HAS THE RIGHT TO CROSS-EXAMINE ANY WITNESS AND
4:36:55PM PROVIDE REBUTTAL.
4:36:56PM ABOUT CROSS-EXAMINATION, WITNESSES, INCLUDING THE PUBLIC,
4:37:01PM MAY BE SUBJECT TO CROSS-EXAMINATION.
4:37:04PM THE PUBLIC WILL NOT BE PERMITTED TO CROSS-EXAMINE WITNESSES,
4:37:08PM BUT THE PUBLIC MAY REQUEST BOARD MEMBERS TO DO SO.
4:37:12PM AND THE BOARD CAN DIRECT QUESTIONS ON BEHALF OF THE STAFF OR
4:37:25PM THE APPLICANT TO THE WITNESSES.

4:37:27PM PERSONS WHO HAVE BEEN DETERMINED BY THE BOARD TO BE
4:37:31PM INTERESTED PARTIES MAY CROSS-EXAMINE WITNESSES.
4:37:34PM IF A PERSON REPRESENTS AN ORGANIZATION, EVIDENCE OF THEIR

4:37:37PM AUTHORITY TO SPEAK FOR THE ORGANIZATION MUST BE PROVIDED.
4:37:41PM IN ADDITION, BEFORE THE PRESENTATION ON THE APPLICATION
4:37:44PM BEGINS, ANY WRITTEN COMMUNICATIONS THAT HAVE BEEN RECEIVED
4:37:48PM ON THE QUASI-JUDICIAL MATTER WILL BE PLACED INTO THE PUBLIC
4:37:51PM RECORD.
4:37:52PM I WILL ALSO ASK EACH BOARD MEMBER TO DISCLOSE ANY EX PARTE
4:37:56PM COMMUNICATIONS REGARDING THE PARTICULAR APPLICATION BEFORE
4:37:59PM IT IS HEARD.
4:38:00PM ANY BOARD MEMBER THAT HAS A CONFLICT REGARDING THE
4:38:04PM APPLICATION MUST DECLARE THAT CONFLICT AND WILL NOT BE
4:38:07PM ALLOWED TO PARTICIPATE IN THE DISCUSSION OR VOTE ON THE
4:38:11PM APPLICATION.
4:38:11PM NOW, THOSE WHO INTEND TO TESTIFY, THERE'S ONLY ONE
4:38:20PM QUASI-JUDICIAL HEARING THIS EVENING, AND THAT IS ON THE
4:38:24PM CHICK-FIL-A.
4:38:25PM THOSE WHO WILL BE TESTIFYING ON THE CHICK-FIL-A MATTER,
4:38:29PM PLEASE RISE.
4:38:31PM OUR BOARD ATTORNEY WILL SWEAR YOU IN.
4:38:36PM >>Nancy Stroud: PLEASE RAISE YOUR RIGHT HANDS.
4:38:39PM DO YOU SWEAR OR AFFIRM THAT THE TESTIMONY THAT YOU WILL GIVE
4:38:42PM WILL BE THE TRUTH, THE WHOLE TRUTH AND NOTHING BUT THE
4:38:44PM TRUTH.

4:38:44PM THANK YOU.

4:38:50PM >>Anthony Gargano: OKAY.

4:38:56PM ON THE MATTER OF CHICK-FIL-A -- BY THE WAY, I DON'T SMELL

4:39:02PM ANY CHICKEN.

4:39:03PM I DIDN'T MAKE ANY DINNER PLANS TONIGHT.

4:39:06PM I THOUGHT YOU WOULD COME PREPARED.

4:39:08PM ON THE MATTER OF THIS CHICK-FIL-A HEARING, DO WE HAVE ANY EX

4:39:21PM PARTE COMMUNICATIONS?

4:39:23PM >> NO.

4:39:24PM >> NO.

4:39:24PM >>Anthony Gargano: ANYBODY HAVE A CONFLICT?

4:39:26PM >> NO.

4:39:27PM >> NO.

4:39:28PM >>Michael Sheeley: BUT I DO LOVE THE CHICKEN.

4:39:30PM >>Anthony Gargano: OKAY.

4:39:31PM THANK YOU.

4:39:31PM IT'S A SHAME YOU DON'T GET TO SAMPLE ANY.

4:39:34PM MARY, DO YOU WANT TO KICK THIS ONE OFF?

4:39:46PM >>Mary Gibbs: GOOD EVENING, EVERYBODY.

4:39:47PM SO THIS CASE TONIGHT IS THE CHICK-FIL-A DEVELOPMENT ORDER,

4:39:53PM WHICH IS THE SITE PLAN APPROVAL.

4:39:55PM AND THE APPLICANT IS ASKING TO DEMOLISH THE PERKINS

4:40:00PM RESTAURANT THAT IS AT THE CORNER OF BEN HILL GRIFFIN AND

4:40:04PM CORKSCREW ROAD, THE NORTHEAST CORNER IN THE PUBLIX SHOPPING

4:40:07PM CENTER AND CONSTRUCT ABOUT A 6,000 SQUARE FOOT CHICK-FIL-A

4:40:12PM WITH A SMALL OUTDOOR SEATING AREA AND DUAL DRIVE-THROUGH
4:40:16PM LANES.
4:40:16PM THEY ARE REQUESTING TO DO THAT.

4:40:21PM AND TONIGHT IS THE PUBLIC HEARING FOR APPROVAL.
4:40:23PM THERE WAS A PUBLIC INFORMATION BACK IN JUNE, AND SINCE THEY
4:40:28PM HAD THE PUBLIC INFORMATION MEETING, WE HAVE HAD SOME BACK
4:40:31PM AND FORTH WITH THE CONSULTANTS, REVIEWING THE PLANS,
4:40:35PM REVIEWING THE TRAFFIC, MAKING SURE EVERYTHING HAS BEEN
4:40:38PM SUBMITTED AND COMPLETE.
4:40:40PM THEY JUST FINISHED SUBMITTING EVERYTHING TO US A WHILE BACK,
4:40:44PM SO WE HAVE DONE OUR ANALYSIS.
4:40:47PM THEY ARE GOING TO BE EXPLAINING IN MORE DETAIL TONIGHT ALL
4:40:51PM THE DIFFERENT FACETS OF THE APPLICATION.
4:40:53PM PARTICULARLY, I HAVE ASKED THEM TO KIND OF COVER THE TRAFFIC
4:40:59PM INFORMATION BECAUSE, OBVIOUSLY, THAT'S GENERALLY THE BIGGEST
4:41:02PM ISSUE WE HAVE IN ESTERO AT THIS CORNER, KIND OF A PRIME
4:41:09PM LOCATION.
4:41:09PM I KNOW AT THE INFORMATION MEETING, THERE WERE QUESTIONS
4:41:12PM ABOUT THE TRAFFIC.
4:41:12PM I ASKED THEM TO EXPLAIN THE TRAFFIC EXTERNALLY AND ALSO
4:41:17PM INTERNALLY IN THAT SHOPPING CENTER.
4:41:19PM SO HOW IT WORKS OPERATIONALLY AND WITH THE McDONALD'S NEXT
4:41:22PM DOOR.
4:41:23PM I'VE ASKED THEM TO ELABORATE A LITTLE BIT ON THE DOUBLE
4:41:27PM DRIVE-THROUGH AND HOW THAT WORKS.

4:41:28PM THEY TOUCHED ON THAT AT THE INFORMATION MEETING, BUT IT

4:41:31PM WOULD BE HELPFUL FOR THEM TO EXPLAIN THAT AGAIN.

4:41:33PM AND THEN JUST SOME GENERAL SITE PLAN, A LITTLE BIT ABOUT THE

4:41:38PM ARCHITECTURE.

4:41:39PM SO I WON'T GO INTO DETAIL, BUT WE ALSO, THE VILLAGE HAS OUR

4:41:43PM OWN TRAFFIC CONSULTANT, NORM TREBILCOCK, WHO IS HERE.

4:41:47PM WE ASKED HIM TO LOOK AT IT, TOO, BECAUSE WE KNEW THAT

4:41:50PM TRAFFIC WAS A VERY BIG ISSUE, AND WE WANTED TO MAKE SURE WE

4:41:53PM HAD AN EXPERT TO REVIEW WHAT THE APPLICANT HAS SUBMITTED TO

4:41:56PM US.

4:41:56PM WE ARE RECOMMENDING APPROVAL WITH SOME STIPULATIONS, WHICH I

4:42:01PM CAN GO INTO AFTER.

4:42:02PM BUT AT THIS POINT, I THINK I WOULD LIKE TO TURN IT OVER TO

4:42:05PM THE APPLICANT AND HAVE THEM START THE PRESENTATION.

4:42:10PM >>Anthony Gargano: THANK YOU, MARY.

4:42:12PM >>Mary Gibbs: CHARLIE KREBS FROM BOWMAN WILL BE THE FIRST

4:42:15PM SPEAKER.

4:42:15PM WE HAVE A FEW PEOPLE ON TEAMS.

4:42:17PM I THINK THE TRAFFIC CONSULTANT IS ON TEAMS.

4:42:19PM THERE ARE MORE CONSULTANTS HERE THAN, YOU KNOW, PEOPLE

4:42:23PM TONIGHT.

4:42:52PM >>Charlie Krebs: GOOD EVENING.

4:42:53PM MY NAME IS CHARLIE KREBS, DIRECTOR OF ENGINEERING FOR

4:42:55PM BOWMAN.

4:42:55PM WITH ME TODAY I HAVE JEREMIE CHASTAIN, PLANNING FOR BOWMAN.

4:43:02PM I HAVE DANIELA GERARDO WHO IS ON TEAMS DUE TO
4:43:06PM TRANSPORTATION.
4:43:07PM DICK FOREMAN WITH -- [INAUDIBLE] -- AUSTIN WINN.

4:43:14PM THOMAS OLIVER FOR CHICK-FIL-A.
4:43:17PM AND THEN ALSO ONLINE IS JENNY BAEZ.
4:43:26PM AND OUR LANDSCAPE ARCHITECT IS ALSO ONLINE.
4:43:30PM FOR THE LIFE OF ME, I DIDN'T HAVE HIS NAME WRITTEN DOWN.
4:43:33PM >>Tammy Duran: EXCUSE ME, BUT JIM WALLACE IS NOW IN TEAMS.
4:43:39PM >>Anthony Gargano: THANK YOU, TAMMY.
4:43:43PM >>Charlie Krebs: JUST BRIEFLY GOING OVER IT, I KNOW YOU HAVE
4:43:46PM ALL SEEN THIS BEFORE.
4:43:47PM WHERE THE PROJECT IS LOCATED.
4:43:49PM LOCATED HERE AT THE INTERSECTION OF CORKSCREW ROAD, BEN HILL
4:43:52PM GRIFFIN WHERE THE OLD PERKINS RESTAURANT WAS LOCATED.
4:43:55PM ANOTHER AERIAL VIEW OF THE SITE, THE EXISTING BUILDING,
4:44:01PM CURRENT CONDITION.
4:44:03PM WE DID DO A SURVEY OF THE SITE, LOCATED ALL THE ON-SITE
4:44:07PM IMPROVEMENTS, PARKING, LANDSCAPING, TREES TO HELP UTILIZE
4:44:12PM ANY OF THOSE EXISTING VEGETATION.
4:44:14PM THE EXISTING SITE AS WE'VE GOT IT RIGHT NOW HAS TWO
4:44:21PM CONNECTION POINTS TO THE EXISTING LOOP ROAD.
4:44:23PM ONE AS AN ENTRANCE, ONE AS EXIT.
4:44:26PM TRAFFIC COMES IN, CIRCLE AROUND THIS ISLAND, COME INTO THE
4:44:30PM DUAL DRIVE-THROUGH LANES.
4:44:33PM WE HAVE A COVERED AREA RIGHT HERE WHERE THEIR ORDER WILL BE

4:44:37PM TAKEN.

4:44:37PM AGAIN, THEY'LL QUEUE UP TO COME OVER TO THE WINDOWS, ACCEPT

4:44:41PM THEIR ORDER AND THEN GO OUT.

4:44:42PM ENTRANCE COMING OUT, GO LEFT-RIGHT IN ORDER TO GET OUT TO

4:44:47PM CORKSCREW ROAD OR BEN HILL GRIFFIN.

4:44:49PM THE RESTAURANT ITSELF SITUATED RIGHT HERE.

4:44:52PM AS MARY SAID, WE HAVE OUTDOOR SEATING AREA LOCATED IN THIS

4:44:56PM LOCATION.

4:44:56PM YOU CAN SEE JUST BASED ON THE LAYOUT, EXISTING TREES AND

4:45:04PM LANDSCAPING WE KEPT AROUND THE SITE TO KEEP THE MATURE

4:45:07PM LANDSCAPING FEEL.

4:45:07PM WE HAVE THE DRY DETENTION AREA OVER HERE LOCATED ON THE EAST

4:45:11PM SIDE OF THE PROPERTY, KIND OF PROVIDING A LITTLE BUFFER TO

4:45:13PM THE DENTIST OFFICE.

4:45:15PM AND THEN WE HAVE THE CONNECTION, THE SHARED CONNECTION WITH

4:45:18PM THE McDONALD'S TO THE NORTH.

4:45:20PM AS MARY SAID, YOU CAN SEE THE EXISTING DRIVEWAY WITH THE

4:45:25PM McDONALD'S THERE.

4:45:25PM THE MONUMENT SIGN LOCATED OUT HERE TOWARDS THE INTERSECTION.

4:45:30PM AND AS YOU CAN SEE, JUST A GENERAL PARKING CIRCULATION WE

4:45:36PM HAVE OUT ON THE SITE.

4:45:37PM AND WITH THAT, I'LL TURN IT OVER TO DANIELA TO TALK ABOUT

4:45:42PM TRAFFIC.

4:45:45PM DANIELA, CAN YOU HEAR ME?

4:45:48PM >> YES.

4:45:49PM >> LET ME KNOW WHEN YOU WANT ME TO TURN THE SLIDE.

4:45:51PM >> OKAY.

4:45:52PM SOUNDS GOOD, THANKS.

4:45:53PM GOOD AFTERNOON.

4:45:54PM I AM A PROFESSIONAL ENGINEER WITH BOWMAN CONSULTING,

4:45:59PM PRESENTING THE TRAFFIC RESULTS FOR THE CHICK-FIL-A.

4:46:04PM CHICK-FIL-A PROPOSED WITH A TWO AISLE DRIVE-THROUGH

4:46:08PM REPLACING THE EXISTING 5,700 SQUARE FOOT PERKINS.

4:46:12PM ACCESS IT TO BE PROVIDED VIA TWO ACCESS DRIVEWAYS, ONE EXIT

4:46:17PM AND ONE ACCESS.

4:46:19PM >> CAN YOU SPEAK UP A LITTLE BIT?

4:46:21PM IT'S HARD TO HEAR YOU.

4:46:23PM >>Mary Gibbs: WE HAVE SOME PUBLIC IN THE BACK OF THE ROOM.

4:46:25PM IF YOU CAN TALK A LITTLE BIT LOUDER, THAT WOULD BE HELPFUL.

4:46:30PM >>Anthony Gargano: AND IF YOU COULD SLOW IT DOWN A TAD.

4:46:33PM >> THANK YOU.

4:46:33PM CAN YOU HEAR ME NOW?

4:46:35PM >>Mary Gibbs: NOT MUCH BETTER.

4:46:37PM CAN YOU YELL A LITTLE BIT?

4:46:42PM >> CAN YOU HEAR ME NOW?

4:46:44PM >>Mary Gibbs: THAT'S BETTER.

4:46:45PM AND SLOWER.

4:46:47PM >> AND SLOWER.

4:46:48PM OKAY.

4:46:48PM THAT'S A HARD ONE FOR ME.

4:46:51PM BUT I'LL TRY.

4:46:52PM SO THE PROJECT IS PLANNED FOR A SINGLE FACE WITH FULL

4:46:57PM OPERATIONAL BY 2027.

4:47:00PM THE TRAFFIC IMPACT STUDY COVERED THE INTERSECTION OF BEN

4:47:03PM HILL GRIFFIN PARKWAY AND THE GRANDE OAK SHOPPES BOULEVARD.

4:47:07PM INTERSECTION OF BEN HILL GRIFFIN PARKWAY AND SHOPPES DRIVE

4:47:11PM AND MIROMAR OUTLET DRIVE.

4:47:14PM THE INTERSECTION OF CORKSCREW ROAD AND THE GRANDE OAK

4:47:18PM SHOPPES BOULEVARD.

4:47:19PM INTERSECTION OF GRANDE OAK SHOPPES BOULEVARD AND THE SIDE

4:47:23PM DRIVEWAY.

4:47:24PM AND ALSO THE SEGMENTS OF BEN HILL GRIFFIN PARKWAY FROM

4:47:27PM CORKSCREW ROAD TO FLORIDA GULF COAST UNIVERSITY.

4:47:32PM AT THE ENTRANCE OF THE UNIVERSITY.

4:47:34PM AND ALSO THE SEGMENT OF CORKSCREW ROAD FROM BEN HILL GRIFFIN

4:47:39PM PARKWAY TO ALICO ROAD.

4:47:41PM FOR THIS STUDY, WE COLLECTED DATA, TURNING MOVEMENT COUNTS

4:47:46PM AT ALL THE INTERSECTIONS.

4:47:48PM THE COUNTS INCLUDED PASSENGER VEHICLES, TRUCKS, PEDESTRIANS,

4:47:52PM BICYCLES.

4:47:53PM WE ALSO USED ADDITIONAL FACTORS FROM F.D.O.T.

4:47:57PM WE ALSO USED GROWTH RATE, 2% ANNUAL GROWTH RATE TO PROJECT

4:48:02PM THE VOLUMES TO THE BUILD-OUT YEAR.

4:48:05PM WE ALSO COLLECTED CRASH DATA.

4:48:08PM FIVE YEARS OF HISTORICAL CRASH DATA.

4:48:12PM AND SIGHT VISIBILITY.

4:48:15PM WE CONDUCTED INSPECTIONS TO CONDUCT SIGHT VISIBILITY AT THE

4:48:20PM SIGHT ENTRANCES.

4:48:21PM FOR THE ANALYSIS, ONCE WE HAD ALL THE DATA FOR THE ANALYSIS,

4:48:29PM WE CONDUCTED THE ROADWAY ANALYSIS FOR THE NO-BUILD AND BUILD

4:48:33PM CONDITIONS AND ALSO EXISTING.

4:48:36PM THE RESULTS OF THE ROADWAY ANALYSIS SHOWED THAT THEY ARE

4:48:38PM EXPECTED TO OPERATE AT ADOPTED LEVEL OF SERVICE IN ALL THE

4:48:43PM SCENARIOS.

4:48:44PM WE ALSO COLLECTED, WITH THE TURNING MOVEMENT COUNTS, WE

4:48:51PM CONDUCTED CAPACITY ANALYSIS FOR ALL THE STUDY INTERSECTIONS.

4:48:55PM THESE WERE DONE FOR THE 2025 EXISTING, THE 2027 HORIZON, AND

4:49:03PM THE 2027 HORIZON WITH THE PROJECT.

4:49:07PM THE RESULTS SHOWED THAT THE LEVEL OF SERVICE OF THE

4:49:10PM INTERSECTIONS IS C, WHICH IS ACCEPTABLE LEVEL OF SERVICE.

4:49:18PM THAT IS FOR EXISTING CONDITIONS.

4:49:19PM NO-BUILD AND BUILD CONDITIONS SHOW NO INCREASES IN DELAYS

4:49:24PM AND NO CHANGES IN THE LEVEL OF SERVICE.

4:49:26PM FOR THE INTERSECTIONS.

4:49:31PM FOR THE QUEUING ANALYSIS, WE ELEVATED THE QUEUES OF EACH ONE

4:49:36PM OF THE TURN LANES BASED ON TWO DIFFERENT APPROACHES.

4:49:40PM THE FIRST ONE WAS BASED ON THE -- MINOR GUIDELINES USING THE

4:49:46PM PERCENTILE QUEUE RESULTS.

4:49:48PM THE SECOND ONE WAS FOLLOWING THE LEE COUNTY -- POLICY.

4:49:51PM IN BOTH CASES, THE TURN LANES ARE EXPECTED TO HAVE ENOUGH

4:49:57PM STORAGE, AND THIS INCLUDES ALSO REQUIRED ACCELERATION LANE.

4:50:04PM WE ALSO ELEVATED THE QUEUES OF THE INTERNAL DRIVEWAY

4:50:08PM CONNECTION WHICH THE MAXIMUM QUEUE THAT IS EXPECTED IS ONE

4:50:14PM VEHICLE TO THE SITE ENTRANCE.

4:50:16PM FOR THE SAFETY ANALYSIS, WE RETRIEVED, LIKE I SAID BEFORE WE

4:50:21PM RETRIEVE FIVE YEARS OF CRASH DATA, THIS INCLUDED BOTH

4:50:25PM INTERNAL AND EXTERNAL INTERSECTIONS.

4:50:27PM WE PAID SPECIAL ATTENTION TO ANY CRASHES THAT HAD -- AND

4:50:34PM ALSO CONSIDER ANY EXTERNAL FACTORS LIKE WEATHER AND LIGHT

4:50:37PM CONDITIONS.

4:50:38PM WE DIDN'T IDENTIFY ANY -- THAT COULD POTENTIALLY BE

4:50:45PM EXACERBATED WITH THE CHICK-FIL-A.

4:50:47PM FOR THE SIGHT DISTANCE ELEVATION -- YES, NEXT SLIDE.

4:50:54PM I'M SORRY.

4:50:54PM FOR THE SIGHT DISTANCE ELEVATION, LIKE I SAID, WE CONDUCTED

4:51:02PM SITE VISITS TO ENSURE THERE WAS ENOUGH VISIBILITY AND

4:51:08PM ADEQUATE SIGHT DISTANCE AT THE SITE DRIVEWAY.

4:51:12PM WE COMPARED THIS TO THE VILLAGE OF ESTERO LAND DEVELOPMENT

4:51:17PM CODE AND THE REQUIREMENTS FROM THE GREEN BOOK.

4:51:21PM IT APPEARS THAT THE SITE HAS ENOUGH SIGHT VISIBILITY.

4:51:24PM FOR THE DRIVE-THROUGH STACKING, WE COLLECTED MAXIMUM QUEUE

4:51:29PM DATA AT TWO EXISTING CHICK-FIL-As WITH SIMILAR

4:51:33PM DRIVE-THROUGH OPERATION, WHICH IS TWO-LANE DRIVE-THROUGH.

4:51:35PM WE COLLECTED DATA, HIGHEST PEAK HOUR, THE MAXIMUM SERVED

4:51:41PM QUEUE IN ANY OF THOSE CHICK-FIL-As WAS 30 VEHICLES.

4:51:45PM THIS SITE, THE MAXIMUM STACKING PROVIDED IS 41 VEHICLES.

4:51:51PM SO THERE IS A SURPLUS OF 11 VEHICLES ON THE SITE.

4:51:56PM AND WE ALSO COMPARED THIS AGAINST REQUIREMENTS FROM THE

4:52:00PM VILLAGE OF ESTERO AND LEE COUNTY.

4:52:04PM IT APPEARS TO MEET THE REQUIREMENTS.

4:52:09PM SO OVERALL, WE FOUND THAT THE ROADWAYS HAVE ENOUGH CAPACITY,

4:52:14PM THE INTERSECTIONS ARE ALSO ENOUGH CAPACITY.

4:52:16PM THE TURN LANES ARE NOT EXPECTED TO BE EXCEEDED, AND THE

4:52:21PM DRIVE-THROUGH PROVIDES SUFFICIENT STACKING WITH NO SPILL

4:52:28PM BACK ANTICIPATED.

4:52:28PM CHARLIE.

4:52:32PM THANKS.

4:52:33PM >>Charlie Krebs: NEXT, WE'LL MOVE ON TO LANDSCAPING.

4:52:36PM >>Mary Gibbs: MAY I ASK A QUESTION?

4:52:38PM ARE WE GOING TO ASK QUESTIONS AS THEY GO ALONG OR WAIT?

4:52:44PM >>Anthony Gargano: I THINK WE SHOULD ASK QUESTIONS AS YOU

4:52:47PM PRESENT.

4:52:48PM >>Michael Sheeley: ON THE LAST SLIDE, WHAT ARE SPILL BACKS?

4:52:54PM >> THAT WE'RE NOT EXPECTING THE CARS TO GO OUT OF THE

4:52:59PM DRIVE-THROUGH.

4:53:01PM >>Barry Jones: THERE ARE A FEW THINGS.

4:53:03PM THERE'S NO BYPASS LANE IN THERE, IN THE STACKING.

4:53:08PM IF YOU GET IN THE STACKING, YOU'RE STUCK.

4:53:11PM IF THE LINE TAKES FOREVER, YOU'RE IN THERE FOREVER.

4:53:13PM THERE'S NO GETTING OUT.

4:53:15PM THERE'S NO BYPASS, AND THAT'S WHAT THEY REFER TO AS SPILL
4:53:18PM BACK.
4:53:19PM FORGIVE ME, I WASN'T HERE IN JUNE, BUT THERE'S NO

4:53:22PM PEDESTRIAN.
4:53:23PM ONE OF THE GREAT CHALLENGES OR PROBLEMS WITH THIS SITE, AND
4:53:28PM -- McDONALD'S AND OTHER SITES TO THE NORTH -- THERE IS NO
4:53:31PM SIDEWALK CONNECTION TO THIS CHICK-FIL-A FROM THAT
4:53:34PM INTERSECTION.
4:53:34PM AND IT WOULD BRING YOU RIGHT ACROSS YOUR DRIVE-THROUGH
4:53:39PM LANES, TOO, BUT IT IS WHAT IT IS.
4:53:41PM THERE'S NO REASON THAT THIS SITE SHOULDN'T HAVE A PEDESTRIAN
4:53:44PM CONNECTION TO THE ROBUST SIDEWALK NETWORK AROUND IT.
4:53:48PM THERE'S NOTHING COMING FROM OFF-SITE.
4:53:52PM THERE'S NOTHING COMING FROM INTERNAL ON-SITE FOR ANYBODY
4:53:57PM PEDESTRIAN-WISE TO NAVIGATE TO THIS SITE THAT I CAN
4:54:02PM IDENTIFY.
4:54:03PM I WASN'T HERE IN JUNE, SO THAT WASN'T BROUGHT UP, I'M SORRY.
4:54:08PM AND FEEL JUSTIFIED IN SAYING IT NOW.
4:54:13PM THE OTHER CONCEPT, THE NO BAILOUT LANE, BEFORE WE GET TOO
4:54:18PM DEEP INTO THE WEEDS ON THE TRAFFIC, THERE ARE A COUPLE OF
4:54:22PM SITE ISSUES THAT I SEE THAT, CHARLIE, MAYBE YOU CAN GIVE --
4:54:26PM OR SOMEBODY CAN GIVE ME SOME COLOR ON.
4:54:29PM THE NO BAILOUT, ARE YOU COMFORTABLE HAVING A NO BAILOUT AND
4:54:38PM WAS THAT DISCUSSED --
4:54:40PM >>Charlie Krebs: YOU'RE SAYING ONCE YOU GET PAST THIS POINT,

4:54:43PM NOT BEING ABLE TO LEAVE THE DRIVE-THROUGH LANE.

4:54:46PM >>Barry Jones: CORRECT, TO GET OUT OF THE QUEUE.

4:54:48PM >>Charlie Krebs: THAT'S KIND OF BECOMING THE INDUSTRY

4:54:51PM STANDARD, AS I GO THROUGH OTHER DRIVE-THROUGHS, NOT JUST

4:54:52PM CHICK-FIL-As, BUT McDONALD'S AND ELSEWHERE.

4:54:55PM ONCE YOU GET INTO THAT LOCATION, THE BAILOUT LANES, THE

4:54:57PM BYPASS LANES THAT WE USED TO DESIGN TO, THEY ARE NOT THERE

4:55:01PM ANYMORE.

4:55:02PM >>Barry Jones: I'M SAD TO ADMIT I SPEND MORE THAN MY FAIR

4:55:05PM SHARE OF TIME IN THOSE LANES.

4:55:07PM MOST OF THEM I KNOW OF HAVE A BAILOUT AT THE CORNERS THERE

4:55:10PM SOMEWHERE.

4:55:12PM >>Charlie Krebs: I HATE TO ADMIT IT, TOO, --

4:55:14PM >>Barry Jones: I UNDERSTAND.

4:55:15PM BUT THESE POINTS ARE A LOT FARTHER APART THAN OTHER POINTS.

4:55:20PM >>Charlie Krebs: ONCE YOU GET IN THE LANE, YOU ARE KIND OF

4:55:22PM STUCK.

4:55:23PM THE OLD BYPASS LANES WE HAD TO PROVIDE FOR FIRE ACCESS, THEY

4:55:27PM ARE NOT PART OF THE SYSTEM ANYMORE.

4:55:30PM >>Barry Jones: FIRE TRUCK DOESN'T CARE THAT THERE IS A QUEUE

4:55:34PM THEY CAN'T GET THERE --

4:55:35PM >>Charlie Krebs: ASSUMING IF THERE IS A FIRE, THERE WON'T BE

4:55:40PM CARS IN THE QUEUE.

4:55:42PM IF ONE CAR IS STUCK, THE LANES AROUND IT ARE GOING TO VACATE

4:55:47PM IN ORDER FOR VEHICLES TO GET THERE.

4:55:50PM >>Barry Jones: FIRE WAS OKAY WITH THIS?

4:55:52PM >>Charlie Krebs: FIRE REVIEWED IT AND, AS FAR AS I KNOW,

4:55:54PM THERE WERE NO COMMENTS RECEIVED FROM FIRE.

4:55:57PM >>Mary Gibbs: I'M THINKING BACK TO THE PUBLIC INFORMATION

4:55:59PM MEETING AND MAYBE I'M CONFUSED.

4:56:01PM I THOUGHT AT THE TIME THE CHICK-FIL-A REPRESENTATIVE, GETRA,

4:56:06PM WAS HERE.

4:56:06PM I THOUGHT I ASKED BECAUSE OF THE DUAL DRIVE-THROUGH, I ASKED

4:56:09PM A QUESTION OF HOW DOES THAT WORK, BECAUSE I THOUGHT SHE WAS

4:56:12PM EXPLAINING ONE OF THE DRIVE-THROUGHS WAS FOR MOBILE ORDERS

4:56:14PM AND ONE WAS FOR REGULAR.

4:56:16PM WHAT HAPPENS IF YOU GET IN THE WRONG LANE, HOW DO YOU

4:56:19PM ESCAPE.

4:56:20PM I THOUGHT SHE SAID SOMETHING ABOUT SIGNAGE AND THERE WAS

4:56:22PM SOME WAY YOU COULD CROSS CONNECT OR SOMETHING.

4:56:28PM >>Barry Jones: CAN PROBABLY CHANGE LANES, BUT I DON'T THINK

4:56:31PM YOU CAN GET OUT OF ONCE THE QUEUE IS THERE, UNLESS SOMEBODY

4:56:35PM IN FRONT OF YOU GETS OUT OF THE WAY.

4:56:36PM >>Mary Gibbs: I THOUGHT THAT CAME UP AT THE INFORMATION

4:56:39PM MEETING.

4:56:39PM AGAIN, THAT WAS A WHILE BACK, SO I DON'T QUITE REMEMBER.

4:56:40PM >> THOMAS OLIVER.

4:56:44PM I AM THE CHICK-FIL-A.

4:56:46PM THANKS FOR TAKING THE TIME TO REVIEW THE PLANS.

4:56:51PM WHAT YOU SEE A LOT OF TIMES WHEN WE OPEN IS YOU HAVE THE

4:56:53PM DUAL LANES THAT ARE OPERATING.

4:56:55PM CERTAINLY, WE EXPECT WHEN WE OPEN THAT THERE IS USUALLY A

4:56:58PM HIGH DEMAND AND WE WANT TO MAKE SURE WE'RE GETTING MAX

4:57:00PM CAPACITY.

4:57:01PM TO YOUR POINT, MARY, WHAT WILL HAPPEN, WE START TO OPERATE

4:57:04PM THE RESTAURANT, IF WE SEE OR IF THE OPERATOR SEES AN

4:57:08PM OPPORTUNITY FOR MOBILE THROUGH, SO IF OUR DATA AND OUR

4:57:12PM OPERATORS ARE SEEING THAT MOBILE THROUGH IS POPULAR FOR A

4:57:15PM PARTICULAR LOCATION, THAT IS WHEN THEY WILL OPEN UP --

4:57:18PM USUALLY THE INSIDE LANE FOR MOBILE THROUGH.

4:57:21PM SO YOU'LL HAVE SIGNAGE THAT SAYS ONE LANE IS MOBILE THROUGH.

4:57:25PM USUALLY THE OUTSIDE LANE DEDICATED FOR DRIVE-THROUGH,

4:57:27PM TRADITIONAL DRIVE-THROUGH.

4:57:28PM SO THAT MOBILE THROUGH LANE, IF IT IS ACTIVATED, TYPICALLY

4:57:33PM GOES A LITTLE BIT FASTER AND TENDS TO BE EMPTIER.

4:57:40PM SO IF YOU DO HAVE A NEED FOR BACKING UP OF THE TRADITIONAL

4:57:42PM OUTSIDE LANE, YOU CAN EITHER UTILIZE THAT MOBILE THROUGH

4:57:48PM LANE OR YOU CAN HELP CARS WHO HAVE ALREADY GOTTEN THEIR

4:57:48PM ORDERS TO BAIL OUT.

4:57:49PM HOPEFULLY EVERYBODY HAS BEEN TO A CHICK-FIL-A.

4:57:52PM OBVIOUSLY, WE ARE NOT OPERATING LIKE SOME OF THE OTHER FAST

4:57:56PM FOOD RESTAURANTS WHERE YOU GO TO A WINDOW.

4:57:58PM YOU WAIT.

4:57:58PM YOU GO TO THE NEXT WINDOW, YOU WAIT.

4:58:02PM OBVIOUSLY, WE HAVE MANY, MANY PEOPLE OUT IN THE

4:58:04PM DRIVE-THROUGH.
4:58:04PM THEY HAVE iPADS.
4:58:05PM THEY ARE MEETING THE DRIVER AS THEY COME INTO THE

4:58:07PM DRIVE-THROUGH.
4:58:08PM OUR PROCESSES WITHIN THE BUILDING CONTINUE TO IMPROVE EVERY
4:58:12PM DAY.
4:58:13PM SO WE ARE KNOWN FOR HAVING A LOT OF TRAFFIC IN THE
4:58:17PM DRIVE-THROUGH.
4:58:17PM WE DON'T RUN FROM THAT.
4:58:19PM WE ALSO PRIDE OURSELVES ON GETTING CARS OUT OF THE
4:58:22PM DRIVE-THROUGH FASTER THAN JUST ABOUT ANYBODY IN THE INDUSTRY
4:58:25PM BASED ON THE AMOUNT OF PEOPLE IN THE DRIVE-THROUGH AND HOW
4:58:28PM THEY OPERATE.
4:58:29PM JUST WANTED TO CLARIFY THAT IN TERMS OF MAYBE WHAT GETRA WAS
4:58:33PM TALKING ABOUT.
4:58:37PM >>Michael Sheeley: HOW IS THE OUTSIDE LANE SERVICED?
4:58:40PM PEOPLE CARRY THE FOOD TO THE CAR?
4:58:42PM >> YES, MOST OF THE TIME.
4:58:43PM YOU HAVE A TEAM INSIDE THE COCKPIT AS WE CALL IT, PREPARING
4:58:47PM THE FOOD.
4:58:48PM THEN TWO OR THREE TAKING THE FOOD OUT TO THE CARS.
4:58:51PM OBVIOUSLY, UPSTREAM IN THE FIRST CANOPY, YOU HAVE THOSE THAT
4:58:54PM ARE TAKING THE ORDER.
4:58:55PM ONCE AGAIN, IN TERMS OF HOW THE OPERATIONS WORK AND THE
4:58:59PM PROCESSES WORK INSIDE THE RESTAURANT, OUR TECHNOLOGY IS ABLE

4:59:02PM TO MOVE SOME OF THE SIMPLER ORDERS FASTER SO MORE
4:59:05PM COMPLICATED ORDERS, WE KNOW HOW TO MOVE THEM UP, GET THEM
4:59:08PM OUT OF THE WAY SO CARS CAN GO THROUGH.

4:59:13PM THERE IS A SYMPHONY GOING ON IN THE BUILDING TO ALLOW TO
4:59:15PM SERVICE QUICK ORDERS FIRST, AS WELL AS SOME OF THE MORE
4:59:18PM COMPLICATED ORDERS.

4:59:19PM OBVIOUSLY, OUR GOAL IS TO GET OUR DRIVERS THROUGH THE
4:59:23PM DRIVE-THROUGH AS FAST AS POSSIBLE AND OUT OF THE SITE, WHICH
4:59:26PM IS WHY WE HAVE THIS EXIT ONLY RIGHT AS YOU ARE LEAVING THE
4:59:29PM SITE TO MAKE SURE WE ARE GETTING CARS OUT OF THE QUEUE AND
4:59:32PM OUT OF THE SITE AS QUICKLY AS POSSIBLE.

4:59:34PM DID THAT ANSWER YOUR QUESTION?
4:59:35PM >>Michael Sheeley: YES.
4:59:37PM THANK YOU.

4:59:39PM >>Dan Williams: I HAD A COUPLE OF QUESTIONS, IF I MAY.
4:59:41PM IN OUR LAST MEETING, WE WERE INFORMED OF NEW DEVELOPMENTS
4:59:46PM OUT ON EAST CORKSCREW THAT WILL END UP WITH A LOT OF
4:59:51PM ADDITIONAL PEOPLE.

4:59:52PM I TAKE IT FACTORS SUCH AS THAT HAVE NOT BEEN CONSIDERED AS
4:59:57PM FAR AS THE VOLUMES COMING TO THE RESTAURANT BECAUSE YOU
5:00:01PM CAN'T REALLY SAY, WELL, WE KNOW WITH A CRYSTAL BALL THAT
5:00:05PM WE'LL HAVE ANOTHER 10,000 HOMES OUT THERE.

5:00:08PM >> DANIELA, I DON'T KNOW IF YOU WANT TO COMMENT ON THAT.
5:00:14PM OUR TRAFFIC STUDY CONCENTRATES ON THE IMMEDIATE AREA WHERE
5:00:17PM WE HAVE THE DATA THAT'S QUANTIFIABLE AND REALLY GET OUR ARMS

5:00:21PM AROUND VERSUS SOME OF THE MORE CONCEPTUAL ITEMS.

5:00:24PM DANIELA, IF YOU WANT TO ADD TO THAT, PLEASE.

5:00:27PM >> YEAH.

5:00:27PM OUR TRAFFIC STUDY, USUALLY WE ONLY CONSIDER ANY DEVELOPMENTS

5:00:30PM THAT HAVE PREVIOUSLY BEEN APPROVED.

5:00:32PM SO IF THE DEVELOPMENT HAS NOT APPROVED, IT WAS NOT

5:00:35PM CONSIDERED.

5:00:36PM I DON'T BELIEVE WE HAD ANY BACKGROUND DEVELOPMENTS AT THIS

5:00:39PM POINT.

5:00:41PM >>Dan Williams: THAT'S UNDERSTANDABLE.

5:00:42PM YOU PROBABLY WILL BE MUCH MORE SUCCESSFUL THAN YOU'RE

5:00:47PM PROJECTED.

5:00:47PM FIRST THING.

5:00:48PM SECOND THING, AND I COME TO THIS AREA WITH SOME FREQUENCY

5:00:51PM BECAUSE IT'S ALMOST ABOUT A HALF MILE FROM WHERE WE LIVE.

5:00:55PM BUT WHERE YOU ARE LOCATED THERE, IT IS A CORNER.

5:01:01PM I NOTICED THAT THERE WERE NO SIGHT DISTANCE CONCERNS.

5:01:07PM BUT BASED ON SPEEDS THAT PEOPLE UNFORTUNATELY TAKE ON THAT

5:01:11PM CORNER AT TIMES, YOU CAN HAVE SOMETHING APPEAR IN A

5:01:18PM LAST-MINUTE SITUATION.

5:01:19PM THAT'S JUST A COMMENT.

5:01:20PM THE SECOND THING I WANT TO SAY ON THIS DRAWING THAT WE HAVE

5:01:23PM UP THERE, SO TOWARDS THE NORTHEAST, THERE IS A NEW CUT, I

5:01:32PM BELIEVE, TO HAVE AN ACCESS.

5:01:33PM RIGHT AFTER THE DRIVE-THROUGH LANES, AND IF YOU CONTINUE

5:01:37PM NORTH, THEN YOU HAVE AN ARROW POINTING -- RIGHT THERE, YES.

5:01:40PM I THINK THAT IS A NEW ACCESS THAT DOES NOT CURRENTLY EXIST.

5:01:45PM SO TWO THINGS -- AND I DROVE OUT THERE THIS MORNING TO LOOK

5:01:51PM AT IT.

5:01:52PM AGAIN, TRYING TO MINIMIZE ANY POTENTIAL CONGESTION OR

5:01:58PM PROBLEM, BUT I THINK RIGHT ACROSS FROM THAT, AS FAR AS THE

5:02:01PM PARKING THAT IS USED FOR PUBLIX AND OTHERS, THERE IS A LANE

5:02:08PM THAT POINTS WITH PEOPLE PARKING TOWARDS THE SOUTH, WHICH

5:02:12PM WOULD BE RIGHT ACROSS FROM WHERE THIS NEW EXIT IS.

5:02:18PM SO YOU'VE GOT TO LOOK TO THE EAST, TO THE WEST, AND THEN

5:02:22PM RIGHT ACROSS FROM YOU, WHICH IS ANOTHER FACTOR.

5:02:24PM I JUST DIDN'T KNOW IF THERE'S ANY WAY TO MODIFY EITHER THAT

5:02:29PM EXIT OR THE PARKING ACROSS FROM THAT EXIT, THE PARKING AREAS

5:02:36PM ARE TO POTENTIALLY MITIGATE POTENTIAL ACCIDENTS.

5:02:48PM >> SO FROM EXPERIENCE, IF WE RESTRICT ANY MOVEMENTS BASED ON

5:02:54PM THE SIGNAGE OR IF WE DO ANY GEOMETRICAL MODIFICATIONS TO THE

5:03:04PM ACCESS, THAT CAN POTENTIALLY CREATE HAZARDOUS PATTERNS

5:03:08PM THERE.

5:03:10PM FOR RESTRICTING ANY SPACES OF THE DRIVE AISLES, I BELIEVE

5:03:17PM THAT IS A QUESTION THAT I MIGHT DEFER TO THE LAND

5:03:20PM DEVELOPMENT TEAM, BUT I BELIEVE THIS IS OUT OF THE CONTROL

5:03:22PM OF CHICK-FIL-A.

5:03:25PM PART OF THE PUBLIX PROPERTY.

5:03:26PM IT'S UNLIKELY THEY WILL APPROVE ANY KIND OF REMOVAL OF THEIR

5:03:32PM DRIVEWAYS.

5:03:35PM BUT IF YOU'RE MENTIONING ABOUT THE POTENTIAL CONFLICTS
5:03:41PM BETWEEN THE TWO VEHICLES, THEY WOULD BE BASICALLY LOOKING AT
5:03:47PM EACH OTHER BECAUSE THEY ARE TRAVELING SOUTHBOUND AND THE

5:03:51PM VEHICLES THAT ARE EXITING THE CHICK-FIL-A DRIVEWAY.
5:03:54PM SO THEY COULD POTENTIALLY SEE EACH OTHER.
5:03:58PM THAT ACTUALLY REDUCES ANY KIND OF CONFLICTS THERE.
5:04:04PM LIKE, THEY WERE TURNING LEFT OR RIGHT ON THAT, AND THEY
5:04:08PM WOULD BE -- THERE WOULD BE MORE CONFLICTS IF THEY WERE GOING
5:04:13PM IN THE OPPOSITE DIRECTION, IF THEY WERE LOOKING THE OTHER
5:04:15PM WAY.
5:04:17PM >>Dan Williams: WELL, I UNDERSTAND WHAT YOU'RE SAYING,
5:04:19PM PUBLIX OR WHOEVER'S PROPERTY.
5:04:21PM I DIDN'T KNOW IF THERE WOULD BE ACROSS IN THAT PARKING LOT
5:04:24PM EVEN TO PUT SOME SORT OF CAUTION OR THE YELLOW STRIPE, STOP
5:04:32PM TYPE THING AGAIN JUST TO ALLOW MORE TIME FOR PEOPLE TO SEE
5:04:36PM WHERE THEY ARE AT BEFORE THEY TURN.
5:04:39PM >>Charlie Krebs: THEY ARE BOTH COMING TO A STOPPED
5:04:41PM CONDITION.
5:04:41PM THEY WERE RIGHT ACROSS FROM EACH OTHER.
5:04:43PM THAT ACTUALLY WORKS IN CHICK-FIL-A'S FAVOR, IF IT HAD BEEN
5:04:47PM STAGGERED LEFT OR RIGHT INSTEAD OF RIGHT ACROSS, THEN YOU
5:04:50PM WOULD HAVE A VISIBILITY CONCERN BECAUSE YOU WOULD HAVE TO BE
5:04:53PM LOOKING INSTEAD OF STRAIGHT ACROSS AT A CAR, OFF TO YOUR
5:04:56PM LEFT OR RIGHT TRYING TO ENTER INTO THE FRONTAGE ROAD.
5:04:58PM BUT THIS IS -- AREA RIGHT ACROSS FROM EACH OTHER, THEY BOTH

5:05:03PM HAVE TO COME TO A STOP CONDITION.

5:05:06PM THEY CAN BOTH PHYSICALLY SEE EACH OTHER ACROSS THE DRIVE

5:05:09PM AISLE.

5:05:10PM THEN YOU ARE LOOKING AT THE VIEW CORRIDORS TO YOUR LEFT AND

5:05:13PM RIGHT.

5:05:14PM YOU SAID YOU'VE BEEN OUT THERE.

5:05:15PM YOU KNOW THE VEGETATION RIGHT THERE IN THE CORNER IS REALLY

5:05:17PM OVERGROWN.

5:05:18PM YOU LOOK AT THE NEW LANDSCAPE PLAN, THEY PULLED ALL OF THAT

5:05:21PM VEGETATION BACK, SO IT OPENS UP THAT VIEW TRIANGLE.

5:05:24PM IT WILL BE AN IMPROVED SITUATION.

5:05:27PM >>Dan Williams: THERE'S CURRENTLY WHATEVER THE TERM -- TRASH

5:05:35PM BINS OVER IN THAT CORNER THAT YOU JUST MENTIONED.

5:05:39PM ARE YOU GOING TO REPOSITION ALL OF THOSE?

5:05:44PM >> TALKING ABOUT OVER IN THIS CORNER?

5:05:47PM >>Dan Williams: YES.

5:05:49PM >>Charlie Krebs: SO THE NEW DUMPSTERS ARE UP OVER HERE.

5:05:53PM >>Dan Williams: YOU ARE GOING TO REPOSITION THOSE.

5:05:56PM >>Charlie Krebs: RIGHT.

5:05:57PM YOU'LL HAVE PARKING SPACES HERE.

5:05:59PM WHEN YOU GET TO THAT LOCATION, YOU'LL HAVE A BETTER VIEW

5:06:01PM GOING TO THE EAST.

5:06:02PM AGAIN, YOU'RE RIGHT ACROSS FROM THIS TRAVEL LANE.

5:06:06PM SO YOU'RE GOING TO SEE EACH OTHER THERE.

5:06:09PM I THINK THAT'S PROBABLY THE BEST OF THE LOCATIONS YOU COULD

5:06:14PM HAVE IT.

5:06:15PM >>Dan Williams: LAST COMMENT I'LL MAKE ON THIS.

5:06:17PM WHERE THE EXIT IS GOING OUT --

5:06:20PM >>Tammy Duran: EXCUSE ME, CAN EVERYONE PLEASE MAKE SURE YOU

5:06:23PM ARE TALKING INTO THE MIKE BECAUSE THEY CAN'T HEAR YOU.

5:06:27PM >>Dan Williams: SO ON THE NEW CHICK-FIL-A EXIT THERE, THERE

5:06:32PM IS A DARK BAR, WHICH I BELIEVE MEANS THE YELLOW STOP.

5:06:37PM >>Charlie Krebs: WHITE STOP BAR.

5:06:40PM >>Dan Williams: I'M EVEN SUGGESTING THAT SOMETHING SIMILAR

5:06:45PM MIGHT BE BENEFICIAL OVER ON THE OTHER SIDE OF THE ROAD.

5:06:53PM >>Charlie Krebs: UNDERSTAND.

5:06:54PM BUT WE DON'T HAVE THE ABILITY TO EVEN PUT PAINT DOWN.

5:06:57PM >>Dan Williams: I THOUGHT SOMEBODY SAID THAT THERE WAS THE

5:07:00PM ABILITY TO TALK TO PUBLIX OR WHOEVER OWNS THE PROPERTY.

5:07:06PM ABOUT POTENTIALLY MAKING SOME MODIFICATION.

5:07:12PM >> FROM A DEVELOPMENT STANDPOINT, WE HAVEN'T HAD ANY

5:07:15PM EXTENSIVE CONVERSATIONS WITH PUBLIX.

5:07:17PM CERTAINLY, AROUND FLORIDA, WE GO TO PARCELS THAT ARE IN

5:07:21PM FRONT OF PUBLIX, AND THERE'S COMMUNICATIONS AT THE EXECUTIVE

5:07:24PM LEVEL.

5:07:24PM BUT FOR THIS PARTICULAR ONE, I HIGHLY DOUBT THAT PUBLIX

5:07:30PM WOULD ALLOW US --

5:07:32PM >>Dan Williams: I'M NOT SAYING PUBLIX ALLOW YOU.

5:07:35PM ASKING PUBLIX IF THEY WOULD TAKE THE INITIATIVE TO PUT IT IN

5:07:38PM THERE.

5:07:38PM THAT'S ALL I'M ASKING.

5:07:39PM IF IT SAVES A WRECK, SAVES A LIFE, WHAT'S THE LOSS, EVEN IF

5:07:43PM THEY SAY NO.

5:07:49PM >> IF THAT'S IMPORTANT, WE CAN MAKE AN EFFORT TO REACH OUT

5:07:52PM TO THE LANDLORD AND GET THEIR FEEDBACK ON THAT PARTICULAR

5:07:55PM ITEM.

5:07:55PM >>Dan Williams: PLEASE.

5:07:57PM >> YES, SIR.

5:07:58PM >>Dan Williams: HOPEFULLY YOU HAVE DRIVEN --

5:08:00PM >> I WAS OUT THERE FOR ABOUT AN HOUR TODAY WATCHING TRAFFIC.

5:08:03PM >>Dan Williams: YOU KNOW IT IS A TURN WHERE EVERYTHING IS

5:08:06PM AT.

5:08:06PM THAT IS THE CONCERNING PART.

5:08:08PM YOU GET PEOPLE WHIPPING AROUND THERE.

5:08:10PM JUST UNFORTUNATELY YOU DO.

5:08:11PM >> SAFETY IS OUR NUMBER ONE PRIORITY.

5:08:14PM >>Dan Williams: THAT'S GREAT.

5:08:15PM >>Barry Jones: YOU HAVE THE RIGHT TO PUT THE PEDESTRIAN

5:08:18PM ACCESS ACROSS THE DRIVEWAY?

5:08:19PM IS THAT THE STRIPING YOU'RE PUTTING THERE WITH THE GRAY AREA

5:08:25PM YOU'RE SHOWING IN YOUR SITE PLAN THERE.

5:08:28PM IS THAT WHAT THAT IS INTENDED TO BE?

5:08:31PM >> THIS RIGHT HERE?

5:08:32PM >>Barry Jones: NO.

5:08:33PM ACROSS GRANDE OAK DRIVE.

5:08:38PM >> I THINK JENNY WANTED TO SAY SOMETHING.

5:08:48PM >> I LOWERED IT BECAUSE THOMAS ANSWERED THE QUESTION.

5:08:53PM I WANTED TO CLARIFY ABOUT THE DRIVEWAY.

5:08:54PM IT'S NOT REALLY A NEW DRIVEWAY.

5:08:56PM IT'S EXISTING.

5:08:57PM WE JUST SEPARATED IT TO MAKE THE EGRESS MOVEMENT AND

5:09:01PM MANEUVER SAFER, ACTUALLY.

5:09:07PM >>Barry Jones: YOU HAVE THE CONTRACTUAL ABILITY TO DO WORK

5:09:10PM WITHIN GRANDE OAK DRIVE.

5:09:12PM COULD YOU DO A SPEED TABLE AT THAT CORNER, NOT A SPEED BUMP,

5:09:16PM BUT SOMETHING TO SLOW PEOPLE DOWN COMING AROUND THAT
CORNER

5:09:20PM SO WHERE WHEN WE GOT INGRESS AND EGRESS ON OPPOSITE SIDES OF

5:09:25PM IT --

5:09:26PM >> I DON'T THINK THE RIGHTS GO TO THAT BARRIER.

5:09:28PM WHAT THEY HAVE RIGHT THERE, THE SHADED AREA, I BELIEVE THAT

5:09:31PM IS THE SHADING FOR THE WATER MAIN CROSSING THAT'S GOING TO

5:09:33PM THE FIRE HYDRANT IN THAT ISLAND AND NOT A PEDESTRIAN

5:09:36PM CROSSING.

5:09:37PM I COULD BE WRONG, JENNY.

5:09:39PM >>Barry Jones: -- WATER MAIN, YOU HAVE RIGHTS TO DO

5:09:42PM CONSTRUCTION THERE.

5:09:43PM >> YOU HAVE THE UTILITY EASEMENT THAT THAT SERVICES.

5:09:45PM SINCE WE'RE DOING WORK FOR LEE COUNTY UTILITIES WITHIN THAT

5:09:47PM EASEMENT, WE CAN CONSTRUCT THE UTILITIES WITHIN IT.

5:09:50PM BUT TO GO OUT THERE AND PUT A SPEED TABLE, I DON'T BELIEVE
5:09:52PM THEY HAVE THE RIGHTS TO ALTER THAT ROADWAY IN SUCH A
5:09:55PM FASHION.
5:09:56PM THAT'S NOT THE WAY I REMEMBER THE CONDO DOCUMENTS BEING

5:09:59PM WRITTEN.
5:09:59PM >>Barry Jones: THANK YOU FOR ANSWERING THAT.
5:10:06PM >> THAT IS CORRECT, CHARLIE.
5:10:07PM THAT IS JUST A PAVEMENT RESTORATION FOR THE UTILITY
5:10:11PM CONNECTION.
5:10:12PM >>Barry Jones: EXISTING DRIVEWAYS, YOU ARE USING THE
5:10:15PM EXISTING DRIVEWAYS.
5:10:16PM ARE YOU RECONSTRUCTING IN DIFFERENT AREAS.
5:10:18PM >>Charlie Krebs: SO AS YOU CAN SEE, THEY HAVE THE ONE
5:10:21PM DRIVEWAY THAT IS IN THIS LOCATION.
5:10:23PM BASED ON FEEDBACK FROM STAFF, THEY HAVE ACTUALLY SEPARATED
5:10:27PM THE INGRESS AND THE EGRESS FROM THE LOCATION.
5:10:32PM SO WE MOVED THIS -- THE EXIT COMING OVER HERE TO ALIGN WITH
5:10:36PM THIS DRIVEWAY AND THEN THE INCOMING LINES WITH THIS
5:10:40PM DRIVEWAY.
5:10:40PM >>Barry Jones: YOUR CONTRACT ALLOWS YOU TO BUILD PAVEMENT
5:10:43PM WITHIN THAT ROADWAY.
5:10:45PM >>Charlie Krebs: WE HAVE ACCESS RIGHTS TO THE EASEMENT TO
5:10:48PM PROVIDE ACCESS TO THE PROPERTY.
5:10:49PM BUT ALTERING THE ROADWAY, ADDING A SPEED TABLE AS SUCH I
5:10:54PM THINK IS BEYOND THEIR ABILITY.

5:10:58PM >>Barry Jones: WHAT ABOUT PEDESTRIAN ACCESS TO THIS SITE
5:11:01PM BECAUSE YOU HAVE A LOT OF PEOPLE AROUND THIS PLACE AND WE'RE
5:11:04PM SUPPOSED TO BE A WALKABLE NEIGHBORHOOD AND EVERY OTHER
5:11:07PM DEVELOPMENT OR EVERY OTHER RESTAURANT AND ENTITY DOWN

5:11:11PM THROUGH HERE HAS A PEDESTRIAN CONNECTION TO THE ADJACENT
5:11:14PM SIDEWALKS.
5:11:14PM YOURS DOES NOT.
5:11:18PM >> JENNY, DO YOU WANT TO SPEAK TO THIS?
5:11:23PM >> THERE IS PEDESTRIAN ACCESS TO THE DEVELOPMENT.
5:11:25PM WE DID NOT DO A PEDESTRIAN ACCESS ALONG THE FRONTAGE OF THE
5:11:31PM ROAD BECAUSE WE'RE NOT TRYING TO ENCOURAGE PEDESTRIANS TO
5:11:33PM CROSS OVER THE DRIVE-THROUGH.
5:11:35PM SO THE ONLY PLACE WHERE I COULD SEE US ADDING PEDESTRIAN
5:11:41PM CONNECTIVITY WOULD BE ALONG THE WESTERN BUFFER, BUT WE'RE
5:11:44PM TRYING TO PRESERVE AS MANY OF THE EXISTING VEGETATION ON
5:11:47PM THAT BUFFER.
5:11:48PM >>Barry Jones: WHAT DO YOU THINK A PEDESTRIAN IS GOING TO DO
5:11:51PM COMING DOWN THAT SIDEWALK?
5:11:51PM ANYWHERE AROUND THE SITE, DO YOU THINK THEY'LL GO ALL THE
5:11:57PM WAY AROUND TO THE INTERNAL TO GET ACCESS OR JUMP THE THING,
5:12:00PM GO THROUGH YOUR DRIVE-THROUGH TO GET TO YOUR BUILDING?
5:12:04PM PEDESTRIAN ACCESS IS IMPORTANT AND THIS IS THE ONLY ONE THAT
5:12:08PM DOESN'T HAVE IT.
5:12:08PM >>Charlie Krebs: UNDERSTAND.
5:12:10PM ONE OF THE CONDITIONS THAT WE HAD TO DO TO SCREEN THE

5:12:13PM DRIVE-THROUGH LANE WAS PUT IN THIS ENHANCED BUFFER OF TALLER

5:12:18PM SHRUBS, DENSER SHRUBS TO SCREEN ANY OF THAT TRAFFIC FROM

5:12:23PM CORKSCREW.

5:12:24PM YOU'RE NOT GOING TO HAVE THE PEDESTRIAN ACCESS THROUGH HERE.

5:12:28PM >>Barry Jones: WE'RE TALKING ABOUT A FIVE-FOOT BREAK,

5:12:30PM CHARLIE.

5:12:30PM >>Charlie Krebs: UNDERSTAND.

5:12:32PM I DON'T THINK THE INTENT WAS TO HAVE THE PEOPLE CROSS

5:12:34PM THROUGH THE DRIVE-THROUGH LANES AS THE CARS ARE GOING

5:12:37PM THROUGH THERE AS WELL.

5:12:38PM >>Barry Jones: MY INTENT IS NOT TO HAVE A CHICK-FIL-A WITH A

5:12:41PM ROBUST SIDEWALK NETWORK AROUND IT BE ISOLATED FROM

5:12:44PM PEDESTRIAN ACTIVITY.

5:12:45PM THAT IS YOUR PROBLEM TO SOLVE.

5:12:48PM >> ALONG THE SOUTHERN BUFFER, THERE IS ALSO A SWALE THAT

5:12:51PM PEDESTRIANS WOULD NEED TO CROSS.

5:12:54PM >>Barry Jones: THESE ARE YOUR OPPORTUNITIES TO EXCEL.

5:12:58PM >>Charlie Krebs: I THINK THERE MIGHT BE AN OPPORTUNITY TO

5:13:00PM CONNECT TO BEN HILL GRIFFIN, AGAIN, THAT WILL BE AT THE

5:13:04PM SACRIFICE OF SOME OF THE EXISTING LANDSCAPING.

5:13:06PM IF THAT'S THE WAY THE BOARD WOULD LIKE TO GO, WE CAN DO

5:13:10PM THAT.

5:13:11PM IT'S NOT WE CAN'T.

5:13:14PM WE THOUGHT THE LANDSCAPING WAS THE MORE IMPORTANT.

5:13:17PM IF THE BOARD WOULD LIKE US TO PUT A SIDEWALK CONNECTION IN

5:13:20PM THERE, WE CAN CERTAINLY DO THAT.

5:13:25PM >>Barry Jones: I THINK IT'S IMPORTANT THAT EVERY PROJECT HAS

5:13:27PM PEDESTRIAN ACCESS TO THE SURROUNDING PEDESTRIAN NETWORK.

5:13:30PM THAT'S NOT ISOLATED TO THIS PROJECT.

5:13:33PM THAT'S EVERY PROJECT.

5:13:35PM >>Charlie Krebs: UNDERSTOOD.

5:13:37PM >>Jim Wallace: THIS IS JIM WALLACE.

5:13:38PM SORRY I CAN'T BE THERE.

5:13:39PM BARRY, WHAT DID WE DO?

5:13:42PM THIS SITE SEEMS SO SIMILAR TO THE McDONALD'S DONE IN FRONT

5:13:45PM OF RAPALLO.

5:13:46PM THAT HAD THE DOUBLE LANE AROUND THE BACK, ET CETERA, ALONG

5:13:51PM U.S. 41.

5:13:53PM WHAT DID WE DO THERE TO GIVE PEDESTRIAN ACCESS INTO THAT

5:13:59PM SITE?

5:13:59PM BECAUSE THE SITES ARE SO SIMILAR.

5:14:04PM >>Barry Jones: PEDESTRIAN FROM THE SURROUNDING SITE AND FROM

5:14:06PM THE NORTH AND, YEAH, IT'S COMING FROM THE NORTH EDGE INTO IT

5:14:11PM AND FROM THE SOUTH.

5:14:14PM I BELIEVE THERE WAS ONE COMING OFF 41, TOO, AT THE NORTH

5:14:18PM END.

5:14:22PM >>Jim Wallace: THERE'S NOTHING OFF 41, AND I DON'T REMEMBER

5:14:27PM ALONG THE NORTH END.

5:14:28PM JUST THE EAST SIDE AND SOUTH SIDE?

5:14:30PM I THINK SO.

5:14:34PM I THINK THAT'S ALL WE DID THERE.

5:14:35PM I DON'T REMEMBER.

5:14:36PM >>Barry Jones: -- THE PEDESTRIAN CONNECTION TO ANYTHING

5:14:39PM INTERNAL.

5:14:41PM >>Charlie Krebs: THERE'S NO INTERNAL SIDEWALKS TO CONNECT

5:14:43PM TO.

5:14:44PM >>Michael Sheeley: RIGHT, RIGHT.

5:14:46PM I WOULD THINK YOUR BEST OPPORTUNITY IS ALONG BEN HILL AND

5:14:48PM COMING INTO THAT FIRST ISLAND AND COMING DOWN.

5:14:52PM >>Charlie Krebs: IF THE BOARD WANTS TO MAKE THAT A

5:14:54PM STIPULATION, WE CAN CERTAINLY ADD A SIDEWALK CONNECTION AND

5:14:56PM DETERMINE WHICH TREES NEED TO COME OUT IN ORDER TO

5:14:59PM ACCOMPLISH IT.

5:15:00PM BARRY, IF WE CAN AVOID THE TREES, WE'LL AVOID THE TREES.

5:15:05PM I THINK THE REASON IT'S NOT THERE IS WE TRIED TO KEEP AS

5:15:07PM MANY OF THE EXISTING TREES AND THE MATURE BUFFER AS

5:15:10PM POSSIBLE.

5:15:11PM >>Mary Gibbs: YOU CAN ALSO MOVE THE TREES ELSEWHERE IF YOU

5:15:14PM HAVE TO TAKE THEM OUT.

5:15:17PM >>Michael Sheeley: IT'S NO MYSTERY THAT ON EVERY PROJECT WE

5:15:19PM WANT TO SEE PEDESTRIAN ACCESS.

5:15:20PM >>Charlie Krebs: UNDERSTOOD.

5:15:21PM >>Jim Wallace: AT LEAST WE SHOULD HAVE PEDESTRIAN ACCESS TO

5:15:24PM BEN HILL GRIFFIN.

5:15:26PM >>Charlie Krebs: RIGHT.

5:15:27PM I THINK THERE IS A WAY WE CAN PROVIDE THAT.

5:15:29PM WE'LL FIND A SPOT THROUGH THE BUFFER, PROBABLY RIGHT THERE

5:15:33PM BEFORE THE DRIVE-THROUGH LANES.

5:15:37PM >>Barry Jones: NEXT QUESTION I HAD WAS, THERE'S NO COVER FOR

5:15:41PM YOUR ORDER TAKERS.

5:15:45PM ONE OF THE KEY ELEMENTS I HEARD IN THE REASON WHY THIS COULD

5:15:50PM PROCESS SO MANY PEOPLE SO FAST WAS PEOPLE WERE OUTSIDE

5:15:54PM TAKING ORDERS.

5:15:55PM WHAT DO YOU DO IN 110-DEGREE HEAT AND TROPICAL -- DID I MISS

5:16:00PM THAT ON THE ARCHITECTURALS HERE?

5:16:02PM >>Charlie Krebs: CORRECT ME IF I'M WRONG -- DO YOU WANT TO

5:16:06PM COME UP HERE AND SPEAK TO THAT?

5:16:09PM >> THAT IS CORRECT.

5:16:10PM THERE'S COVER FOR BOTH THE MENU BOARDS AND THE LOCATION OF

5:16:15PM THE SLIDING DOOR WHERE THE ORDERS ARE COLLECTED.

5:16:19PM IT'S ABOUT TWO CARS IN EACH LANE.

5:16:27PM >> IT'S NOT PHYSICALLY ATTACHED TO THE BUILDING.

5:16:30PM IT WASN'T INCLUDED AS PART OF THE BUILDING ELEVATION.

5:16:33PM >>Barry Jones: IT IS AN ARCHITECTURAL ELEMENT THAT IS PART

5:16:36PM OF THE BUILDING AND NEEDS TO BE INCLUDED IN THE

5:16:37PM ARCHITECTURAL REVIEW PLAN.

5:16:40PM >> IT'S DESIGNED IDENTICALLY TO THE ONE THAT IS SHOWN.

5:16:43PM GOOD EVENING.

5:16:47PM NICK FORTHMAN WITH NARRATE DESIGN, PROJECT ARCHITECT.

5:16:51PM WE INTEND TO NOT DO FLAT ROOF.

5:16:59PM WE'LL HAVE THE HIPPED ROOF ON IT WITH THE SAME MATERIALS AS
5:17:06PM THE REST OF THE BUILDING.
5:17:09PM [RUSTLING OF PAPERS]
5:17:11PM INCLUDING THE BASE WRAPS THERE.

5:17:15PM IT WILL FIT IN MATCHING THE BUILDING, THOUGH IT IS NOT
5:17:21PM PHYSICALLY ATTACHED.

5:17:24PM >>Michael Sheeley: DRAWINGS FOR THE STRUCTURE NEED TO BE
5:17:26PM INCLUDED IN YOUR DEVELOPMENT ORDER DRAWINGS.
5:17:28PM >> WE CAN ADD THAT.

5:17:28PM >>Barry Jones: I'M SEEING IT NOW ON THE SITE PLAN, A LITTLE
5:17:33PM DASH LINE, THOSE ARE FREE-STANDING STRUCTURES OR THE ONE FOR
5:17:36PM FOOD DELIVERIES PHYSICALLY ATTACHED?
5:17:43PM >> THE ORDER POINT.

5:17:44PM SO THE FIRST CANOPY THAT YOU COME UP TO AS YOU ENTER THE
5:17:47PM DRIVE-THROUGH LANES WHERE THERE WILL BE STAFF STANDING WITH
5:17:52PM iPADS TAKING YOUR ORDER, HELPING YOU PAY FOR THE ORDER,
5:17:56PM THAT'S HAPPENING AT THAT FIRST DASHED RECTANGLE THERE JUST
5:18:02PM SOUTH OF THE PATIO.

5:18:04PM AND THEN AS YOU PULL FORWARD AND TURN THAT 90 DEGREES,
5:18:09PM CIRCLING THERE, THAT IS GOING TO BE THE ATTACHED MEAL
5:18:13PM DELIVERY CANOPY WHERE THERE ARE TWO MEMBERS --

5:18:19PM >>Jim Wallace: WHY ARE THEY NOT ON THE SITE PLAN?
5:18:22PM >>Barry Jones: THEY ARE DASHED LINES ON THE SITE PLAN, JIM.
5:18:25PM THEY ARE NOT IN THE AUXILIARY.
5:18:31PM >>Jim Wallace: OH, YEAH, I SEE THEM.

5:18:33PM OKAY.

5:18:33PM GOT IT.

5:18:36PM >> WE COULD ELEVATE THOSE SO YOU KNOW EXACTLY WHAT THEY LOOK

5:18:39PM LIKE.

5:18:46PM >>Barry Jones: COULD YOU TALK A LITTLE BIT ABOUT WHAT'S

5:18:48PM HAPPENING ON THE WEST END OF THAT BUILDING?

5:18:50PM YOU HAVE AN OUTDOOR GREENSPACE AND WHAT ELSE IS HAPPENING IN

5:18:57PM THERE?

5:18:58PM PLAYGROUNDS, WHAT IS HAPPENING ON THE WEST END IN THAT

5:19:01PM SPACE?

5:19:02PM >> THAT IS AN EXTERIOR PATIO.

5:19:04PM SO THERE WILL BE DIFFERENT TYPES OF OUTDOOR FURNITURE,

5:19:07PM TABLES AND CHAIRS.

5:19:08PM THEY'LL HAVE UMBRELLAS THAT ARE AFFIXED TO THOSE AS WELL.

5:19:23PM >>Barry Jones: AND THEN JUST SOME GREENSPACE TO THE WEST OF

5:19:25PM THAT.

5:19:26PM >> IF YOU WANT TO GO TO THE LANDSCAPE PLANS, YOU CAN SEE

5:19:29PM THERE IS A GOOD AMOUNT OF LANDSCAPING, VEGETATION JUST TO

5:19:34PM THE WEST OF THAT THERE, AND THERE IS A LITTLE BIT OF SOD

5:19:38PM AREA AS WELL AT THE CORNER.

5:19:41PM >>Barry Jones: TWO MORE QUESTIONS, I'LL BE QUIET.

5:19:43PM AC UNITS, ANCILLARY EQUIPMENT IS THAT ON THE ROOF?

5:19:46PM WHERE IS THAT?

5:19:47PM >> CORRECT.

5:19:48PM THEY ARE ALL ON THE ROOF AND THEY WILL ALL BE FULLY

5:19:52PM CONCEALED VIA THE PARAPET.

5:19:55PM >>Barry Jones: AND THEN THOSE DUMPSTERS VERSUS McDONALD'S

5:19:58PM OVER THERE, ARE THOSE GETTING PROPER LANDSCAPING AND

5:20:05PM SHIELDING TO NOT ADVERSELY IMPACT THEIR PROPERTY VALUES?

5:20:09PM >> YEP.

5:20:10PM SO YOU CAN SEE ON THIS PLAN THAT THERE IS LANDSCAPING

5:20:13PM SURROUNDING.

5:20:15PM THERE IS GOING TO BE AN ENCLOSURE BUILT OUT OF THE SAME

5:20:19PM MATERIALS.

5:20:19PM CMU BLOCK ENCLOSURE FOR THOSE DUMPSTERS WITH A GATE TO FULLY

5:20:25PM CLOSE IN THE DUMPSTERS.

5:20:28PM AND THE BUILDING MATERIALS WILL BE THE SAME AS -- THE

5:20:32PM EXTERIOR MATERIALS ON THE DUMPSTER WILL BE THE SAME AS THE

5:20:36PM BUILDING.

5:20:37PM >>Barry Jones: THOSE DUMPSTER ENCLOSURE DETAILS ALSO NEED TO

5:20:41PM BE PART OF YOUR ARCHITECTURAL SUBMITTAL.

5:20:44PM >> I ACTUALLY THOUGHT THEY WERE.

5:20:46PM >> UPDATED ONE.

5:20:48PM I DON'T KNOW IF IT MADE IT TO YOU.

5:20:50PM >>Mary Gibbs: I THINK IT'S ON A 301.

5:20:56PM >>Barry Jones: NOT THE FIVE OR SIX PAGES I'VE GOT.

5:21:00PM I DIDN'T SEE THEM.

5:21:00PM >>Mary Gibbs: I SEE IT HERE, CHARLIE.

5:21:03PM ISN'T THIS IT HERE?

5:21:06PM >> YEAH.

5:21:15PM >>Mary Gibbs: THAT MIGHT BE YOUR PowerPoint.

5:21:22PM >>Barry Jones: MAYBE I'M SPECIAL.

5:21:24PM I DON'T KNOW.

5:21:24PM I'VE BEEN TOLD THAT BEFORE.

5:21:25PM [LAUGHTER]

5:21:26PM YOU'LL HAVE TO COME BACK WITH THE FULL ARCHITECTURALS FOR

5:21:35PM THE COVERS AND EVERYTHING.

5:21:36PM WHATEVER GETS SUBMITTED FOR THE RECORD NEEDS TO BE COMPLETE.

5:21:43PM >> THAT IS FROM THE DUMPSTER ENCLOSURE.

5:21:45PM THAT SHOULD HAVE BEEN INCLUDED IN THE EXHIBITS THAT YOU WERE

5:21:49PM GIVEN.

5:21:55PM >>Jim Wallace: ARE WE GOING TO TALK ABOUT THE ARCHITECTURE?

5:22:01PM >> I WAS GOING TO GO TO LANDSCAPING, BUT WE CAN DO

5:22:04PM ARCHITECTURE NOW IF YOU WOULD LIKE TO.

5:22:06PM >>Dan Williams: JIM, BEFORE YOU GO THERE, CAN I DOUBLE BACK

5:22:11PM TO MR. JONES' QUESTION ON THE SIDEWALK.

5:22:13PM IS THERE ANY SIDEWALK GOING INTO McDONALD'S THAT COULD BE

5:22:16PM PIGGY BACKED ON?

5:22:17PM >>Barry Jones: NO.

5:22:18PM THERE IS A SHORT LITTLE SIDEWALK THAT JUTS.

5:22:21PM >>Anthony Gargano: McDONALD'S RIGHT AT THE END OF THEIR

5:22:23PM DRIVE-THROUGH THAT WAS AN ADD-ON WHEN THEY RE-DID THEIR

5:22:26PM McDONALD'S.

5:22:26PM COMING OFF BEN HILL GRIFFIN.

5:22:30PM I THINK AT THE HEAD OF THEIR DRIVE-THROUGH WHERE THE ISLAND

5:22:33PM IS OFF BEN HILL GRIFFIN.

5:22:40PM >>Anthony Gargano: BEFORE WE LEAVE THIS AREA, I HAVE A

5:22:43PM QUESTION.

5:22:43PM IT WAS INDICATED THAT THERE ARE 30 STACKING SPACES FOR THIS

5:22:52PM --

5:22:52PM >>Jim Wallace: 41 I THOUGHT.

5:22:54PM >> 41.

5:22:54PM >>Anthony Gargano: I'M SORRY.

5:22:55PM 41 STACKING SPACES FOR THE PARTICULAR LOCATION.

5:22:59PM AND IT WAS INDICATED THAT THE HIGHEST NUMBER OF STACKING

5:23:04PM SPACES IN ANY OF YOUR OTHER LOCATIONS WAS 30.

5:23:08PM SO THERE IS A SURPLUS OF 11 HERE.

5:23:10PM I'M JUST CURIOUS HOW THE VOLUME -- ANTICIPATED VOLUME,

5:23:14PM WITHOUT GIVING AWAY ANY OF YOUR MARKETING INFORMATION, THE

5:23:21PM ANTICIPATED VOLUME OF THIS LOCATION COMPARES TO YOUR

5:23:25PM LOCATION WITH 30 WITH THE HIGHEST THAT YOU HAVE.

5:23:30PM >> DANIELA, DO YOU OR THOMAS WANT TO TALK ABOUT THAT?

5:23:35PM >> I WOULD HAVE TO GET BACK TO YOU ON THAT.

5:23:38PM GIVE ME FIVE MINUTES, I CAN TRY TO REVIEW THE HIGH VOLUME ON

5:23:43PM THAT LOCATION COMPARED TO THIS ONE.

5:23:47PM I'LL HAVE TO CHECK THAT PART.

5:23:49PM >>Anthony Gargano: OKAY.

5:23:50PM I JUST WANT TO SEE HOW MANY MEANINGFUL THE SURPLUS OF 11

5:23:56PM SPACES IS.

5:24:01PM >> WE HAVE COLLECTED OTHER LOCATIONS.

5:24:03PM NOT AS COMPARABLE AS THIS WITH TWO SITES WE SELECTED BUT WE
5:24:08PM COMPARED OTHER LOCATIONS AND IN GENERAL, THAT IS THE MAXIMUM
5:24:11PM QUEUE WE OBSERVED ON OTHER CHICK-FIL-A SITES.
5:24:18PM >>Mary Gibbs: MAY I ADD SOMETHING AS WELL?

5:24:19PM WE HAD OUR CONSULTANT, NORM TREBILCOCK WHO WORKS FOR THE
5:24:23PM VILLAGE, A TRAFFIC ENGINEER, DO WHAT THEY CALL THE
5:24:27PM SENSITIVITY ANALYSIS TO SEE IF THE 41 IS SUFFICIENT.
5:24:33PM ADD 10%.
5:24:34PM I'M SURE HE CAN EXPLAIN IT BETTER THAN I CAN.
5:24:37PM HE JUST REMINDED ME THAT WE DID THAT SENSITIVITY ANALYSIS
5:24:41PM AND IT SEEMS TO BE SUFFICIENT.
5:24:42PM I'LL LET HIM EXPLAIN BETTER THAN I JUST DID.
5:24:49PM >> GOOD EVENING.
5:24:49PM MY NAME IS NORM TREBILCOCK, WITH TREBILCOCK CONSULTANT
5:24:53PM SOLUTIONS.
5:24:54PM MY NAME IS NORMAN TREBILCOCK WITH TREBILCOCK CONSULTANT
5:24:58PM SOLUTIONS, PROFESSIONAL ENGINEER, PROFESSIONAL TRAFFIC
5:25:01PM OPERATIONS ENGINEER AND PLANNER.
5:25:02PM ON BEHALF OF THE VILLAGE, WE DID A SENSITIVITY ANALYSIS TO
5:25:07PM LOOK AT DIFFERENT TOLERANCES AND SUCH.
5:25:12PM IN OUR ANALYSIS, WORST-CASE SCENARIO WAS COMING RIGHT OUT AT
5:25:18PM 40.
5:25:18PM I THINK THEY HIT IT RIGHT ON THE MONEY, QUITE FRANKLY.
5:25:20PM THEY DID DO A MAXIMUM BASED ON CRITERIA, BUT WE DID CERTAIN
5:25:25PM SENSITIVITIES TO SAY WORST-CASE SCENARIO.

5:25:28PM SO THE NUMBER DID TURN OUT WELL THERE.

5:25:31PM THAT'S IN OUR TRAFFIC MEMORANDUM THAT WE PREPARED FOR YOU

5:25:33PM ALL AS WELL.

5:25:37PM >>Anthony Gargano: THANK YOU.

5:25:38PM THAT ANSWERS MY QUESTION.

5:25:44PM >>Mary Gibbs: NOT TO BELABOR THE TRAFFIC THING, BUT I MIGHT

5:25:48PM HAVE A QUESTION FOR TOM FORGIVENESS HE WANTS TO.

5:25:50PM AND THIS TIES IN WITH BARRY'S.

5:25:54PM WHEN YOU TALK ABOUT THE DUAL DRIVE-THROUGH LANES AND NOT

5:25:57PM BEING ABLE TO ESCAPE, BUT YOU HAVE THE OTHER WAYS OF LOOKING

5:26:01PM AT THAT.

5:26:02PM IN YOUR NEWER CHICK-FIL-As, DO THEY ALL HAVE DUAL LANES?

5:26:07PM DO NONE OF THEM HAVE AN ESCAPE MECHANISM, SO TO SPEAK?

5:26:13PM >> WE CERTAINLY ALL HAVE DUAL LANES.

5:26:16PM VERY FEW CHICK-FIL-As AROUND THE COUNTRY THAT HAVE A

5:26:19PM SINGLE LANE.

5:26:21PM >>Mary Gibbs: WE HAD ONE HERE.

5:26:23PM >> WE HAVE A WHOLE STRATEGIC REINVESTMENT TEAM THAT TRAVELS

5:26:26PM AROUND AND MAKES SURE THOSE ARE IMPROVED.

5:26:31PM IF YOU ARE VISITING CHICK-FIL-As LIKE THE OLDER MODELS

5:26:36PM THAT HAVE KIND OF THE DRIVE-THROUGH RENOVATION DONE WHERE IT

5:26:42PM WASN'T LAID OUT EXACTLY HOW WE WOULD LIKE, YOU DO SEE

5:26:48PM SOMETIMES SOME -- THAT IT DOESN'T FLOW QUITE LIKE A

5:26:51PM BRAND-NEW SITE.

5:26:52PM JUST WANTED TO POINT THAT OUT.

5:26:55PM NEW CONSTRUCTION SITE, WE DO GO THROUGH ALL THE CALCULATIONS
5:26:59PM AND ANALYSIS TO MAKE SURE WE HAVE THE PROPER STACKING.
5:27:04PM AND THEN IN TERMS OF BYPASS, I WOULD SAY THAT 90% PROBABLY
5:27:13PM COUNTRYWIDE, TWO LANES IS SUFFICIENT.

5:27:17PM ONCE AGAIN, WHAT I WAS SAYING EARLIER, IS THAT I THINK IN
5:27:20PM MANY CASES, PEOPLE THINK THE WORST-CASE SCENARIO OF A
5:27:24PM CHICK-FIL-A AND EVEN THINK OF MAYBE LIKE AN OPENING DAY
5:27:28PM WHERE WE WOULD TRY TO TEAM UP WITH THE VILLAGE OR OPERATOR
5:27:32PM WHO WOULD BE LOCAL HERE TO DO WHAT WE CAN TO MAKE SURE WE
5:27:37PM ARE MITIGATING THOSE TYPES OF THINGS, BUT I THINK ON A
5:27:40PM DAY-TO-DAY BASIS, ESPECIALLY AS DRIVERS START TO KIND OF
5:27:44PM LEARN THE TRAFFIC PATTERNS AND GET WITH THEIR DAILY ROUTINE,
5:27:47PM WE RARELY SEE IT STACKING OUT OF THESE DRIVE-THROUGHS NOW.
5:27:52PM TO YOUR QUESTION EARLIER, WE DO ACTUALLY HAVE SOME THAT HAVE
5:27:56PM LONGER STACKS AROUND THE COUNTRY, SO THIS ISN'T THE JUST
5:27:59PM LONGEST.
5:28:00PM WE HAVE OTHERS THAT HAVE A LITTLE BIT LONGER.
5:28:02PM AND THEN IN TERMS OF EMERGENCY SITUATIONS, WHERE OPERATORS
5:28:06PM JUST KNOW, ALONG WITH ALL THE TEAM MEMBERS, THAT IF
5:28:08PM SOMETHING LIKE THAT WAS TO HAPPEN, HOW TO GET CARS OUT
5:28:11PM QUICKLY AND CYCLE THEM AROUND THE SITE.
5:28:13PM NOT TO SAY THAT THERE AREN'T ONE OR TWO OUT THERE THAT MIGHT
5:28:17PM HAVE SOME SORT OF BYPASS MECHANISM, BUT I WOULD SAY THE VAST
5:28:21PM MAJORITY OF THEM ARE WHAT WE SEE HERE.
5:28:24PM ONCE AGAIN, I THINK THIS ONE HAS A REALLY, REALLY GOOD STACK

5:28:26PM ON IT COMPARED TO SOME OF THE OTHER ONES THAT WE HAVE.

5:28:29PM >>Mary Gibbs: JUST WANT TO MAKE SURE THAT BOARD MEMBER BARRY

5:28:31PM DOESN'T GET STUCK IN A LOOP AND CAN'T GET OUT.

5:28:36PM [LAUGHTER]

5:28:38PM >>Barry Jones: I'VE GOT ONE CLOSER TO MY HOUSE.

5:28:42PM >>Mary Gibbs: IT'S A RETROFIT, THOUGH.

5:28:47PM >>Jim Wallace: SUCH A TROUBLEMAKER, MARY.

5:28:51PM >> IF YOU ARE READY, WE CAN MOVE ON AND TALK ABOUT

5:28:54PM ARCHITECTURAL DESIGN OF THE BUILDING.

5:28:56PM SO, FIRST, I JUST WANTED TO BRING UP THE FLOOR PLAN TO GET

5:29:01PM YOU ORIENTED TO HOW THE BUILDING IS LAID OUT.

5:29:04PM SO THIS IS THE MAIN VESTIBULE, MAIN ENTRY THERE.

5:29:10PM COMING IN, YOU'VE GOT YOUR SERVICE COUNTER AND QUEUING HERE

5:29:15PM AND YOUR MAIN BULK OF DINING HERE ON THE INTERIOR.

5:29:18PM EVERYTHING BACK KIND OF BEHIND THIS WALL HERE IS GOING TO BE

5:29:22PM YOUR BACK OF HOUSE KITCHEN.

5:29:24PM SO THERE IS A SERVICE DOOR HERE FOR STAFF AS THEY TAKE

5:29:29PM DELIVERIES AND THINGS IN THERE.

5:29:33PM AND THEN THIS IS WHAT THEY CALL THE MEAL FULFILLMENT AREA,

5:29:37PM OR MFA.

5:29:39PM THIS IS WHERE, AS HAS BEEN SAID EARLIER, THEY ACTUALLY HAVE

5:29:43PM THIS KIND OF BIFOLD -- NOT BIFOLD, BUT A SLIDING DOOR THAT

5:29:48PM THE TEAM MEMBERS CAN COME AND DELIVER OUT TO THAT

5:29:52PM DRIVE-THROUGH LANE UNDERNEATH THAT MEAL DELIVERY CANOPY.

5:29:56PM AND THEN THERE IS RESTROOMS ON THE FAR END HERE, AND THERE

5:30:01PM IS A SECONDARY ENTRY/EXIT THAT ALLOWS FOR PATRONS TO COME IN
5:30:08PM AND OUT AND GET TO THAT PATIO OUTDOOR SEATING AREA.
5:30:15PM >>Michael Sheeley: HOW MANY SEATS INSIDE?
5:30:18PM >> USUALLY AROUND -- I DON'T KNOW OFF THE TOP OF MY HEAD,

5:30:21PM USUALLY AROUND 70 TO 80.
5:30:24PM I'D HAVE TO LOOK AND GET YOU THE EXACT NUMBER HERE, THOUGH.
5:30:27PM >> WE HAVE 70 SEATS INTERIOR AND 16 SEATS EXTERIOR.
5:30:37PM >>Jim Wallace: WHERE WAS THE CONNECTION TO THE OUTDOOR PATIO
5:30:40PM FOR THE INDOOR SPACE?
5:30:42PM >> HERE IS YOUR MAIN ENTRY VESTIBULE, JUST TO THE RIGHT
5:30:47PM HERE, THIS DOOR AS A SECONDARY EXIT OUT.
5:30:54PM >>Jim Wallace: WHY DID I THINK THE PATIO WAS AT THE END OF
5:30:57PM THE BUILDING, NOT THE SIDE OF THE BUILDING?
5:31:00PM >> IT IS.
5:31:00PM >>Jim Wallace: THE PERSON HAS TO COME OUT THE SIDE OF THE
5:31:03PM BUILDING AND WALK AROUND TO THE OTHER AREA?
5:31:05PM >> THAT'S CORRECT.
5:31:08PM >>Jim Wallace: OKAY.
5:31:09PM SEEMS A LITTLE CONVOLUTED BUT, OKAY, FINE.
5:31:15PM >> I'M NOT SURE HOW TO MOVE FORWARD.
5:31:18PM WHEEL.
5:31:19PM OKAY.
5:31:26PM >> IN WORKING WITH THE CITY STAFF, WE HAVE GONE THROUGH
5:31:29PM SEVERAL ITERATIONS OF EXTERIOR DESIGN.
5:31:32PM WE STARTED WITH ONE THAT WAS A LITTLE MORE FLORIDA

5:31:34PM VERNACULAR.

5:31:35PM AFTER LOOKING AT THE SITE, SURROUNDING CONTEXT, WE QUICKLY

5:31:38PM UNDERSTOOD THAT THAT'S NOT THE LOOK AND FEEL FOR THIS

5:31:43PM PARTICULAR DEVELOPMENT.

5:31:45PM SO WE DID KIND OF PIVOT AND GO TOWARDS MORE OF THIS

5:31:51PM MEDITERRANEAN REVIVAL STYLE.

5:31:55PM SO YOU HAVE A FEW DIFFERENT OPTIONS.

5:32:02PM WE'VE BROUGHT PLENTY OF PHYSICAL SAMPLES IF YOU GUYS WANT TO

5:32:06PM SEE ANY OF THOSE IN PERSON TONIGHT.

5:32:06PM SOME OF THE MAIN STAPLES WE HAVE HERE, WE DO HAVE A STONE

5:32:10PM WAINSCOT, WATER TABLE ON THE EXTERIOR OF THE BUILDING THAT

5:32:15PM WRAPS AROUND THE CANOPY COLUMNS AS WELL FOR BOTH THE ORDER

5:32:20PM POINT AND OUTDOOR MEAL DELIVERY CANOPY.

5:32:23PM THAT'S THE DESIGN IN BOTH OPTIONS.

5:32:30PM WE ARE ALSO DOING A DARK BRONZE METAL ACCENTS TO HELP CREATE

5:32:34PM MORE OF THE PUMPED OPENING CONTRAST WITH THE WINDOWS AND

5:32:40PM SOME OF THE CANOPIES ATTACHED AWNINGS ON THE BUILDING.

5:32:44PM WE HAVE TWO DIFFERENT EIFS OR STUCCO COLORS THAT WE'RE USING

5:32:53PM ON THE BUILDING.

5:32:54PM JEREMY IS BRINGING SOME OF THOSE BY.

5:32:59PM THEN UP AT THE ROOF EDGE, WE DO HAVE OUR HIP ROOF WITH

5:33:07PM OVERHANG AND SOME ORNAMENTAL BRACKETING THAT HAPPENS

5:33:12PM UNDERNEATH THE EAVE HERE.

5:33:14PM AND ON TOP OF THE ROOF, THAT MATERIAL THERE IS A BRAVA

5:33:20PM ROOFING PRODUCT.

5:33:21PM IT IS A PLASTIC COMPOSITE BARREL ROOF TILE, SPANISH ROOF
5:33:27PM TILE, COMPLETELY HIGH WIND RATED.
5:33:33PM THEY USE THIS IN MIAMI-DADE AS WELL.
5:33:37PM IT'S MADE TO WITHSTAND ANY --

5:33:46PM >>Michael Sheeley: DO YOU HAVE HISTORY OF USING IT IN SOUTH
5:33:48PM FLORIDA?
5:33:49PM >> WE HAVE USED THIS BEFORE IN CHICK-FIL-A AND THE MIAMI
5:33:53PM AREA.
5:33:53PM >>Michael Sheeley: WHAT IS THE OLDEST INSTALLATION YOU HAVE?
5:33:56PM >> THE LATEST WE'VE HAD WAS COMPLETED I THINK MAYBE SIX
5:34:00PM MONTHS AGO.
5:34:01PM IT HASN'T BEEN INSTALLED FOR TOO LONG.
5:34:05PM BUT IT'S A RATED PRODUCT.
5:34:07PM >>Michael Sheeley: CAN YOU TELL ME WHY YOU SELECTED THIS
5:34:10PM PRODUCT OVER CONCRETE -- SAND OR CONCRETE TILE?
5:34:15PM >> THE MAIN PROBABLY REASONING IS JUST WEIGHT.
5:34:20PM YOU CAN PASS THAT AROUND EASILY, AND IT'S MUCH LIGHTER.
5:34:25PM CONCRETE CAN BREAK.
5:34:26PM THIS WON'T BREAK LIKE CONCRETE DOES.
5:34:28PM AND INSTALL COST EFFECTIVENESS IS MUCH LOWER THAN A
5:34:33PM TRADITIONAL CONCRETE ROOF.
5:34:36PM >>Michael Sheeley: I WOULD JUST CAUTION YOU TO MAYBE
5:34:38PM RESEARCH THIS COMPANY'S OLDEST INSTALLATIONS IN THIS CLIMATE
5:34:44PM BECAUSE THE SUN WILL, IN MY OPINION, WILL KILL THIS PRODUCT.
5:34:48PM I DON'T KNOW IF IT WILL FADE.

5:34:51PM I DON'T KNOW WHAT IT WILL DO IN TERMS OF HOLDING UP UNDER
5:34:54PM OUR BRUTAL SUN.
5:34:56PM IT'S OUR BIGGEST ENEMY.
5:34:57PM >> WE BROUGHT PRODUCT INFORMATION AS WELL THAT WE CAN SHARE

5:35:00PM WITH YOU.
5:35:01PM >>Michael Sheeley: I READ EVERYTHING ONLINE AND I DID NOT
5:35:05PM FIND WHERE THAT WAS ADDRESSED.
5:35:07PM AS AN ARCHITECT, I ENCOURAGE YOU TO DO GOOD HOME WORK ON
5:35:11PM THAT?
5:35:12PM >> IT IS AN INTEGRAL COLOR, SO THERE IS NO FADING.
5:35:15PM IF IT GETS NICKED OR SCRATCHED OR ANYTHING, IT IS GOING TO
5:35:18PM BE THAT COLOR ALL THE WAY THROUGH, SIMILAR TO SOME OF LIKE A
5:35:25PM RESTROOM TILE THAT YOU ARE NOT GOING TO BE SEEING DIFFERENT
5:35:29PM COLOR UNDERNEATH IT.
5:35:32PM >>Michael Sheeley: I AM NOT FAMILIAR WITH IT.
5:35:34PM HAVE NOT USED IT.
5:35:36PM >>Anthony Gargano: WHAT IS THE SIGNIFICANCE OF THE
5:35:39PM MIAMI-DADE COUNTY STAMPING ON IT?
5:35:42PM >> THAT HAS TO DO WITH THE WIND SPEEDS -- RIGHT, HIGH WIND
5:35:47PM CERTIFICATION.
5:35:48PM DEPENDING ON WHERE YOU ARE IN FLORIDA, OBVIOUSLY, WE'RE NOT
5:35:51PM IN MIAMI-DADE COUNTY, SO WE DON'T HAVE THE MOST STRINGENT
5:35:55PM WIND RATINGS.
5:35:56PM IT'S JUST PROOF THAT IT IS RATED FOR ANYTHING THAT IS OUT
5:36:04PM THERE.

5:36:08PM >>Michael Sheeley: ONE OF THE ISSUES WE CONSISTENTLY HAVE IS
5:36:11PM YOUR RENDERED ELEVATIONS LOOK COMPLETELY DIFFERENT THAN THE
5:36:15PM RENDERING WHICH ALSO LOOKS DIFFERENT THAN THE PAINT SAMPLES.
5:36:18PM THIS LOOKS WHITE AND IT IS NOT GOING TO BE WHITE.

5:36:22PM IT'S ALSO NOT GOING TO BE THIS MUDDY LOOKING.
5:36:24PM THAT'S WHY WE NEEDED THE SAMPLES.
5:36:26PM I THANK YOU FOR BRINGING THEM.
5:36:28PM I THINK THE COLORS IN THE SAMPLES ARE OKAY.
5:36:31PM AND I THINK THE ROOF COLOR IS OKAY AS WELL.
5:36:33PM I THINK THE RENDERINGS LOOK PRETTY GOOD.
5:36:38PM >>Barry Jones: MY CONCERN ON THE ROOF COLOR IS WHETHER IT
5:36:40PM TURNS ORANGE OR NOT.
5:36:41PM AGAIN, THAT IS A UV SYSTEM AND WHETHER IT'S GOING TO SURVIVE
5:36:45PM OR NOT.
5:36:47PM >> CAN I GET CLARIFICATION AS WELL ON WHICH ROOF SAMPLE?
5:36:49PM BECAUSE WE HAVE THREE HERE TONIGHT.
5:36:51PM AND THERE ARE TWO OPTIONS.
5:36:54PM >> TWO DIFFERENT COLORS OF THE ROOF?
5:36:58PM >> THERE ARE GROUPINGS OF COLOR.
5:37:02PM THEY ARE NOT HOMOGENEOUS.
5:37:03PM THEY ARE NOT ALL THE SAME.
5:37:06PM >>Jim Wallace: IT'S A BLEND.
5:37:07PM >>Michael Sheeley: THERE'S VARIATION TO THAT?
5:37:09PM >> CORRECT.
5:37:11PM >>Michael Sheeley: I'M STILL NOT UNDERSTANDING.

5:37:14PM THREE DIFFERENT COLORS OF THAT OR YOU MEAN THE COLOR WITHIN
5:37:17PM THAT?
5:37:18PM >>Jim Wallace: IT'S A BLEND.
5:37:19PM IT'S A BLEND OF COLORS.

5:37:23PM >>Barry Jones: THE ONE YOU PASSED AROUND HAD A WAVE, A
5:37:27PM PATTERN TO TAKE THE GLARE OFF OF IT, BUT IT WAS FAINT.
5:37:30PM >> CORRECT.
5:37:31PM THIS IS THE VINTAGE TERRA-COTTA.
5:37:33PM YOU CAN SEE THE PATTERNING AND THE WAY THEY INJECT THE
5:37:37PM PLASTIC IN THE MOLD.
5:37:39PM NO TWO TILES ARE IDENTICAL.
5:37:41PM SO THAT GIVES YOU SOME VARIATION, SOME NATURAL LOOK TO THE
5:37:45PM TILES AS OPPOSED TO --
5:37:50PM >>Michael Sheeley: IT LOOKS MUCH BETTER THAN DOING A
5:37:52PM CONSISTENT COLOR.
5:37:54PM >>Barry Jones: WHAT ARE THE TWO OTHER ROOF OPTIONS?
5:37:57PM >> AGE MISSION WAS ANOTHER ONE.
5:37:59PM THIS IS VINTAGE TERRA-COTTA.
5:38:08PM >>Barry Jones: WHICH ONE ARE YOU REQUESTING?
5:38:09PM YOU DON'T CARE?
5:38:10PM THIS IS THE ONE WE JUST PASSED AROUND.
5:38:18PM >> OUR PREFERENCE IS THE AGED MISSION.
5:38:21PM WORKING WITH STAFF, WE STARTED WITH, THERE IS AN ANTIQUE
5:38:24PM CLAY, WHICH IS A BIT MORE ORANGE, AND THEN WENT TO THE AGED
5:38:32PM MISSION, WHICH IS A BIT DARKER, AND WE WERE REQUESTED TO

5:38:38PM SHOW A BIT MORE RED.

5:38:39PM WE THOUGHT THAT THE VINTAGE TERRA-COTTA WAS THE BEST

5:38:42PM OPTION --

5:38:43PM >> IS THAT THE FIRST ONE WE SAW?

5:38:46PM >> YEAH.

5:38:53PM >> VINTAGE TERRA-COTTA IS THE FIRST ONE WE SAW?

5:38:57PM >> CORRECT.

5:38:58PM >> I THINK THAT IS THE BETTER COLOR.

5:38:59PM >>Jim Wallace: THIS IS JIM WALLACE.

5:39:03PM CAN I HAVE SOMEONE ON THE BOARD MAYBE MAKE A COMMENT BACK?

5:39:08PM WHEN I LOOK AT YOUR PERSPECTIVE RENDERINGS, IT LOOKS LIKE A

5:39:13PM BIG WHITE BUILDING WITH A RED ROOF, WHICH OBVIOUSLY IS NOT

5:39:16PM EARTH TONES, WOULD NOT BE ACCEPTABLE.

5:39:18PM THE ONE YOU'RE LOOKING AT NOW, IT IS A BIG WHITE BUILDING, A

5:39:24PM HUGE WHITE BUILDING, NO COLOR VARIATION, RED ROOF.

5:39:29PM >>Michael Sheeley: BROUGHT TWO COLOR SAMPLES AND SHOW A

5:39:32PM VARIETY OF WHERE THE COLORS ARE IN THE ELEVATIONS, WHICH ARE

5:39:34PM NOT WHITE AND THEY ARE NOT AS MUDDY BEIGE AS WHAT'S IN THE

5:39:37PM ELEVATIONS.

5:39:38PM >>Jim Wallace: OKAY.

5:39:39PM ALL RIGHT.

5:39:53PM >> WE PASSED AROUND AUTUMN WHEAT AND PEARL.

5:39:57PM THOSE ARE THE SAMPLES.

5:39:58PM >>Michael Sheeley: I THINK THAT'S ACCEPTABLE.

5:40:00PM DO YOU HAVE A SAMPLE OF THE STONE AS WELL?

5:40:02PM >> YES, WE DO.

5:40:04PM >>Michael Sheeley: COULD WE SEE IT WITH THE PEARL PAINT AS

5:40:06PM WELL?

5:40:24PM >> LIGHTER THAN YOU TRADITIONALLY USE.

5:40:26PM OKAY.

5:40:27PM I THINK THAT LOOKS FINE.

5:40:35PM >> JUST TO GIVE BACKSTORY ON THE THOUGHT PROCESS,

5:40:38PM CHICK-FIL-A OBVIOUSLY HAS THEIR OWN BRANDING AND COLOR

5:40:41PM PALETTES THAT THEY LIKE TO USE.

5:40:43PM WE'RE TRYING TO DO A MARRYING OF THEIR BRANDING, THEIR

5:40:48PM SIGNAGE, AND STAY WITHIN SOMETHING THAT FITS WITHIN THE

5:40:51PM VILLAGE AS WELL.

5:40:54PM >> EVERY OTHER JOB THAT COMES THROUGH HERE, SAME THING.

5:40:57PM ANYTHING ELSE ON THE ARCHITECTURE?

5:41:03PM >> NO.

5:41:03PM THAT WAS IT FOR ME.

5:41:05PM >>Michael Sheeley: I HAVE NO OTHER QUESTIONS.

5:41:09PM >>Jim Wallace: I THINK IT WAS MIKE'S CAUTION, IF THERE'S ANY

5:41:14PM COLOR THAT'S GOING TO FADE IN THIS SUN, IT'S GOING TO BE

5:41:17PM RED.

5:41:20PM >>Michael Sheeley: RIGHT.

5:41:21PM LOOK FOR SOME KIND OF WARRANTY FROM THE MANUFACTURER.

5:41:29PM >> I SURE WOULD.

5:41:30PM >> WILL DO.

5:41:32PM >>Dan Williams: I WAS GOING TO ASK ONE MORE QUESTION ABOUT

5:41:34PM THE ROOF, THE ATTACHMENT, WHETHER IT IS NAILS OR SCREWS.

5:41:37PM AND JUST TO CLARIFY, SO YOU GO BASED ON A RATING FOR THE

5:41:44PM GEOGRAPHIC AREA THAT'S BEEN ASSIGNED BY WHOM?

5:41:48PM >> BY THE FLORIDA BUILDING CODE.

5:41:54PM >>Dan Williams: IAN GOT UP TO 160, I THINK.

5:41:56PM THIS IS SUPPOSED TO LAST 180 JUST WITH NAILS.

5:42:04PM >>Michael Sheeley: WE HAVE A MINIMUM AND THAT IS THE FLORIDA

5:42:06PM BUILDING CODE.

5:42:07PM THAT'S WHAT THEY ARE DOING.

5:42:13PM >>Anthony Gargano: ARE WE READY TO MOVE ON TO LANDSCAPING?

5:42:25PM >> WE ARE DOING THE LANDSCAPE FOR THE CHICK-FIL-A LOCATION.

5:42:32PM >> CAN YOU ZOOM IN ON THE SITE PLAN?

5:42:34PM IT'S HARD TO READ.

5:43:03PM >>Mary Gibbs: WHO IS THE LANDSCAPE ARCHITECT?

5:43:05PM I DON'T THINK WE HAVE IT ON THE SPEAKER LIST.

5:43:07PM >> CHI NGUYEN.

5:43:14PM C-H-I N-G-U-Y-E-N.

5:43:23PM FOR LANDSCAPE, WE ARE TRYING TO KEEP MOST OF THE PERIMETER

5:43:43PM EXISTING TREES AND SHRUBS, AND WE ARE -- FEW EXISTING

5:43:51PM INTERNAL TREES.

5:43:53PM I THINK ALL OF THIS IS REQUIRED.

5:43:56PM TREES AND SHRUBS.

5:44:01PM MOST OF THEM SHOULD BE NATIVE FOR FLORIDA.

5:44:09PM DOES ANYONE HAVE QUESTIONS?

5:44:19PM >>Barry Jones: EXCUSE ME.

5:44:20PM RIGHT WHERE THE DRIVE-THROUGH BEGINS THERE IS AN ISLAND
5:44:24PM THERE WITH LANDSCAPE FULL OF BUSHES AND IT APPEARS THAT THEY
5:44:30PM ARE COONTIE.
5:44:35PM PUSHING THE PEDESTRIAN CONNECTION THROUGH THERE, THAT'S NOT

5:44:39PM GOING TO MESS UP YOUR TOTAL COUNTS OR YOU HAVE SUFFICIENT
5:44:42PM ROOM ELSEWHERE TO MAKE UP FOR IT?
5:44:45PM >> YEAH.
5:44:46PM WE HAVE ENOUGH.
5:44:47PM WE CAN SHIFT THEM AROUND IF WE NEED TO MAKE ROOM FOR
5:44:50PM PEDESTRIAN CROSSING.
5:44:51PM >>Barry Jones: DOES OUR CODE NOT REQUIRE ANY FOUNDATION
5:44:56PM PLANTINGS FOR A BUILDING THIS SIZE?
5:45:01PM >> THE REQUIREMENTS, WHICH IS ON THE LEFT OF THE PAGE IS OFF
5:45:07PM THE SCREEN, BUT I CAN EXPLAIN IT.
5:45:09PM 10% OF THE GROSS BUILDING SQUARE FOOTAGE MUST BE LANDSCAPED
5:45:12PM AREA.
5:45:13PM SO THAT IS ABOUT 562 SQUARE FEET OF -- LANDSCAPE.
5:45:20PM WE SEE THESE AREAS ARE PROVIDED ALONG TWO SIDES DUE TO
5:45:26PM PICKUP WINDOW.
5:45:29PM >>Barry Jones: I DON'T SEE ANY LANDSCAPING ADJACENT TO THE
5:45:31PM BUILDING OTHER THAN THE EIGHT RED IXORA.
5:45:34PM THAT IS THE ONLY THING I SEE ADJACENT TO THE BUILDING UNLESS
5:45:38PM I'M MISSING SOMETHING.
5:45:40PM I DON'T THINK THAT GETS YOU THERE.
5:45:46PM I'M NOT A LANDSCAPE ARCHITECT, BUT SHE'S NOT HERE TONIGHT,

5:45:55PM SO I'M TRYING TO PLAY ONE HERE.

5:46:00PM >> THERE IS SOME LANDSCAPING ALSO ON THE WESTERN SIDE OF THE

5:46:02PM BUILDING.

5:46:04PM BETWEEN THE WEST SIDE OF THE BUILDING AND THE SOUTH SIDE OF

5:46:06PM THE BUILDING, THERE IS A COMBINED SQUARE FOOTAGE.

5:46:14PM >>Barry Jones: ARE THOSE PLANTING BEDS HOSTING THE TREES ON

5:46:17PM THE SOUTH SIDE OF THE BUILDING EXTEND ALL THE WAY UP TO THE

5:46:20PM BUILDING OR MARY, DO THOSE MEET CODE FOR FOUNDATION PLANTING

5:46:24PM AREAS?

5:46:27PM >>Mary Gibbs: I CAN'T TELL FROM THESE PLANS.

5:46:30PM >>Barry Jones: I DON'T SEE 562 SQUARE FEET OF PLANTING AREA

5:46:34PM ADJACENT TO THE BUILDING THERE.

5:46:36PM SOMEBODY HAS GOT TO POINT IT OUT TO ME, I GUESS.

5:46:48PM >> CARRYING THE LANDSCAPING ALONG THE WEST SIDE OF THE

5:46:51PM PATIO.

5:46:53PM SO THE LANDSCAPED AREA HAS TO BE RIGHT NEXT TO THE BUILDING

5:46:57PM IS WHAT ESTERO WANTS?

5:47:02PM >>Barry Jones: I DEFER TO STAFF.

5:47:03PM BUT HISTORICALLY, FOUNDATION OR BUILDING PLANTINGS HAD TO BE

5:47:06PM ADJACENT TO THE BUILDING.

5:47:07PM >>Mary Gibbs: CORRECT, CORRECT.

5:47:09PM IT'S NOT JUST ESTERO, THE COUNTY HAS THE SAME CODE.

5:47:20PM >> I KNOW WE PREFER NOT TO DO THAT JUST FOR MAINTENANCE

5:47:24PM PURPOSES.

5:47:27PM >>Barry Jones: WE PREFER TO DO IT TO BREAK UP THE HARD SCAPE

5:47:30PM OF THE BUILDING.

5:47:31PM I UNDERSTAND YOUR PREFERENCES, BUT YOU ARE IN MY SANDBOX

5:47:39PM NOW.

5:47:39PM THERE'S OPPORTUNITY AND SPACE AROUND, BUT WHERE YOU CHOOSE

5:47:50PM TO ALLOCATE IT AND WHAT YOU CHOOSE TO PUT IN IT IS UP TO

5:47:54PM YOU.

5:47:54PM I THINK 10% ON OUR BUILDINGS IS MINIMAL AND WE SHOULD AT

5:47:58PM LEAST HIT THAT AND MAKE SURE WE ADHERE TO CODE.

5:48:01PM >>Jim Wallace: I AGREE.

5:48:02PM MINIMUM.

5:48:14PM >> SO WE'LL ADD MORE LANDSCAPING AROUND THE BUILDING --

5:48:19PM SPACE FOR LANDSCAPE AROUND THE BUILDING.

5:48:20PM GOT IT.

5:48:21PM OKAY.

5:48:22PM >>Barry Jones: IS THIS IRRIGATED THROUGH ON-SITE IRRIGATION

5:48:25PM OR IS THIS POTABLE IRRIGATION?

5:48:27PM WHAT IS THE IRRIGATION SOURCE HERE?

5:48:29PM >> IRRIGATION WELL.

5:48:30PM WE'RE DOING AN IRRIGATION WELL ON THIS ONE.

5:48:33PM >>Barry Jones: YOU GOT AN AWFULLY LIGHT COLORED STONE FOR

5:48:36PM YOUR WATER HEATER.

5:48:38PM YOU MIGHT WANT TO LOOK AT YOUR IRRIGATION AND STONE COLOR

5:48:42PM AND FIGURE OUT IF IT'S REALLY WHAT YOU WANT TO DO.

5:48:45PM >> I HAVE A QUESTION RELATED TO THAT, TO THE PERIMETER

5:48:48PM PLANTING BECAUSE I JUST DID A ROUGH CALCULATION OF SOME OF

5:48:55PM THE LANDSCAPING AREA.

5:48:56PM THE CALCULATION IS 10% OF THE BUILDING FACADE?

5:49:00PM IS THAT THE REQUIREMENT?

5:49:03PM >> YES.

5:49:05PM >> IF WE COUNT THE AREAS THAT HAVE THE VEGETATION ALONG THE

5:49:10PM SOUTH SIDE OF THE BUILDING AND IF WE COUNT THE GREENSPACE

5:49:14PM THAT IS IMMEDIATELY ABUTTING THE BUILDING ON THE WEST SIDE,

5:49:16PM WE HAVE AT LEAST 500 SQUARE FEET, ACTUALLY MORE LIKE 600 OR

5:49:21PM SO, WONDERING IF WE CAN SPLIT THE PLANTERS.

5:49:29PM >>Jim Wallace: NEXT TO THE BUILDING?

5:49:33PM >>Barry Jones: YOU CAN'T PUT A TREE ADJACENT TO THE

5:49:35PM BUILDING.

5:49:35PM YOU CAN OPEN THE PLANTER TO THE BUILDING GETTING THE BENEFIT

5:49:39PM OF THE TREE WELL.

5:49:40PM BUT IT'S GOT TO BE CONTIGUOUS TO THE BUILDING.

5:49:43PM >> ON THE WEST SIDE, IT'S DEFINITELY CONTIGUOUS TO THE

5:49:46PM BUILDING.

5:49:47PM IT JUST DOESN'T HAVE A TREE.

5:49:48PM THE SOUTH SIDE OF THE BUILDING WE DID PLANTERS.

5:49:51PM THE REASON FOR THAT IS THAT PART OF THE REASON THE

5:49:54PM DRIVE-THROUGH IS EFFICIENT IS THAT WE, AS THOMAS EXPLAINED,

5:50:01PM WE HAVE A WHOLE CREW OF CHICK-FIL-A TEAM MEMBERS THAT GO UP

5:50:04PM AND DOWN, UPSTREAM AND DOWN STREAM OF THE DRIVE-THROUGH,

5:50:08PM COLLECTING ORDERS, DELIVERING ORDERS.

5:50:11PM AND THEY DO SO BY WALKING IN THE KIND OF CHEVRON STRIPING IN

5:50:16PM THE MIDDLE BETWEEN THE TWO DRIVE-THROUGH LANES.

5:50:19PM BUT THAT KIND OF BACK OF HOUSE AREA, WE ALSO NEED SOME

5:50:22PM WALKABILITY TO BE ABLE TO EXIT THE WASTE COLLECTION, TO HAVE

5:50:27PM THE TEAM MEMBERS HAVE ENOUGH SPACE ALSO TO KIND OF NAVIGATE

5:50:31PM BEHIND THE BUILDING CONCEALED FROM PUBLIC VIEW.

5:50:33PM TRYING TO SEE IF WE CAN FIND A SOLUTION.

5:50:35PM IF WE CAN MAYBE SHIFT THE PLANTERS AS OPPOSED TO HAVING LIKE

5:50:39PM A FOUNDATION PLANTING BED, IF WE CAN SHIFT THE PLANTERS SO

5:50:45PM WE FLIP THEM, SO THEY ARE NOT IMMEDIATELY ABUTTING THE

5:50:47PM DRIVE-THROUGH BUT ON THE OTHER, LIKE CLOSER TO THE BUILDING,

5:50:50PM WOULD THAT HELP?

5:50:53PM >>Barry Jones: NO.

5:50:54PM THE WHOLE INTENT OF THE FOUNDATION PLANTING IS TO HAVE THE

5:50:57PM PLANTING ADJACENT TO THE BUILDING.

5:51:00PM THERE'S NO JUSTIFIABLE REASON NOT TO DO THAT HERE OTHER THAN

5:51:04PM YOUR PREFERENCE, AND THERE'S PLENTY OF ROOM AROUND THIS SITE

5:51:08PM AND THE PERIMETER OF THIS BUILDING THAT MEET THAT STANDARD.

5:51:10PM SO THERE'S NO REASON THAT THE VILLAGE SHOULD EXEMPT YOU FROM

5:51:14PM IT AND NOT EXEMPT EVERYBODY ELSE THAT ASKED TOO.

5:51:18PM SORRY, THE ANSWER IS NO.

5:51:20PM >>Mary Gibbs: IF I MAY SAY SOMETHING, IT FEELS LIKE WE'RE --

5:51:24PM THIS IS SUPPOSED TO BE THE PUBLIC HEARING, AND IT FEELS LIKE

5:51:26PM SOME OF THESE THINGS AREN'T REALLY RIPE FOR ACTION.

5:51:30PM BECAUSE THE PERIMETER PLANTINGS NEED TO BE RELOOKED AT.

5:51:33PM WE DON'T WANT TO BE DESIGNING IT RIGHT HERE.

5:51:37PM >>Barry Jones: PIECES MISSING FROM THE ARCHITECTURAL PLANS.

5:51:39PM >>Mary Gibbs: I'M FEELING LIKE THE BOARD IS SAYING THIS NOT

5:51:42PM BE RIPE FOR A VOTE TONIGHT AND WE MAY HAVE TO END UP

5:51:46PM CONTINUING.

5:51:46PM WE'LL SEE AFTER YOU TAKE THE PUBLIC INPUT HOW YOU FEEL.

5:51:49PM I'M COUNTING FIVE OR SIX DIFFERENT THINGS THAT ARE KIND OF

5:51:53PM NOT QUITE COMPLETE YET.

5:52:02PM >>Jim Wallace: TALKING ABOUT IRRIGATION WELLS AND -- THEY

5:52:07PM ARE NOT GOING TO USE POTABLE WATER NEXT TO THE BUILDING.

5:52:11PM I JUST DON'T THINK THIS HAS BEEN THOUGHT THROUGH ENOUGH.

5:52:14PM THE LIGHT-COLORED BUILDINGS ARE GOING TO BE BROWN WITHIN A

5:52:20PM YEAR.

5:52:21PM I THINK THEY HAVE WORK STILL TO BE DONE.

5:52:30PM >>Barry Jones: I GUESS WE CAN FINISH THE PRESENTATION AND

5:52:32PM FERRET OUT ANY MORE QUESTIONS OR OPPORTUNITIES TO EXCEL.

5:52:37PM WE WERE IN LANDSCAPING AND THOSE WERE MY QUESTIONS OR

5:52:44PM COMMENTS ON LANDSCAPING.

5:52:47PM >>Anthony Gargano: DOES THAT FINISH WHAT YOU HAVE, CHARLIE?

5:52:49PM >>Charlie Krebs: YES, THAT WOULD BE THE END OF IT.

5:52:51PM I WAS GOING TO OPEN IT UP FOR QUESTIONS FROM THE BOARD.

5:52:57PM >>Anthony Gargano: I'LL OPEN IT UP AGAIN TO THE BOARD BUT I

5:52:59PM THINK WE'VE HAD A LOT OF BOARD QUESTIONS ALREADY.

5:53:02PM >>Mary Gibbs: WE DON'T WANT TO FORGET PUBLIC INPUT.

5:53:07PM >>Anthony Gargano: THAT'S WHAT I WAS ABOUT TO DO, MARY.

5:53:10PM >>Tammy Duran: I DON'T HAVE ANYTHING.

5:53:11PM >>Anthony Gargano: TAMMY, DO WE HAVE ANY CARDS?

5:53:13PM >>Tammy Duran: WE DO NOT.

5:53:18PM >>Mary Gibbs: WE DID GET A COUPLE OF E-COMMENTS.

5:53:21PM JUST WANTED TO SAY WE GOT ONE E-COMMENT IN FAVOR.

5:53:24PM WE HAD SOMEBODY WHO CALLED EARLIER WHO EXPLAINED ABOUT THE

5:53:27PM ACCESS INTO McDONALD'S, WHICH, BY THE WAY, IS EXISTING.

5:53:32PM SOMEBODY ASKED AND I WAS GOING TO ASK MAYBE TOM THIS

5:53:34PM QUESTION.

5:53:34PM SOMEBODY ASKED IF THEY WERE GOING TO HAVE A BIG FLAGPOLE

5:53:39PM LIKE PERKINS?

5:53:40PM JUST AS BIG -- I THOUGHT I SAW A FLAGPOLE ON THE PLANS.

5:53:45PM >>Barry Jones: THERE IS.

5:53:45PM >>Mary Gibbs: I DON'T THINK IT WAS MAYBE AS GIGANTIC AS THE

5:53:48PM PERKINS ONE.

5:53:50PM >>Barry Jones: THERE WAS A DETAIL BUT I DIDN'T CATCH THE

5:53:52PM HEIGHT.

5:53:53PM >> [INAUDIBLE]

5:53:54PM >>Tammy Duran: YOU HAVE TO BE ON THE MICROPHONE.

5:54:01PM >> YES, THERE WILL BE A FLAGPOLE THERE.

5:54:03PM I CAN CONFIRM THE SIZE.

5:54:06PM >>Mary Gibbs: I THINK IT'S ON THE PLANS.

5:54:07PM ABSOLUTELY.

5:54:08PM ALWAYS WILL BE.

5:54:11PM >>Mary Gibbs: ONE MORE QUESTION.

5:54:14PM I THINK I WAS GOING TO MENTION ALSO YOU WANT TO SHOW THAT

5:54:17PM MONUMENT SIGN.

5:54:18PM I THOUGHT THAT WAS IN THE PowerPoint.

5:54:20PM IT DIDN'T SHOW TONIGHT.

5:54:24PM >>Barry Jones: MONUMENT SIGN AND THEN SIGNS FOR THE ORDER

5:54:27PM BOARD.

5:54:28PM ON THE SIGNS FOR THE ORDER BOARD, IT DIDN'T HAVE REALLY

5:54:31PM INFORMATION AS TO WHAT COLOR THE TEXT WOULD BE OR ANYTHING

5:54:34PM LIKE THAT.

5:54:34PM I WAS KIND OF UNCERTAIN AS TO THEIR ORIENTATION.

5:54:40PM >>Anthony Gargano: BEFORE WE GET INTO THAT, BEFORE WE LOSE

5:54:42PM THEM, CHI, ARE YOU STILL THERE?

5:54:45PM >> YES, I'M STILL HERE.

5:54:48PM >>Anthony Gargano: I HEARD TWO VOICES, TWO FEMALE VOICES

5:54:51PM WHEN YOU WERE SPEAKING.

5:54:52PM COULD YOU PLEASE, FOR THE RECORD, COULD YOU IDENTIFY WHO THE

5:54:56PM OTHER SPEAKER WAS?

5:54:59PM >> JIM WALLACE SPOKE.

5:55:04PM >> JENNY SPOKE.

5:55:06PM >>Anthony Gargano: JIM DOESN'T SPEAK THAT HIGH PITCHED.

5:55:10PM >> JENNY BAEZ.

5:55:12PM >>Jim Wallace: THERE ARE NO WOMEN HERE SPEAKING.

5:55:16PM >>Anthony Gargano: CHI, COULD YOU IDENTIFY THE OTHER PERSON

5:55:19PM SPEAKING?

5:55:20PM >> IT WAS JENNY.

5:55:21PM JENNY WAS SPEAKING WITH ME.

5:55:29PM >> I'VE BEEN SITTING IN THE BACKGROUND.

5:55:31PM JENNY BAEZ WITH BOWMAN REPRESENTING CHICK-FIL-A AS WELL ON

5:55:35PM THIS APPLICATION.

5:55:36PM >>Anthony Gargano: THANK YOU.

5:55:38PM >>Mary Gibbs: THE TWO INVISIBLE WOMEN.

5:55:44PM >> THE FLAGPOLE IS 30 FEET, TO ANSWER THAT QUESTION.

5:55:47PM I WAS MUTED BEFORE.

5:55:52PM >>Anthony Gargano: MARY SAID THEY BAILED.

5:55:54PM SO WE'LL CLOSE THE PUBLIC PORTION.

5:55:57PM THANKS FOR ASKING THE FLAG QUESTION.

5:55:59PM I HAD READ THOSE COMMENTS MYSELF AND WAS GOING TO ASK THAT.

5:56:04PM WITH REGARD TO THE PRESENTATIONS, ANY OTHER QUESTIONS FROM

5:56:15PM MEMBERS OF THE BOARD?

5:56:16PM >>Barry Jones: THERE IS A RAMP IN THE EXTERNAL ISLAND TO

5:56:19PM MOVE PEDESTRIANS FROM A TO B.

5:56:21PM IT'S A GREAT CONCEPT.

5:56:23PM I JUST DON'T UNDERSTAND WHERE IT'S MOVING FROM AND TO.

5:56:27PM >> JUST PROVIDING PEDESTRIAN ACCESS FROM THE FAR SPACES TO

5:56:30PM TRY TO GET THEM THROUGH THE ISLAND, INSTEAD OF WALKING

5:56:32PM THROUGH THE LANDSCAPING, WE GAVE THEM A PATH.

5:56:35PM >>Barry Jones: ONCE THEY GET THROUGH THERE, THEY MAKE THEIR

5:56:38PM WAY THROUGH THE TRAFFIC TO THE FRONT.

5:56:42PM >> CORRECT.

5:56:46PM >>Michael Sheeley: I HAVE ONE OPERATIONAL QUESTION, AND THAT

5:56:48PM IS ABOUT THE GARBAGE.

5:56:54PM CHICK-FIL-A IN FORT MYERS WHICH IS BEING RENOVATED PRESENTLY
5:56:58PM AND WE MISS GREATLY, THE DUMPSTER IS LOCATED FAIRLY CLOSE TO
5:57:03PM THE REAR DOOR OF THE RESTAURANT.
5:57:05PM HERE IT IS WAY ACROSS THE PARKING LOT.

5:57:07PM WHAT IS YOUR THOUGHT PROCESS ABOUT HOW THAT GARBAGE
5:57:11PM FREQUENTLY MOVES FROM THE REAR DOOR TO THE DUMPSTERS ON THE
5:57:16PM FAR SIDE OF THE PROPERTY?
5:57:18PM >> JENNY, DO YOU WANT TO GO AHEAD AND RESPOND TO THAT?
5:57:22PM >> I CAN DO THAT.
5:57:23PM YOU'RE RIGHT.
5:57:26PM WE TYPICALLY PUT THE DUMPSTER ENCLOSURE CLOSER TO THE
5:57:30PM BUILDING.
5:57:31PM IN THIS PARTICULAR LOCATION, WE WANTED TO KEEP THE TRUCK
5:57:36PM FARTHER AWAY FROM THE DRIVE-THROUGH EXIT, JUST TO ELIMINATE
5:57:39PM THE NUMBER OF CONFLICTS THAT WE HAVE FOR THE VEHICLES THAT
5:57:41PM ARE EXITING SO THAT THEY CAN KIND OF QUICKLY LEAVE THE SITE.
5:57:44PM THE TRUCK HAS BEEN DESIGNED, THE DUMPSTER TRUCK HAS BEEN
5:57:48PM DESIGNED TO BE ABLE TO COME IN, SERVICE THE TRUCK AND LEAVE
5:57:51PM WITHOUT HAVING TO COME SO CLOSE TO THE BUILDING.
5:57:54PM IN ANY EVENT, THE CHICK-FIL-A TEAM MEMBERS WHEEL OUT THE
5:57:57PM TRASH TO THE DUMPSTER, SO THEY CAN DO SO AT NOT THE PEAK
5:58:02PM HOURS.
5:58:03PM IT'S NOT USUALLY THE NORM OF WHAT WE DO, BUT CERTAINLY WHEN
5:58:09PM WE DON'T WANT TO PUT THE DUMPSTER CLOSER TO THE
5:58:11PM RIGHT-OF-WAY, CONCEAL IT FROM PUBLIC VIEW, OR WHERE THE

5:58:14PM TRUCK ROUTE MAKES MORE SENSE BECAUSE THAT ONE IS A BIGGER
5:58:19PM TRUCK.
5:58:20PM IT HAS MORE IMPLICATIONS ON THE SITE CIRCULATION OF THE
5:58:24PM SITE, THEN WE CAN MAKE THE DECISION TO PUT IT FURTHER AWAY.

5:58:28PM WE SCREEN IT FROM THOSE INTERNAL ROADWAYS, GRANDE SHOPPES
5:58:36PM AND McDONALD'S.
5:58:37PM THAT IS THE RATIONALE.
5:58:40PM >>Michael Sheeley: YOU HAVE TO CART IT ALL THE WAY THROUGH
5:58:43PM THE PARKING LOT.
5:58:44PM YOU COULD HAVE CARS ALL OVER THERE.
5:58:45PM THAT'S YOUR CONCERN.
5:58:47PM NOT REALLY OUR CONCERN.
5:58:50PM >> YEAH, IT'S NOT IDEAL, BUT WE CAN MAKE IT WORK.
5:58:56PM >>Anthony Gargano: OKAY.
5:58:56PM WELL, THERE SEEMS TO BE CERTAIN MISSING INFORMATION WITH
5:59:03PM REGARD TO THE DRAWINGS.
5:59:08PM THERE ARE QUESTIONS THAT HAVE BEEN RAISED WITH REGARD TO THE
5:59:11PM LANDSCAPING AND PARTICULARLY THE FOUNDATION PLANTING.
5:59:14PM SO THE BOARD CAN CONSIDER ONE OF TWO APPROACHES.
5:59:20PM ONE APPROACH WOULD BE A MOTION THAT WOULD INSTRUCT THE
5:59:28PM APPLICANT TO WORK WITH STAFF TO COMPLETE SATISFACTORY
5:59:38PM SOLUTION TO THOSE TWO PROBLEMS, ALONG WITH THE OTHER STAFF
5:59:43PM RECOMMENDATIONS.
5:59:44PM THAT WOULD BE ONE APPROACH.
5:59:46PM THE OTHER APPROACH WOULD BE TO CONTINUE THIS MATTER SO THAT

5:59:51PM THE BOARD GETS THE OPPORTUNITY TO SEE THE FULL PRESENTATION
5:59:59PM THAT WE WANT TO SEE COMPLETED.
6:00:01PM I'M GOING TO OPEN IT TO DISCUSSION AS TO WHICH WAY WE WOULD
6:00:06PM WANT TO GO BEFORE I ENTERTAIN A MOTION.

6:00:13PM >> [MULTIPLE SPEAKERS]
6:00:16PM >>Mary Gibbs: JIM, THE APPLICANT DOESN'T HAVE TO ASK FOR THE
6:00:19PM CONTINUANCE.
6:00:21PM >>Barry Jones: THEY CAN REQUEST A VOTE OR THEY CAN REQUEST A
6:00:25PM CONTINUANCE.
6:00:26PM >>Mary Gibbs: THEY DON'T HAVE TO ASK FOR IT.
6:00:28PM YOU CAN SAY CONTINUE IT.
6:00:30PM >>Nancy Stroud: THE BOARD ON ITS OWN MOTION CAN CONTINUE THE
6:00:33PM HEARING.
6:00:36PM >>Jim Wallace: I'M SORRY.
6:00:37PM I WASN'T AWARE OF THAT.
6:00:38PM >>Michael Sheeley: IN MY OPINION, WE HAVE MOST OF THE
6:00:41PM INFORMATION WE NEED.
6:00:43PM MY OPINION WOULD BE THAT WE COULD STRUCTURE A MOTION FOR
6:00:48PM APPROVAL THAT WOULD HAVE THE APPLICANT WORK WITH THE STAFF
6:00:53PM ON THE FOUR OR FIVE ITEMS THAT ARE MISSING TO THE STAFF
6:00:57PM SATISFACTION.
6:00:59PM >>Anthony Gargano: THANK YOU.
6:01:01PM >>Mary Gibbs: MAY I SAY SOMETHING?
6:01:02PM I JUST HAVE TO SAY, I'M NOT REALLY COMFORTABLE, UNLESS YOU
6:01:07PM CAN STRUCTURE IT REALLY DETAILED, I'M NOT REALLY COMFORTABLE

6:01:11PM WITH SOME OF THE THINGS, HOW WE'RE SUPPOSED TO STRUCTURE THE
6:01:15PM PERIMETER PLANTING.
6:01:16PM THE FOUNDATION PLANTINGS.
6:01:19PM PEDESTRIAN ACCESS, THE FIXING THE ARCHITECTURAL PLANS TO

6:01:22PM COVER ALL THE THINGS THAT YOU WANTED.
6:01:25PM MONUMENT SIGN, ORDER BOARD TEXT, IT SEEMS TO ME LIKE THIS IS
6:01:30PM SORT OF ASKING FOR CONTINUANCE.
6:01:32PM BUT IF YOU DON'T WANT TO CONTINUE IT, THEN I NEED MORE
6:01:35PM SPECIFIC INSTRUCTIONS OF WHAT YOU ALL ARE LOOKING AT.
6:01:41PM >>Anthony Gargano: WHAT I WAS LOOKING TO DO WAS GET A SENSE
6:01:43PM OF THE BOARD WITH REGARD TO MOVING FORWARD OR CONTINUING
6:01:48PM THIS.
6:01:48PM >>Mary Gibbs: I WANTED TO PUT MY TWO CENTS' WORTH IN FIRST.
6:01:54PM >>Anthony Gargano: WE HAVE ONE COMMENT ON MOVING FORWARD.
6:01:57PM HOWEVER, STAFF, THE SENSE OF THE STAFF SEEMS TO BE FOR
6:02:01PM CONTINUANCE.
6:02:02PM I'D LIKE TO HEAR FROM OTHER BOARD MEMBERS IF YOU HAVE
6:02:05PM COMMENTS.
6:02:10PM >>James Tatooles: I'M ALWAYS OPEN TO TRY TO GET PROJECTS
6:02:12PM MOVING FORWARD.
6:02:13PM MY QUESTION HERE IS HOW THE STAFF FEELS IF THE BURDEN IS
6:02:19PM PLACED UPON THEM TO MAKE THE DECISION INSTEAD OF HAVING THE
6:02:22PM DECISION -- SO I'D LIKE TO FIND OUT HOW THE STAFF FEELS
6:02:28PM ABOUT PUTTING THE BURDEN ON THEM.
6:02:32PM >>Mary Gibbs: I THINK I ALREADY SAID THAT.

6:02:36PM >>Barry Jones: SHE WANTS VERY SPECIFIC DIRECTION IF THAT'S
6:02:39PM GOING TO BE THE CASE.
6:02:40PM CAN I BRING UP ONE MORE QUESTION ON THIS EXTERIOR ELEVATION
6:02:47PM WEST?

6:02:47PM THERE WAS AN ELEVATED SIDE OF THAT BUILDING THAT HAD A PANEL
6:02:53PM OF BLANK PANELS THERE.
6:02:55PM I'LL SHOW YOU WHAT I'M LOOKING AT HERE, AND MAYBE THAT'S
6:02:59PM BECAUSE IT DOESN'T HAVE THE ADJACENT PULLOUT THERE.
6:03:08PM THAT TOP IMAGE, THAT, YES.
6:03:11PM THAT TOP IMAGE THERE.
6:03:13PM THERE IS A LOT OF BLANK WALL THERE.
6:03:16PM I CAN'T TELL FROM THESE RENDERINGS, IS THAT ALL ONE COLOR?
6:03:20PM IS THAT DIFFERENT COLORS?
6:03:21PM IS THERE ANYTHING THAT COULD BE DONE WITH THAT WALL TO BREAK
6:03:25PM UP ALL THAT BLANK SPACE?
6:03:29PM >> ACTUALLY, YOU CAN SEE THERE ARE TWO PLANES.
6:03:32PM ONE IN FRONT OF THE OTHER.
6:03:33PM SO IT'S NOT JUST A FLAT WALL.
6:03:36PM YOU'LL GET SOME VARIATION IN SHADOWING AS WELL FROM THE ROOF
6:03:40PM OVERHANG.
6:03:41PM YOU'LL GET VARIATION SHADOW IN THERE.
6:03:42PM IT IS THE KITCHEN SIDE OF THE BUILDING, SO IT'S VERY
6:03:47PM DIFFICULT TO GET GLAZING OR FENESTRATION ON THAT SIDE OF THE
6:03:52PM BUILDING, PARTICULARLY THE PORTION THAT'S CLOSEST TO US,
6:03:55PM WHERE THAT SERVICE DOOR IS.

6:03:57PM SO WE DO INCLUDE AN AWNING OVER THAT DOOR TO PROTECT IT FROM
 6:04:02PM THE WEATHER.
 6:04:03PM WE'VE GOT THAT WINDOW THERE, BUT THAT IS ALSO AN AREA WHERE
 6:04:08PM SOME OF THE ELECTRICAL PORTION IS SET, CONNECTED TO THE --

6:04:17PM >>Jim Wallace: I THOUGHT BARRY'S QUESTION WAS MORE COULD
 6:04:21PM PART OF THE WALL BE IN AUTUMN WHEAT, NOT ALL PEARL?
 6:04:26PM >>Michael Sheeley: WHEN YOU LOOK AT THE BUILDING IN
 6:04:28PM ELEVATION, LOOKS LIKE A LOT OF SPACE, WHEN YOU LOOK AT IT IN
 6:04:31PM THE RENDERING, WHEN YOU'RE LOOKING UP AT IT IN THREE
 6:04:35PM DIMENSIONS, IT DOES NOT LOOK THAT BIG.
 6:04:37PM THEY ALSO PROVIDED SCORING ALONG THE WALLS.
 6:04:43PM >>Barry Jones: IS THIS THE END WE'RE LOOKING AT HERE?
 6:04:46PM >> CORRECT.
 6:04:46PM >>Michael Sheeley: DOESN'T LOOK THE SAME AT ALL.
 6:04:49PM >>Barry Jones: THAT FACE DOESN'T LOOK NEARLY AS LARGE AS --
 6:04:53PM >>Michael Sheeley: ELEVATIONS ARE DECEIVING THAT WAY.
 6:04:57PM >> TO THE QUESTION ABOUT CHANGING OR MODULATING THE COLOR,
 6:05:00PM THE WAY WE BLOCKED OUT THE BUILDING AND IT IS A LITTLE MORE
 6:05:03PM EVIDENT IN THESE LONGER ELEVATIONS, WE HAVE THESE TOWER
 6:05:08PM ELEMENTS AND A CORNER PIECES THAT SIT PROUD OF THESE
 6:05:13PM INTERIOR PORTIONS, THEN THAT'S WHERE THAT COLOR BLOCKING IS
 6:05:17PM HAPPENING.
 6:05:17PM LOOKING AT IT IN PLAN, IF I CAN GO BACK THERE, THAT'S THIS
 6:05:24PM PORTION HERE, THIS PORTION HERE.
 6:05:27PM AND THEN AGAIN ON THE OTHER SIDE.

6:05:31PM WE WOULD HAVE TO INTRODUCE OR LOOK AT A DIFFERENT WAY OF
6:05:34PM BREAKING OUT AND PUSHING AND PULLING THOSE ELEMENTS TO
6:05:38PM CREATE ANOTHER ADDITIONAL AREA BECAUSE IT IS HARD WITH
6:05:44PM INSIDE, OUTSIDE CORNERS, WHERE DO YOU START AND STOP THAT

6:05:47PM COLOR BLOCKING.
6:05:49PM THAT'S WHY THE DECISION WAS MADE.
6:05:50PM NOT TO SAY WE COULDN'T LOOK AT SOMETHING DIFFERENT IF THAT
6:05:53PM WAS REQUESTED.
6:05:55PM >>Barry Jones: I WAS TRYING TO UNDERSTAND WHAT I WAS LOOKING
6:05:57PM AT AND BRING IT UP AS A POINT OF COMMENT BECAUSE WE WERE
6:06:01PM GOING OVER SO MANY OTHER THINGS, I DIDN'T WANT IT LOST IN
6:06:04PM THE WEEDS AND STILL HAVE THAT COMMENT STUCK IN MY BRAIN.
6:06:07PM >> DOES THIS 3D ELEVATION HERE HELP YOU UNDERSTAND AND
6:06:11PM VISUALIZE?
6:06:13PM >>Barry Jones: IT DOES.
6:06:14PM I DON'T KNOW IF ANY OF THE REST OF THE BOARD HAS ANY OTHER
6:06:17PM COMMENTS OR CONCERNS?
6:06:20PM >>Jim Wallace: WHAT WOULD HELP, UNFORTUNATELY, AND YOU DON'T
6:06:23PM SEEM TO WANT TO DO THAT, IS TO HAVE ANY SUBSTANTIAL
6:06:28PM LANDSCAPING ADJACENT TO THE BUILDING.
6:06:32PM >>Barry Jones: THEY HAVE TO.
6:06:33PM THEY HAVE TO COME UP WITH 570 SQUARE FEET SOMEWHERE.
6:06:36PM THAT'S GOING TO BREAK UP THAT BOTTOM EDGE.
6:06:39PM >>Jim Wallace: BUT THERE'S NO VERTICAL, NO PALMS OR FOXTAILS
6:06:44PM OR ANYTHING ELSE BREAKING UP THE VISUAL OF THE BUILDING

6:06:48PM ITSELF.

6:06:48PM IT'S A BOX.

6:06:50PM >>Barry Jones: THEY COULD PUT SOMETHING ON THAT CORNER IF

6:06:53PM THEY MAKE ROOM ON THE CORNER.

6:06:55PM I DON'T KNOW HOW THEY'LL RISE TO THE CHALLENGE.

6:06:57PM I TRUST THEY'LL SATISFY IT.

6:07:00PM SOMEWHERE IN THERE, THERE MAY BE ENOUGH DEPTH ON ISLANDS TO

6:07:03PM FIT IN SOME SMALL TREES.

6:07:10PM >>Jim Wallace: WHERE THE BICYCLES ARE.

6:07:11PM MAYBE IT WAS ANTHONY, YOU ASKED, WHAT THE BOARD THINKS.

6:07:19PM I THINK WE HAVE ENOUGH SPECIFICS THAT I THINK IF WE WENT

6:07:24PM THROUGH IT, MARY WAS SAYING SHE WOULD WANT SPECIFICS, WE

6:07:27PM KNOW WE WANT A CONNECTION TO BEN HILL GRIFFIN.

6:07:30PM WE WANT ONE OTHER CONNECTION.

6:07:32PM WE KNOW WE WANT THE CANOPIES PUT ON THE DRAWINGS MORE

6:07:37PM SPECIFICALLY.

6:07:40PM I THINK WE KNOW THE DETAILS OF WHAT WE WANT ADDED.

6:07:44PM IN MY OPINION, THE BOARD COULD APPROVE THIS WITH ALBEIT A

6:07:52PM FAIRLY LONG LIST, A SPECIFIC LIST OF THINGS THAT WE WOULD

6:07:56PM LIKE TO SEE ADDED AND APPROVED BY THE STAFF.

6:08:02PM IT'S MY OPINION.

6:08:05PM >> DO YOU MIND IF I ASK A QUESTION SO I CAN MAKE SURE?

6:08:10PM I'VE BEEN LISTENING IN.

6:08:11PM I TOOK A TALLY OF THE COMMENTS AS THEY HAVE COME UP.

6:08:15PM I AGREE WITH MR. WALLACE.

6:08:18PM I HAVE A LIST OF SIX, BUT HAPPY TO KIND OF GO OVER THEM JUST
6:08:22PM SO THAT WE CAN GIVE ALSO STAFF THE COMFORT THAT WE'RE ALL ON
6:08:25PM THE SAME PAGE ON WHAT'S REQUIRED.
6:08:27PM LOOKING AT THE PLANS --

6:08:28PM >>Mary Gibbs: EXCUSE ME.
6:08:30PM IS THIS CHI?
6:08:31PM I THINK THE BOARD -- I HAVE A LIST AND I THINK THE BOARD IS
6:08:35PM GOING TO EXPLAIN.
6:08:38PM I DON'T THINK YOU NEED TO DO THAT.
6:08:40PM >> YEAH, AGREE.
6:08:41PM >>Anthony Gargano: THANK YOU.
6:08:42PM JIM, THANK YOU FOR YOUR COMMENTS, SAID VERY SUCCINCTLY.
6:08:52PM ACTUALLY, I'M IN AGREEMENT WITH YOUR COMMENT.
6:08:54PM I THINK TO MOVE THIS THING FORWARD, I'M GOING TO ENTERTAIN A
6:09:01PM MOTION FOR APPROVAL WITH THE STIPULATIONS THAT WE'VE
6:09:06PM DISCUSSED AND THE STAFF STIPULATIONS THAT WERE IN THE STAFF
6:09:10PM REPORT.
6:09:13PM >>Mary Gibbs: MAY I JUST CLARIFY?
6:09:15PM I THINK THE STAFF WAS SO GREAT.
6:09:18PM THANK YOU.
6:09:19PM LET ME MAKE SURE I UNDERSTAND, BECAUSE, AGAIN, JUST THE
6:09:24PM PEDESTRIAN ACCESS, I HAVE PEDESTRIAN ACCESS TO GRANDE OAK
6:09:28PM BUT I KNOW BOARD MEMBER WALLACE SAID AND ONE OTHER
6:09:32PM CONNECTION.
6:09:32PM ARE YOU ASKING FOR TWO CONNECTIONS OR ONE CONNECTION?

6:09:34PM ONE CONNECTION.

6:09:37PM BEN HILL.

6:09:38PM HERE IS WHAT I HAVE.

6:09:41PM LET ME SEE IF THIS IS CORRECT.

6:09:44PM THE STIPULATIONS IN THE STAFF REPORT PLUS THE PEDESTRIAN

6:09:47PM ACCESS TO BEN HILL.

6:09:50PM THE ORDER TAKERS HAVE TO HAVE THE COVERS, THAT HAS TO BE

6:09:55PM INCLUDED IN THE D.O. PLANS.

6:09:56PM THE DUMPSTER HAS TO BE LANDSCAPED AND SHIELDED, WHICH I

6:10:01PM THINK IT IS, BUT WE WANT TO MAKE SURE THAT'S ON THE PLANS

6:10:03PM CORRECTLY.

6:10:06PM AND THEN THE COLORS, AM I CORRECT, THE COLORS YOU SAID WAS

6:10:09PM THE VINTAGE TERRA-COTTA, AUTUMN WHEAT AND PEARL, AND

6:10:13PM HOPEFULLY THEY HAVE A WARRANTY ON THAT TILE.

6:10:15PM AND THEN THE PERIMETER PLANTINGS, WHICH IS THE 10%.

6:10:23PM >>Michael Sheeley: THAT'S WHAT I HAVE ON MY LIST.

6:10:27PM >>Mary Gibbs: AND YOU SUGGESTED THEY LOOK AT THE IRRIGATION

6:10:30PM WELL BECAUSE THE TANNIC ACID -- YOU ARE SUGGESTING THEY LOOK

6:10:33PM AT THE STONE COLOR BECAUSE THAT TANNIC ACID WILL PROBABLY

6:10:36PM MAKE IT LOOK RUSTY.

6:10:41PM >>Jim Wallace: MY POINT WAS, AROUND THE BUILDING SHOULD BE

6:10:44PM POTABLE WATER.

6:10:46PM THE IRRIGATION SHOULD BE POTABLE WATER.

6:10:49PM OTHERWISE, THE BUILDING WILL BE BROWN IN A YEAR.

6:10:55PM >>Barry Jones: THAT'S UP TO THEM, THOUGH.

6:10:57PM I DON'T THINK WE CAN MANDATE THAT THEY DO THAT.

6:10:59PM >>Mary Gibbs: THAT'S WHY I'M TRYING TO CLARIFY.

6:11:03PM >>Jim Wallace: I DON'T THINK ANY OF US WANT UGLY BUILDINGS

6:11:06PM IN A YEAR.

6:11:07PM >>Michael Sheeley: NO, WE DON'T.

6:11:08PM >>Mary Gibbs: NO.

6:11:09PM IS THAT A CONDITION?

6:11:10PM >>Nancy Stroud: WAS THERE A CONCERN BARRY HAD ABOUT THE

6:11:15PM SIGN?

6:11:15PM >>Mary Gibbs: I WAS GETTING TO THAT.

6:11:17PM >>Barry Jones: A MENU BOARD SIGN THAT DIDN'T HAVE DETAILS

6:11:21PM OTHER THAN JUST SAID IT WOULD -- AS LONG AS IT MEETS THE

6:11:31PM SIGN CODE, I'M OKAY.

6:11:33PM IT JUST DIDN'T HAVE THE DETAILS THERE FOR THE LETTERS AND

6:11:35PM BACKLIGHTING AND THAT KIND OF STUFF.

6:11:37PM >>Mary Gibbs: WE USUALLY GET THAT WITH THE BUILDING PERMIT.

6:11:43PM >>Barry Jones: I THOUGHT WE USUALLY SAW THAT WITH THE

6:11:45PM ZONING.

6:11:45PM >>Mary Gibbs: IS THE POTABLE WATER A CONDITION OR NOT A

6:11:48PM CONDITION.

6:11:51PM >> THAT IS A CONDITION.

6:11:52PM >>Mary Gibbs: MONUMENT SIGN DONE AT BUILDING PERMIT.

6:11:58PM >> DID YOU MENTION THE LANDSCAPE FOUNDATION?

6:12:03PM >>Mary Gibbs: YES.

6:12:03PM >>Jim Wallace: WE ALSO NEED -- WHEN WE TALK ABOUT

6:12:07PM LANDSCAPING, WE MUST HAVE SOME VERTICAL CLOSE TO THE
6:12:13PM BUILDING.
6:12:14PM >> ENCOURAGE THEM TO HAVE VERTICAL LANDSCAPING.
6:12:17PM >> MUST BE OPPORTUNITIES FOR TALL PALMS IN THERE.

6:12:25PM >> CAN I CIRCLE BACK TO THE COMMENT I MADE?
6:12:28PM >> MARY, YOU HAVE THAT ON THE VERTICALS AS WELL?
6:12:29PM >>Mary Gibbs: YEAH, GOT IT.
6:12:31PM >>Dan Williams: CIRCLE BACK TO THE COMMENT MADE EARLIER
6:12:34PM ABOUT A CONCERN WITH THE PARKING AREA, WHEN PEOPLE EXITED TO
6:12:39PM THE SOUTH, I MEAN, THEY HAVE DONE THE TRAFFIC STUDY.
6:12:44PM WE'VE DONE THE TRAFFIC STUDY.
6:12:46PM APPARENTLY NOBODY RAISED THAT AS A CONCERN.
6:12:49PM SO IF I'M OFF THE MARK ON THAT, I APOLOGIZE.
6:12:52PM IT JUST SEEMED TO ME THAT THERE WAS THE POTENTIAL TO MAKE IT
6:12:58PM A LITTLE BIT SAFER WITH A SMALL AMOUNT OF EFFORT TO
6:13:02PM POTENTIALLY ASKING WHOEVER CONTROLS THAT PROPERTY FOR
6:13:06PM PARKING, IF THEY COULD CONSIDER A CAUTION SIGN OR WHATEVER.
6:13:13PM >>Charlie Krebs: STAFF POINTED OUT EARLIER ON, THERE IS
6:13:15PM ALREADY A WHITE STOP BAR THAT'S AT THAT LOCATION.
6:13:18PM THEY PULLED IT UP ON AN AERIAL.
6:13:21PM THE EXISTING STOP BARS ARE THERE.
6:13:22PM >>Mary Gibbs: BUT IT IS JUST A LINE.
6:13:24PM JUST PAINTED.
6:13:27PM >>Barry Jones: -- BEGS FOR A SPEED TABLE RIGHT THERE TO SLOW
6:13:29PM EVERYBODY DOWN.

6:13:30PM I KNOW YOU CAN'T DO IT.

6:13:34PM >>Mary Gibbs: BUT I DO THINK THEY SAID THEY WOULD REACH OUT

6:13:36PM TO PUBLIX --

6:13:38PM >> ABOUT PUTTING THE WHITE STOP BAR IN.

6:13:41PM AS STAFF SHOWED ON THE AERIAL --

6:13:43PM >>Mary Gibbs: I THOUGHT YOU WOULD LOOK AT WHETHER THEY COULD

6:13:46PM DO ANYTHING IN THE PARKING LOT.

6:13:54PM >>Michael Sheeley: I'LL MAKE A MOTION TO THE EFFECT OF

6:13:56PM EVERYTHING DISCUSSED, INCLUDING MARY'S LIST THAT SHE WENT

6:13:59PM OVER AND THE PREVIOUS STAFF COMMENTS.

6:14:02PM >>Anthony Gargano: WE HAVE A MOTION FOR APPROVAL --

6:14:06PM >>Mary Gibbs: DID THAT INCLUDE THE CAUTION SIGN?

6:14:10PM >>Michael Sheeley: NO CAUTION SIGN.

6:14:13PM >>Anthony Gargano: BASED ON THE STIPULATIONS AS DISCUSSED,

6:14:17PM AS OUTLINED BY MARY.

6:14:18PM IN HER NOTES.

6:14:21PM DO WE HAVE A SECOND?

6:14:26PM >> SECOND.

6:14:27PM >>Anthony Gargano: WE HAVE A MOTION.

6:14:28PM IT'S BEEN SECONDED.

6:14:28PM ANY DISCUSSION ON THE MOTION?

6:14:29PM TAMMY, CAN WE HAVE A ROLL CALL VOTE PLEASE?

6:14:36PM >>Barry Jones: YES.

6:14:38PM >>Michael Sheeley: YES.

6:14:40PM >>James Tatoes: YES.

6:14:42PM >>Jim Wallace: YES.

6:14:45PM >>Dan Williams: YES.

6:14:46PM >>Anthony Gargano: YES.

6:14:50PM >>Michael Sheeley: THANKS VERY MUCH.

6:14:51PM TOOK A WHILE TO GET THERE, WE APPRECIATE --

6:14:54PM >>Mary Gibbs: SHOULD HAVE BROUGHT SAMPLES.

6:14:59PM >>Anthony Gargano: OKAY.

6:15:09PM WE HAVE ANOTHER CASE TO BE HEARD.

6:15:15PM THIS IS THE WORKSHOP.

6:15:20PM WITH COCONUT POINT.

6:15:24PM >>Nancy Stroud: NO NEED TO HAVE ANY DISCLOSURES BECAUSE IT'S

6:15:27PM ONLY A WORKSHOP.

6:15:28PM MARY CAN INTRODUCE IT.

6:16:58PM [SOUNDING GAVEL]

6:16:58PM >>Anthony Gargano: CAN WE BRING THE MEETING TO ORDER,

6:17:00PM PLEASE?

6:17:18PM >>Mary Gibbs: TO FINISH OUT THE EVENING, WE HAVE A WORKSHOP

6:17:21PM FOR COCONUT POINT AND THE SIMON PROPERTIES REPAINT PROJECT.

6:17:26PM SO YOU MAY RECALL THIS.

6:17:28PM WE HAD A PUBLIC INFORMATION MEETING ON OCTOBER 14.

6:17:32PM AND YOU ALL TALKED ABOUT IT AT THE TIME.

6:17:35PM THEY WANT TO REPAINT IN DIFFERENT PHASES AND SOME OF THE

6:17:39PM BUILDINGS, WE HAD A DISCUSSION, SOME OF THE COMMENTS AT THE

6:17:41PM TIME WERE THE COLORS, I THINK ONE OF THE MAIN COMMENTS WAS

6:17:46PM THE COLORS MIGHT NEED SOME MORE CONTRAST BECAUSE THERE WERE

6:17:50PM LIKE THREE SHADES OF WHITE COLORS.

6:17:53PM JUST AS A QUICK SUMMARY, APPLICANT HAS BEEN KIND OF WORKING

6:17:55PM ON THAT SINCE THEN.

6:17:57PM THEY WANT TO GET SOME INPUT.

6:17:58PM I SUGGESTED A WORKSHOP BECAUSE WE DON'T HAVE AN APPLICATION

6:18:02PM YET, SO WE DON'T REALLY HAVE ANYTHING TO REACT TO.

6:18:04PM BUT I THOUGHT A WORKSHOP WOULD BE HELPFUL AND THEY BROUGHT

6:18:11PM BACK THEIR ARCHITECTS TO EXPLAIN AGAIN.

6:18:13PM I'LL LET THEM GET RIGHT INTO IT.

6:18:16PM SCOTT, ARE YOU -- OKAY.

6:18:18PM SCOTT RICHARDSON FROM SIMON.

6:18:23PM >>Scott Richardson: GOOD EVENING, EVERYONE.

6:18:25PM NOW THAT EVERYBODY IS HAPPY ABOUT THE CHICK-FIL-A, LET'S

6:18:28PM KEEP THE MOMENTUM GOING HERE.

6:18:29PM SO I APPRECIATE YOU CONTINUING TO WORK WITH US ON THIS.

6:18:38PM WE'VE HAD -- I'VE HAD A BUNCH OF CONVERSATIONS WITH MARY

6:18:43PM SINCE THE OCTOBER MEETING.

6:18:48PM AND I THINK ALTHOUGH WE ARE STILL IN THE SAME GENERAL TONAL

6:18:57PM CONCEPT OF THE DESIRE TO REPAINT THE LANDLORD BUILDINGS, AND

6:19:03PM THERE ARE UP TO FIVE WALL COLORS SO THERE IS THE

6:19:09PM DIFFERENTIATION.

6:19:10PM WE DO HAVE THE PAINT SAMPLES IF WE WANT TO BRING THOSE OUT

6:19:13PM AGAIN.

6:19:14PM IF NOT, THAT'S FINE AS WELL.

6:19:15PM AND THE TRIM COLOR WOULD BE NOW UNIFORM FOR ALL BUILDINGS.

6:19:26PM SO THAT'S COLOR NUMBER 6.

6:19:30PM AND THEN THE ACCENT COLOR WOULD BE THE 7th COLOR.

6:19:36PM SO FIVE BASE WALL COLORS.

6:19:44PM ONE THING I HEARD FROM MARY, THERE WAS A CONCERN, BECAUSE

6:19:47PM WE'RE GOING TO LOOK AT THIS ON A BUILDING-BY-BUILDING BASIS.

6:19:51PM SO COCONUT POINT, LIKE ESPECIALLY THE TOWN CENTER PIECE,

6:19:57PM THERE IS REALLY, EVEN THOUGH IT IS A MASSIVE PROJECT, THERE

6:20:00PM IS ONLY ABOUT SIX OR SEVEN ACTUAL BUILDINGS.

6:20:07PM SO ONE THING THAT WE'VE INCLUDED IN THE TEXT, THE DIRECTION

6:20:14PM THAT I BELIEVE WE'RE GOING, THIS IS PRESUMED TO BE A

6:20:19PM SUPPLEMENTAL PATTERN BOOK OR BEAUTY BOOK TO THE ORIGINAL

6:20:25PM BEAUTY BOOK THAT WAS APPROVED IN THE DRI JUST TO I GUESS

6:20:31PM CLARIFY AND EXPAND UPON THE LANGUAGE IN THE COLOR CONCEPT.

6:20:36PM THE ONE THING THAT WE HEARD IS THAT WE WANT TO MAKE SURE

6:20:40PM THAT A BUILDING IS NOT ALL ONE COLOR, AND THAT IT HAS THE

6:20:46PM DIFFERENTIATIONS BETWEEN THE TENANTS AND THE PLANES AND

6:20:51PM EVERYTHING.

6:20:51PM WE INCLUDED IN THE LANGUAGE THAT WE'RE PROPOSING THAT WE

6:20:54PM WILL INCLUDE NO LESS THAN THREE COLORS AND UP TO FIVE ON ANY

6:21:05PM GIVEN BUILDING.

6:21:06PM SO YOU WILL HAVE, AS WE'LL SEE IN THE RENDERINGS, WHICH I'M

6:21:09PM NOT GOING TO GO THROUGH THOSE BECAUSE THE ARCHITECT IS MUCH

6:21:11PM BETTER AT THAT THAN ME, BUT THE OTHER THING THAT I THINK IN

6:21:17PM OUR OPINION THAT WE JUST WANT TO ENGAGE YOU MORE ON IS IF

6:21:22PM YOU LOOK AT THE LANGUAGE IN THE INITIAL BEAUTY BOOK OF THE

6:21:29PM DRI, IT READS THAT THE FACADE COLORS SHALL BE SUBDUED,
6:21:34PM NEUTRAL, WARM, WHITE, OR CREAM AND EARTH TONES.
6:21:37PM AND IN OUR OPINION, AND I KNOW THAT CAN BE UP FOR DEBATE, WE
6:21:45PM FEEL THAT WHAT WE ARE PROPOSING IS COMPLIANCE WITH THE

6:21:50PM EXISTING BEAUTY BOOK.
6:21:52PM THERE'S SOME BACK AND FORTH AND SOME DISAGREEMENT, PERHAPS,
6:21:58PM WHICH IS WHY WHAT WE'RE LOOKING TO DO IS TO SUPPLEMENT THAT,
6:22:02PM SHOW YOU THE REPRESENTATION OF KIND OF THE RANGE OF TONES
6:22:07PM AND HOW THEY WOULD BE APPLIED TO HAVE THIS BE KIND OF A
6:22:15PM CLEARER GUIDELINE THEN FOR STAFF TO BE ABLE TO REVIEW AND
6:22:21PM APPROVE WHEN WE APPLY FOR A COMMERCIAL PAINT PERMIT FOR EACH
6:22:26PM BUILDING INDIVIDUALLY.
6:22:28PM AT THAT TIME, THE EXACT COLORS AND THE EXACT LOCATIONS OF
6:22:33PM THOSE SPECIFIC COLORS WILL BE REPRESENTED AND EACH BUILDING
6:22:39PM WILL BE PERMITTED INDIVIDUALLY, BUT THEN STAFF WOULD HAVE
6:22:44PM KIND OF A MORE CLEAR GUIDELINE TO NOT HAVE IT BE ANY SORT
6:22:51PM OF, LACK OF A BETTER TERM, JUDGMENT CALL.
6:22:57PM AND IT WAS NOT THE INTENT IN THE ORIGINAL BEAUTY BOOK OF THE
6:23:01PM DRI TO SPECIFY SPECIFIC COLORS, AND I DON'T THINK THAT IT'S
6:23:07PM APPROPRIATE NOW TO SPECIFY IN A SUPPLEMENT THE EXACT COLORS,
6:23:15PM BUT IT'S MORE OF A TONAL RANGE.
6:23:19PM THAT'S PROBABLY NOT A GREAT ARCHITECTURAL TERM.
6:23:22PM I'M A DEVELOPMENT GUY, NOT AN ARCHITECT.
6:23:24PM JUST TO KIND OF UNDERSTAND THE OVERALL LOOK AND FEEL AND A
6:23:30PM WAY TO ENHANCE THE ARCHITECTURE.

6:23:33PM THAT WAS ONE THING THAT WE MADE CLEAR LAST TIME, BUT JUST TO
6:23:37PM BRING IT UP AGAIN, WE'RE NOT MESSING WITH THE ARCHITECTURE.
6:23:39PM THIS IS TRULY AN APPLICATION OF COLOR TO ENHANCE, TO -- NOT
6:23:51PM SURE IF MODERNIZE IS THE RIGHT WORD.

6:23:54PM BUT IT'S TO WORK WITH THE BONES THAT'S THERE.
6:23:58PM IT'S BEEN 20 YEARS.
6:24:01PM THE COLORS HAVE CHANGED FROM WHAT THEY WERE ORIGINALLY.
6:24:09PM THAT'S REALLY WHAT WE'RE HERE LOOKING TO DO.
6:24:12PM KRISTIN, DO YOU WANT TO GO THROUGH THE SLIDES OR HAVE ME
6:24:17PM TAKE A STAB AT IT WHILE I'M UP HERE?
6:24:19PM YOU FLEW ALL THE WAY OUT HERE, TOO.
6:24:28PM >> COME ON UP.
6:24:30PM >> I'LL BE BRIEF.
6:24:31PM I THINK IT'S ABOUT GETTING YOUR INPUT.
6:24:33PM KRISTIN MULKEY.
6:24:34PM I PRESENTED LAST TIME.
6:24:36PM SOME OF YOU WERE HERE.
6:24:37PM SOME OF YOU MAY NOT HAVE BEEN HERE.
6:24:39PM >>Mary Gibbs: WE NEED A TALLER MICROPHONE FOR YOU, KRISTIN.
6:24:44PM >> AGAIN, KRISTIN MULKEY, THE ARCHITECT THAT IS ASSISTING
6:24:48PM THE CLIENT IN KIND OF PUTTING TOGETHER THIS INFORMATION TO
6:24:54PM GET YOUR RESPONSE AND INPUT, AGAIN, WORKING SESSION.
6:24:57PM SO WE WANT TO GET AS MUCH FEEDBACK SO THAT WHEN WE DO GO FOR
6:25:00PM THE PAINT PERMIT OR MOVE FORWARD WITH THE SUPPLEMENTAL
6:25:04PM INFORMATION THAT WE'RE KIND OF ALL TALKING THE SAME.

6:25:07PM SO, AFTER BASICALLY OUR FIRST SESSION, YOU'VE ALL PROBABLY
6:25:13PM SEEN THAT DOCUMENT.
6:25:14PM WE HAVE KIND OF DID BEFORE/AFTER, TO GET A SENSE OF WHERE WE
6:25:18PM WERE MOVING TOWARDS AS FAR AS A COLOR PALETTE.

6:25:23PM THIS TAKES THAT TO THE NEXT LEVEL TO SAY, YOU KNOW, WHAT WE
6:25:26PM PRESENTED WOULD BE FROM THAT FIRST PACKAGE.
6:25:31PM IT IS JUST A SNAPSHOT OF WHAT WE WOULD BE PRESENTING IN THE
6:25:34PM FINAL PAINT APPLICATION WHERE WE WOULD ACTUALLY SHOW
6:25:38PM LOCATIONS AND SPECIFIC PAINT COLORS.
6:25:40PM THIS DOCUMENT RIGHT HERE IS MORE OF AN EXPRESSION OF HOW WE
6:25:46PM WOULD APPLY, FOR INSTANCE, A FACADE TYPE A WHICH IS ON THE
6:25:51PM MAIN DRIVE COMING IN.
6:25:53PM EVERY FACADE ALONG, WHICH WOULD BE CONSIDERED A TYPE A
6:25:58PM FACADE, WOULD MAXIMIZE THAT PAINT APPLICATION.
6:26:01PM SO WE WOULD WANT TO SEE, SO IN THIS PARTICULAR ONE, YOU CAN
6:26:04PM SEE WE HATCHED FOR COLOR ABC, OR 1, 2, 3, 4, 5.
6:26:11PM FIVE COLORS PLUS A TRIM COLOR FOR NUMBER 6.
6:26:14PM ANY METAL DETAIL WOULD BE COLOR 7.
6:26:17PM THIS IS AN EXAMPLE OR AN EXPRESSION OF HOW WE WOULD APPLY
6:26:21PM THOSE COLORS.
6:26:22PM HOW DO I MOVE TO THE NEXT ONE?
6:26:26PM THEN MOVING THROUGH THIS DOCUMENT, LIKE, THE NEXT ONE SHOWS
6:26:29PM YOU A FACADE.
6:26:31PM FACADE A.
6:26:34PM MORE EXAMPLES OUT OF THAT SAME DOCUMENT JUST SHOWING THE

6:26:37PM FINAL, BUT MORE EXAMPLES OF FACADE A.

6:26:39PM THIS SHOWS YOU GLIMPSES OF THAT SAME BUILDING AND THEN GO TO

6:26:43PM THE NEXT ONE.

6:26:44PM AGAIN, THIS IS ANOTHER BUILDING.

6:26:46PM YOU ARE ONLY SEEING PARTS OR PIECES OR CORNERS OF THE

6:26:49PM OVERALL FACADE THAT'S ALONG A OR AN A FACADE.

6:26:53PM SO THOSE COLORS WOULD CONTINUE TO MARCH, AND THAT'S WHERE WE

6:26:57PM WOULD CONTINUE TO EXPAND ON INTRODUCING ALL FIVE OF THOSE

6:27:00PM MAIN COLORS THROUGHOUT THE ARCHITECTURE.

6:27:02PM AND THEN WE MOVE TO A FACADE B, WHERE THOSE AREAS MAY BE

6:27:07PM SMALLER, MORE CONDENSED ELEVATIONS, WE MIGHT DROP DOWN TO AS

6:27:12PM LITTLE AS THREE, BUT NOT LESS THAN THAT.

6:27:14PM AGAIN, YOU WOULD STILL HAVE A TRIM CHORE WHICH WOULD BE

6:27:18PM FOUR, AND THEN ALL THE METAL DETAILING, WHICH WOULD BE A

6:27:22PM COLOR FIVE.

6:27:23PM THEN YOU GET DOWN TO BACK OF HOUSE STUFF, YOU ALWAYS HAVE

6:27:29PM THE ARCHITECTURE, THE MAIN PART OF THE ARCHITECTURE WOULD

6:27:33PM CONTINUE WITH OUR ONE THROUGH FIVE ACCENT.

6:27:36PM THEN AS YOU GET BACK TO THE LOADING AREA, WE KEEP THE SAME

6:27:39PM CONCEPT THAT'S THERE TODAY, BUT WE'RE STILL INTRODUCING A

6:27:42PM TRIM AND THEN A METAL PAINT COLOR AND THEN THE DOOR COLOR

6:27:46PM AND THEN THE WALL BUILDING COLOR FOR THOSE.

6:27:48PM SO WHAT WE'VE PRODUCED HERE IS KIND OF AN EXAMPLE OF WHAT

6:27:53PM THE SUPPLEMENTAL PACKAGE COULD LOOK LIKE WITHOUT INTRODUCING

6:27:57PM COLOR.

6:27:58PM THE PAGE THAT WE FIRST HAD OPEN THAT HAS THE TEXT COULD
6:28:03PM MAYBE BE AN EXAMPLE OF WHAT THAT LANGUAGE MIGHT LOOK LIKE AS
6:28:08PM FAR AS HOW WE WOULD TAKE THESE FIVE COLORS AND INTRODUCE
6:28:12PM THEM LIKE IN THE COLOR -- I CAN'T READ IT.

6:28:16PM COLOR CONCEPT.
6:28:17PM IT'S SIMILAR TO IN THE CURRENT DESIGN GUIDELINES, IT'S
6:28:23PM CALLED COLOR PALETTE.
6:28:25PM WE JUST KIND OF READ THAT AND SAID, YOU KNOW, WHAT ARE WE
6:28:28PM DOING HERE AND HOW COULD WE KIND OF CLARIFY EXACTLY WHAT WE
6:28:32PM WOULD LIKE TO SEE FOR THE FUTURE OF THIS PROJECT?
6:28:35PM BUILDING UPON THE SECTION IN THE DESIGN GUIDELINES UNDER
6:28:41PM MASSING, THEY INTRODUCE ALL OF THE ELEMENTS, THE
6:28:44PM ARCHITECTURAL ELEMENTS AND COLOR IS ONE OF THOSE.
6:28:46PM THAT'S ON PAGE 20, I BELIEVE.
6:28:48PM SO WHAT WE INTRODUCED ARE TWO AREAS ON HOW WE WOULD APPLY
6:28:53PM THOSE COLORS, FROM A MASSING STANDPOINT, HORIZONTALLY AND
6:28:57PM VERTICALLY WHICH WE THINK IS SUPER IMPORTANT TO HELP THE
6:29:01PM ARCHITECTURE READ AND THE INTRODUCTION OF THOSE FIVE COLORS.
6:29:04PM SO AS WE MOVE FROM THE BASE UP TO THE TOP, WHEN IT IS A FLAT
6:29:08PM ELEVATION, PROBABLY BEEN MORE CONSISTENT.
6:29:10PM AS WE HAVE INS AND OUTS, WE HAVE MORE OPPORTUNITY TO START
6:29:13PM TO CHANGE THE COLORS.
6:29:14PM THAT IS WHAT WE DID TODAY WITH THIS PRESENTATION, AND NOW
6:29:20PM WE'RE KIND OF TRYING TO FIGURE OUT IF WE ARE ON THE RIGHT
6:29:23PM PATH.

6:29:24PM >>Michael Sheeley: THE LAST TIME, I THINK OUR COMMENTS WERE
6:29:26PM YOU DIDN'T HAVE A LOT OF CONTRAST BETWEEN THE DIFFERENT
6:29:29PM COLORS.
6:29:30PM IT LOOKS LIKE NOW YOU HAVE COLOR NUMBER FOUR, WHICH IS A

6:29:33PM FACADE COLOR AND A TRIM COLOR.
6:29:37PM >> COLOR NUMBER FOUR, THERE ARE TWO DIFFERENT COLORS.
6:29:41PM THE TRIM IS A DIFFERENT COLOR THAN COLOR FOUR.
6:29:44PM >>Michael Sheeley: IT'S SIMILAR.
6:29:45PM IT IS A DARKER COLOR.
6:29:46PM I THINK YOU INTRODUCED THAT COLOR, WHICH, IN MY MIND, REALLY
6:29:50PM HELPS AND HELPS DEFINE DIFFERENT VARIATION.
6:29:55PM >> THIS BEING THE METAL COLOR HERE, AND THEN IT GIVES YOU A
6:29:59PM RANGE OF COLORS.
6:30:01PM THESE ARE THE COLORS -- IT KIND OF GIVES YOU A FLAVOR OF
6:30:09PM WHAT WE WOULD BE BALANCING THROUGHOUT THE CENTER.
6:30:14PM >>Michael Sheeley: I THINK THAT COLOR PALETTE IS VERY NICE.
6:30:16PM I THINK YOU HAVE COME A LONG WAY WITH THAT.
6:30:24PM >> ONE ADDITIONAL JUST CLARIFICATION POINT THAT I BROUGHT UP
6:30:26PM LAST TIME THAT I WANTED TO MAKE SURE I BROUGHT UP AGAIN.
6:30:28PM AFTER HAVING CONVERSATIONS WITH MARY, WHAT WE ARE PROPOSING
6:30:34PM WITH THE SUPPLEMENT TO THE BEAUTY BOOK OF THE OVERALL
6:30:39PM COCONUT POINT DRI, THIS PARTICULAR SUPPLEMENT WOULD ONLY
6:30:45PM APPLY TO AREA 2 OF THE MASTER CONCEPT PLAN, WHICH IS THE
6:30:49PM COCONUT POINT PIECE.
6:30:52PM IT WOULD NOT APPLY -- IT COULD, BUT IT WOULDN'T HAVE TO

6:30:55PM APPLY TO NORTH VILLAGE OR TO SOUTH VILLAGE.

6:30:58PM SO IT'S NOT PLACING ANY SORT OF A BURDEN OR ANYTHING, AND WE

6:31:03PM DO HAVE THE BUFFERS.

6:31:03PM AND THEN THE OTHER POINT THAT WAS GOOD IS THAT IT DOES

6:31:10PM INCLUDE EVEN NON-SIMON OWNED PROPERTIES AND BUILDINGS WITHIN

6:31:19PM AREA TWO.

6:31:20PM FOR INSTANCE, THE RESIDENCES ABOVE THE SHOPPES, THEY WANT TO

6:31:26PM PAINT.

6:31:26PM THE HYATT PLACE WANTS TO PAINT.

6:31:29PM SO THE WAY THAT WE ENVISIONED THE PROCESS IS THAT WE KIND OF

6:31:36PM HAVE THE RANGE AND THE GENERAL COLOR PALETTE THAT EVERYBODY

6:31:42PM IS ON BOARD WITH.

6:31:44PM WE ARE THE FIRST LINE OF DEFENSE FOR THE VILLAGE OF ESTERO.

6:31:51PM BEFORE ANY OF THE NON-OWNED PARCELS COULD SUBMIT FOR A

6:31:56PM COMMERCIAL PAINT PERMIT, THEY WOULD NEED TO PRODUCE TO STAFF

6:32:02PM AND IF IT NEEDS TO COME BEFORE THE BOARD AS WELL, THAT WE,

6:32:06PM SIMON, HAVE APPROVED IT FOR CONSISTENCY WITH THE SUPPLEMENTS

6:32:11PM AND THEN YOU GUYS ARE THE ULTIMATE APPROVERS, BUT YOU HAVE

6:32:19PM KIND OF THE FIRST LINE OF DEFENSE THAT IT HAS TO GET PAST US

6:32:22PM BEFORE IT EVEN WOULD COME TO YOU AND THAT HELPS THE PEOPLE

6:32:27PM JUST COMING IN SAYING I WANT TO DO SOME LIGHT BLUE BUILDING

6:32:33PM THAT WE WOULD HATE AS MUCH AS EVERYBODY ELSE.

6:32:37PM I THINK THAT IS AN IMPORTANT THING TO BRING UP AS WELL.

6:32:41PM >>Anthony Gargano: THIS WOULD INCLUDE BUILDINGS TO BE BUILT,

6:32:44PM FOR EXAMPLE, THE HOTEL IN THE PARKING LOT.

6:32:47PM >> CORRECT.

6:32:47PM CORRECT.

6:32:49PM >>Anthony Gargano: AND ANY OTHER NEW BUILDINGS BUILT --

6:32:52PM >> OUTPARCELS, YOU MAY OR MAY NOT HEARD THERE IS SOME

6:32:57PM PROJECT IN THE PLANNING PHASES WHERE THE MOVIE THEATER IS

6:33:01PM THAT HAVING A MEETING WITH STAFF AGAIN TOMORROW ON.

6:33:04PM THAT'S MOVING FORWARD.

6:33:05PM SO IT WOULD APPLY TO THAT PROJECT AS WELL.

6:33:08PM IT WOULD BASICALLY BE THE NEW -- THE SUPPLEMENTAL GUIDELINES

6:33:16PM GOING FORWARD.

6:33:17PM AGAIN, NOT DIMINISHING ANYTHING THAT'S IN THE ORIGINAL, BUT

6:33:20PM JUST CLARIFYING AND PERHAPS EXPANDING UPON WHAT CAN BE DONE.

6:33:27PM >>Jim Wallace: THIS IS JIM WALLACE.

6:33:29PM WHAT HAPPENS IF THE HYATT OR SOME OF THE FURNITURE PEOPLE,

6:33:37PM ET CETERA, DECIDE THEY DON'T WANT TO FOLLOW YOUR COLOR

6:33:41PM PALETTE AND THEY ARE HAPPY WITH THE COLORS THEY HAVE?

6:33:43PM I'M TALKING THE STAND-ALONE STRUCTURES.

6:33:47PM >> YES.

6:33:47PM THERE IS NOT AN OBLIGATION.

6:33:50PM I CAN TELL YOU JUST FROM THE CONVERSATIONS, ONCE WE'VE HEARD

6:33:55PM -- OR ONCE OTHERS HAVE HEARD, I ACTUALLY HAVE A NEW

6:34:00PM RENDERING IF ANYBODY WOULD LIKE TO SEE IT OF THE HYATT PLACE

6:34:03PM THAT THEY SUBMITTED TO ME THIS AFTERNOON.

6:34:07PM >>Jim Wallace: THERE IS A LOT OF STAND-ALONE THERE.

6:34:11PM THIS DOESN'T INTEND TO OBLIGATE ANYBODY TO FOLLOW WHAT

6:34:14PM YOU'RE DOING?

6:34:15PM >> NO.

6:34:16PM NO, SIR.

6:34:16PM >>Jim Wallace: AM I CORRECT?

6:34:19PM >> THAT'S CORRECT.

6:34:19PM IT'S MORE OF AN OPPORTUNITY IN THE FUTURE IF THEY DESIRE.

6:34:24PM BECAUSE ALL THE COLORS THAT HAVE BEEN SELECTED, THEY ARE

6:34:31PM NEUTRAL ENOUGH THAT IT'S NOT GOING TO MAKE ANYTHING THAT'S

6:34:34PM THERE THAT PERHAPS DOES NOT WANT TO BE UPDATED LOOK OUT OF

6:34:42PM PLACE.

6:34:46PM >>Jim Wallace: THEY MAY HAVE SAID WE WANT TO KEEP THAT LOOK.

6:34:49PM >>Barry Jones: IF THEY WANT TO REMAIN THE SAME COLORS THAT

6:34:53PM ARE BOLDER AND BRIGHTER, THERE WILL BE A DIFFERENCE ACROSS

6:34:56PM THE SITE, BUT THEY ARE ACROSS A PARKING LOT, THEY ARE NOT

6:35:00PM CONTIGUOUS TO THESE.

6:35:01PM >> CORRECT.

6:35:01PM >>Barry Jones: DEAL WITH THE REALITY THAT THERE IS GOING TO

6:35:04PM BE A DIFFERENTIAL IN PAINT SCHEMES ON THE SAME SITE.

6:35:07PM >> THERE COULD BE FOR A PERIOD OF TIME AS THINGS EVOLVE.

6:35:11PM >>Barry Jones: DECIDE TO REPAINT, WOULD THEY BE OFFERED THE

6:35:15PM OPTION TO USE THE SAME COLOR OR DO THEY HAVE TO MOVE INTO

6:35:18PM THIS PALETTE?

6:35:20PM >> IF THEY REPAINT, THEY HAVE TO COME TO US PER THE

6:35:24PM COVENANTS, CONDITIONS AND RESTRICTIONS DOCUMENT THAT THEY

6:35:27PM HAVE WHEN WE SOLD THE PARCELS.

6:35:30PM >>Barry Jones: AT THAT TIME, YOU HAVE THE AUTHORITY TO
 6:35:33PM REQUIRE THEM TO ADHERE TO THE PALETTE?
 6:35:35PM >> CORRECT.
 6:35:35PM >>Barry Jones: CAN WE TALK FOR A MINUTE ABOUT PERCENTAGES.

 6:35:44PM THE NUMBER ONE COLOR, AND THEN NUMBER TWO ARE VERY CLOSE
 6:35:48PM TOGETHER.
 6:35:48PM IF YOU ARE GOING TO HAVE THREE COLORS AND IT WAS JUST THOSE
 6:35:52PM THREE COLORS, ONE, TWO, THREE ON A BUILDING, THAT'S STILL
 6:35:56PM GOING TO MAKE A BUILDING LOOK AWFULLY WHITE IF YOU ARE NOT
 6:36:00PM INCORPORATING THE DARK SHADES ANYWHERE IN THE COLOR.
 6:36:03PM IF YOU TOOK THE NUMBER ONE OR NUMBER ONE COLOR AND MADE IT A
 6:36:09PM PREDOMINANT COLOR SOMEWHERE, IT COULD REALLY MAKE A BUILDING
 6:36:12PM LOOK WHITE.
 6:36:13PM PERCENTAGES AND GUARANTEES THAT WE'RE GOING TO HAVE A
 6:36:19PM MINIMUM PERCENTAGE OF WHAT I'LL CALL THE OFF SHADE, THE
 6:36:22PM DARKER SHADES, INCORPORATED INTO EACH BUILDING.
 6:36:26PM >> I THINK THAT IS THE CONVERSATION TODAY, TO FIND OUT WHAT
 6:36:30PM YOU'RE COMFORTABLE WITH AS FAR AS OUR PALETTE AND IF THERE'S
 6:36:33PM SOME LANGUAGE THAT NEEDED TO BE FOLDED IN IN SOME WAY.
 6:36:38PM BECAUSE THE ARCHITECTURE IS WHAT'S GOING TO -- AS AN
 6:36:40PM ARCHITECT, IT'S GOING TO GUIDE ME ON WHERE I FEEL A COLOR
 6:36:45PM WANTS TO BEST BE UTILIZED, WHETHER IT IS A RECESSED AREA OR
 6:36:48PM A CORNER ELEMENT.
 6:36:49PM THERE'S GOING TO BE OPPORTUNITIES WHERE I WANT TO CELEBRATE
 6:36:52PM THAT AND BRIGHTEN IT UP OR OTHER AREAS WHERE IT IS SO BIG, I

6:36:56PM MIGHT WANT TO CHOOSE A DARKER COLOR SO IT DOESN'T FEEL SO
6:37:00PM DOMINATING.
6:37:01PM BUT IF THERE IS SOMETHING IN PARTICULAR THAT MAKES YOU FEEL
6:37:04PM THE MOST COMFORTABLE WITH MOVING FORWARD, I THINK THAT'S WHY

6:37:07PM WE'RE HERE TO DISCUSS THAT.
6:37:09PM I'M NOT SPEAKING FOR YOU.
6:37:11PM JUST IN GENERAL, ARCHITECTURALLY, THE ARCHITECTURE IS GOING
6:37:14PM TO LIKE DRIVE ME TO CHOOSE THE COLORS.
6:37:18PM IF THERE'S SOMETHING THAT I'M LIMITED TO, OBVIOUSLY WE WOULD
6:37:23PM RESPECT THAT.
6:37:24PM BUT I FEEL LIKE THE PALETTE IS COHESIVE ENOUGH THAT I COULD
6:37:27PM PULL FROM ANY OF THOSE AND WOULD ALL LOOK FANTASTIC.
6:37:35PM >>Jim Wallace: I GUESS I AM CONFUSED.
6:37:37PM I THOUGHT YOU JUST SAID YOU WOULD NOT OBLIGE ANYBODY TO
6:37:41PM FOLLOW YOUR COLOR PALETTE.
6:37:44PM THEN I HEARD 30 SECONDS LATER THAT YOU WOULD OBLIGE
6:37:47PM EVERYBODY TO FOLLOW YOUR COLOR PALETTE.
6:37:49PM WHICH IS IT?
6:37:50PM GOING TO OBLIGE PEOPLE TO GIVE UP THEIR COLOR PALETTE THAT
6:37:53PM THEY HAVE ON THEIR STAND-ALONE BUILDINGS?
6:37:56PM >> NO.
6:37:56PM TO CLARIFY, THERE'S NOT AN OBLIGATION FOR ANYBODY -- FOR US
6:38:04PM TO MANDATE THAT ANY OF THE OUTPARCEL TENANTS REPAINT AND
6:38:09PM COMPLY.
6:38:12PM HOWEVER, IF, IN FACT, THEY WANT TO REPAINT A BUILDING, THEN

6:38:18PM THEY HAVE TO.

6:38:19PM >>Jim Wallace: EVERYBODY EVERY SEVEN OR EIGHT YEARS HAS TO

6:38:24PM REPAINT.

6:38:25PM AS SOON AS THEY REPAINT, THEY HAVE TO COMPLY.

6:38:28PM >> CORRECT.

6:38:32PM >>Jim Wallace: WOW.

6:38:33PM SO BUILDINGS THAT ARE SEVEN YEARS OLD THAT REPAINT NEXT YEAR

6:38:36PM OR IN TWO YEARS, YOU'RE SAYING THEY HAVE TO COMPLY.

6:38:40PM YOU ARE GOING TO FORCE THEM TO COMPLY.

6:38:43PM >>Barry Jones: THAT'S THE ONLY WAY WE'LL GET UNIFORMITY

6:38:46PM ACROSS THE SITE, JIM.

6:38:48PM >>Jim Wallace: YEAH, BUT WHITE, WHITE, WHITE, ON WHITE AND

6:38:51PM WHITE IS UNIFORMITY, BUT IT DOESN'T NECESSARILY -- IT ISN'T

6:38:55PM ALWAYS GREAT.

6:38:56PM >>Barry Jones: I'M NOT WHITE ON WHITE GUY EITHER AT ALL.

6:38:59PM THAT'S WHY I'M TRYING TO MAKE SURE THAT THERE'S ALL SHADES

6:39:03PM INCORPORATED, AT LEAST A CERTAIN PERCENTAGE OF EACH

6:39:07PM BUILDING.

6:39:08PM >>Michael Sheeley: MY OPINION IS IF YOU HAVE A THREE COLOR

6:39:10PM BUILDING, ONE OF THEM OUGHT TO BE A DARKER SHADE.

6:39:13PM THAT'S ALL.

6:39:13PM SIMPLE.

6:39:14PM >>Jim Wallace: I THINK THE ARCHITECT, OBVIOUSLY, A VERY

6:39:18PM TALENTED WOMAN, I THINK SHE WOULD ALSO AGREE THAT NOT EVERY

6:39:22PM COLOR PALETTE GOES FOR EVERY BUILDING.

6:39:25PM STAND-ALONE BUILDINGS ARE VERY DIFFERENT.

6:39:27PM SOME OF THOSE COMPANIES HAVE VERY SPECIFIC, VERY SPECIFIC

6:39:34PM CORPORATE LOOK AND PERSONALITY.

6:39:40PM >> THE OTHER THING, JUST SINCE WE'RE JUST HAVING A

6:39:46PM CONVERSATION, FROM THE SIMON POLICING OF THINGS, THERE ARE

6:39:53PM GOING TO BE EXCEPTIONS.

6:39:56PM THERE ALWAYS ARE TO THINGS.

6:39:58PM SO WHAT WE COULD DO IS IF, IN FACT, A TENANT CAME IN AND

6:40:05PM THEY WANTED TO DO SOMETHING AND IT WAS A LITTLE DIFFERENT,

6:40:09PM WE COULD SAY, YOU KNOW WHAT?

6:40:11PM CONCEPTUALLY, WE WILL GIVE YOU THE CLEARANCE TO SEEK

6:40:17PM APPROVAL FROM THE BOARD, BUT THEN REQUIRE THEM TO

6:40:23PM SPECIFICALLY PRESENT TO YOU AND THEN YOU'RE ABLE TO REVIEW

6:40:30PM THAT INDEPENDENTLY IF, IN FACT, WE'RE NOT IN A POSITION TO

6:40:37PM JUST -- LET'S SAY, FOR INSTANCE, THAT THE HYATT, THE BIGGEST

6:40:41PM OF THE OUT LOTS OUT THERE, WANTED TO GO ALL WHITE.

6:40:44PM NO, WE'D NEVER SAY YES.

6:40:47PM YOU GUYS WOULD NEVER SAY YES.

6:40:49PM BUT I'M JUST TRYING TO THINK OF A MECHANISM FOR CHECKS AND

6:40:57PM BALANCES THAT IF THERE WAS SOMETHING THAT MIGHT BE KIND OF

6:41:03PM ON THE FRINGE THAT WOULD GIVE YOU THE COMFORT THAT, OKAY, IT

6:41:09PM WOULD THEN NEED TO COME BEFORE YOU ABSOLUTELY.

6:41:15PM >>Jim Wallace: FOR ME, IF IT IS A TENANT AND YOU OWN THE

6:41:17PM PROPERTY AND YOU OWN THE BUILDING, THEN I THINK THAT'S

6:41:22PM SIMON'S DOMAIN.

6:41:24PM BUT IF IT'S -- IF YOU DON'T OWN -- SOME OF THOSE OUTPARCELS,
6:41:30PM YOU DON'T OWN THEM ALL, DO YOU?
6:41:32PM >> NO.
6:41:33PM BUT THEY ARE GOVERNED -- SO WE PLACE A LOT OF RESTRICTIONS

6:41:37PM ON THE PROPERTY OWNER AS FAR AS --
6:41:41PM >>Jim Wallace: I UNDERSTAND THAT.
6:41:42PM BUT IF THEY ARE A TENANT, I UNDERSTAND YOUR RIGHTS ON THE
6:41:47PM EXTERIOR OF THE BUILDING.
6:41:48PM BUT IF THEY ARE NOT A TENANT, IF THEY ARE AN OWNER OF A
6:41:52PM BUILDING, I MEAN, WOW, I FIND IT PRETTY HARSH THAT YOU WOULD
6:41:57PM DICTATE TO THEM WHAT THEIR BUILDING IS GOING TO LOOK LIKE.
6:42:00PM >> THAT'S PART OF BEING AN OUT LOT AT A BUILDING AT A
6:42:03PM SHOPPING CENTER.
6:42:08PM >>Barry Jones: THAT'S THE WAY IT EXISTS RIGHT NOW.
6:42:10PM THERE'S NO CHANGE.
6:42:11PM THEY HAVE TO MEET THE BOOK.
6:42:15PM THERE'S NOTHING CHANGING THERE.
6:42:20PM I THINK YOU'RE ON THE RIGHT PATH.
6:42:23PM WITH RESPECT TO COLOR SHADING DIFFERENTIALS IN EACH ONE OF
6:42:27PM THE BUILDINGS AND THAT YOU DIDN'T HAVE ANY THAT WERE TOO
6:42:31PM DOMINANT OVER THE OTHER.
6:42:34PM TO ME, I'LL LEAVE YOU WITH THIS.
6:42:37PM WHEN I LOOK AT SHADES THAT ARE REAL SIMILAR, I KIND OF SEE A
6:42:42PM BUILDING THAT IS A HOLE WITH PIECES ON IT, WHEN YOU
6:42:45PM HIGHLIGHT LITTLE PIECES.

6:42:48PM THERE ARE DIFFERENTIALS IN SHADES WITH EACH ARCHITECTURAL
6:42:51PM ELEMENT, THEN I SEE PIECES THAT MAKE UP A WHOLE, AND THAT'S
6:42:55PM KIND OF WHAT I WANT TO SEE IS PIECES THAT MAKE UP A HOLE
6:42:59PM INSTEAD OF A HOLE WITH A BUNCH OF PIECES ON IT, IF THAT

6:43:02PM MAKES ANY SENSE.
6:43:03PM THE DIFFERENTIAL IN SHADES HELPS TO ME BREAK UP THE BUILDING
6:43:08PM THAT WAY.
6:43:19PM >>Michael Sheeley: I THINK YOU ARE ON THE RIGHT TRACK ALSO.
6:43:21PM I THINK THE PALETTE IS A RICH PALETTE.
6:43:28PM >>Jim Wallace: CAN WE WALK THROUGH YOUR PRESENTATION?
6:43:29PM THIS IS JIM WALLACE.
6:43:31PM I'LL GIVE YOU MY COMMENTS AND THEN ZIP IT.
6:43:35PM ON SLIDE 3, NEXT ONE DOWN, I THINK, THIS ONE.
6:43:45PM FIRST OF ALL, IT KIND OF -- I GOT A LITTLE CONFUSED BECAUSE
6:43:48PM THE BLACK-AND-WHITE ELEVATION ON THE TOP DOESN'T MATCH THE
6:43:55PM RENDERING ON THE BOTTOM.
6:43:56PM THERE IS A PORTION OF THE BUILDING, THE LEFT SIDE OF THAT
6:44:00PM LITTLE TOWER IS ON THE BLACK-AND-WHITE, BUT IT'S NOT ON THE
6:44:05PM COLOR RENDERING.
6:44:06PM THAT KIND OF CONFUSED ME.
6:44:07PM I STILL COME AWAY WITH THE FEELING THAT IT'S SHADES OF WHITE
6:44:14PM ON SHADES OF WHITE ON SHADES OF WHITE.
6:44:17PM I UNDERSTAND THAT WEST ELM, YOU PROBABLY WANT ALL OF THAT
6:44:21PM RETAILER IN THE SAME COLOR AND ALL THE WAY THROUGH THE
6:44:25PM CORNER, BUT THERE SEEMS TO BE SOME OBVIOUS OBLIGATIONS

6:44:29PM IMMEDIATELY ADJACENT TO THAT, WHATEVER, FOR AN ACCENT COLOR,
6:44:34PM BUT IT'S ACTUALLY IN JUST ANOTHER SHADE, MAYBE A WHITER
6:44:40PM WHITE.
6:44:41PM TO ME, THERE IS AN OPPORTUNITY THERE, AND I'M NOT GOING TO

6:44:44PM PRETEND TO KNOW HOW TO DO IT.
6:44:46PM YOU HAVE A VERY TALENTED ARCHITECT WORKING ON IT.
6:44:49PM THAT'S MY COMMENT.
6:44:54PM ON SLIDE FOUR -- CAN WE GO TO SLIDE FOUR?
6:44:58PM ON SLIDE FOUR, I THOUGHT IT WAS AN EXCELLENT EXAMPLE OF
6:45:05PM COMPLEMENTING COLORS WHICH ACHIEVE ALSO SOME OF THE VERTICAL
6:45:10PM BREAKS THAT TAKE THE MONOTONY OUT OF THE BUILDING.
6:45:16PM I THINK THAT IS MORE OF WHAT WE WANT.
6:45:20PM PARTICULARLY THE BOTTOM RENDERING OF THAT, THAT JUST SEEMS
6:45:24PM TO DO IT VERY, VERY WELL.
6:45:26PM ON SLIDE FIVE ON THE TOP RIGHT, AGAIN, I SEE MORE OF THAT
6:45:37PM WHITE ON WHITE ON WHITE THEME.
6:45:40PM THE BOTTOM LEFT ON THE OTHER SIDE, ON THE OTHER HAND, SEEMS
6:45:45PM TO BE A GOOD USE OF COLOR BREAKS.
6:45:51PM I START TO UNDERSTAND SOME OF THE PHYSICAL FEATURES OF THE
6:45:58PM ARCHITECTURE OF THE BUILDING.
6:45:59PM ON SLIDE 6, THE RIGHT SIDE OF THE PHOTO SEEMS TO BE VERY
6:46:09PM GOOD.
6:46:09PM I REALLY, REALLY LIKE HOW IT BREAKS UP AND IT'S INTERESTING.
6:46:16PM THE COLOR PALETTE HAS ACCENTED THE EXCELLENT ARCHITECTURE.
6:46:23PM BUT THE LEFT SIDE OF THE PHOTO AGAIN SEEM TO FALL INTO THAT

6:46:28PM WHITE ON WHITE ON WHITE.

6:46:34PM AND THE LAST ON SLIDE 7, THE ONLY THING I WAS REALLY

6:46:40PM SURPRISED WITH IS THAT THE DUMPSTER AREA, I THINK IT'S A

6:46:45PM DUMPSTER AREA OR EMPLOYEE PARKING AREA, WHATEVER, I WAS

6:46:49PM SURPRISED TO SEE THAT IN WHITE RATHER THAN A DARKER COLOR.

6:46:53PM THEY ARE USUALLY DIRTY AREAS.

6:46:55PM IT'S NOT LIKE YOU WANT TO DRAW ATTENTION TO IT.

6:46:58PM SO I WAS SURPRISED THAT WAS IN WHITE COLOR RATHER THAN IN

6:47:01PM THE GRAY.

6:47:02PM THOSE WERE ALL MY COMMENTS, WHETHER THAT GIVES YOU ANY

6:47:06PM INSIGHT INTO HOW I FEEL.

6:47:07PM HOPEFULLY IT DOES.

6:47:09PM >> NO, I TOTALLY APPRECIATE THAT.

6:47:11PM AND AGREE THIS IS OUR FIRST PASS AT HOW WE WOULD START TO

6:47:15PM ARTICULATE THE COLOR PALETTE AND TRYING TO UNDERSTAND THE

6:47:18PM LANGUAGE THAT'S ALREADY BEEN ESTABLISHED AND THE DARKER

6:47:21PM SHADES AND LIGHTER SHADES.

6:47:23PM AND REALLY, HONESTLY, WE WOULD TRY TO KIND OF BREAK UP THAT

6:47:27PM ARCHITECTURE WITH THE DARKER ADJACENT TO A LIGHTER.

6:47:31PM MORE OFTEN WHEN POSSIBLE AS OPPOSED TO DOING LIKE, LET'S

6:47:34PM SAY, THE LIGHTER AND THEN THE ONE SHADE WARMER OR THE

6:47:38PM CREAMIER COLOR BECAUSE YOU LOSE A LITTLE BIT OF THAT.

6:47:43PM WHEREVER THERE IS OPPORTUNITY, WE WOULD INTRODUCE THOSE

6:47:46PM DARKER COLORS.

6:47:47PM >>Jim Wallace: IT'S SO NICE WHEN YOU HAVE A CORNER OF A

6:47:51PM BUILDING THAT JUST POPS OUT AND SAYS "SEE ME."
6:47:55PM COME SHOP HERE.
6:47:56PM THE WHOLE IDEA IS TO MAKE PEOPLE FEEL COMFORTABLE AND
6:47:59PM ATTRACTED TO THE BUILDING.

6:48:01PM WHEN IT DOES KIND OF POP OUT OF THE REST OF THE BUILDING,
6:48:05PM IT'S JUST SO NICE.
6:48:09PM YOU DON'T HAVE TO HAVE DRAMATIC CONTRAST, BUT HAVING SOME
6:48:13PM CONTRAST SEEMS TO REALLY MAKE IT WORK.
6:48:16PM THAT'S MY OPINION.
6:48:18PM >> THANK YOU.
6:48:28PM >> ANYTHING ELSE WE SHOULD BE THINKING OF?
6:48:30PM I THINK OUR INTENT IS TO KIND OF TAKE ALL THESE COMMENTS IN.
6:48:37PM I'LL BE TALKING TO MARY.
6:48:39PM SHE WILL PROBABLY BE TIRED OF TALKING TO ME.
6:48:42PM LUCKILY, WE'VE BUILT A GOOD RAPPORT NOW.
6:48:45PM IT'S OUR INTENT TO COME BACK IN FOR AN OFFICIAL APPLICATION
6:48:51PM AND A VOTE AS QUICKLY AS WE CAN.
6:48:57PM I'M NOT SURE WITH WHAT WE HAVE AND WHERE WE NEED TO GO IF
6:49:03PM THAT'S JANUARY, BUT I WOULD SAY --
6:49:06PM >>Mary Gibbs: NO.
6:49:08PM NOT JANUARY.
6:49:09PM >> FEBRUARY WOULD BE KIND OF THE TARGET BECAUSE WE'RE LOSING
6:49:14PM HOLIDAY TIME AND EVERYTHING.
6:49:16PM >>Mary Gibbs: WE'RE TRYING TO WORK THROUGH SOME OF THE
6:49:18PM ISSUES WHERE WE HAD SOME VAGUENESS AND WE WERE TRYING TO

6:49:21PM DEFINE IT A LITTLE BIT BETTER.

6:49:23PM AND THEN I SUGGESTED THE WORKSHOP BECAUSE I THOUGHT THEY

6:49:25PM WANTED TO GET SOME COMMENTS FROM YOU AND SEE IF THEY ARE ON

6:49:28PM THE RIGHT TRACK AND SEE IF YOU WERE AMENABLE TO WHAT THEY

6:49:31PM ARE PROPOSING.

6:49:32PM IF YOU ALL FEEL FAIRLY COMFORTABLE WITH THAT, THEN THEY CAN

6:49:37PM GET THE APPLICATION GOING AND WE'LL WORK ON THAT.

6:49:39PM BUT IT WON'T BE JANUARY.

6:49:41PM I CAN TELL YOU THAT.

6:49:45PM >> ANYTHING FURTHER YOU WANTED TO SAY WITH REGARD TO YOUR

6:49:48PM REQUEST FOR PERCENTAGE EARLIER?

6:49:50PM >>Barry Jones: NO.

6:49:51PM I JUST ASK THAT THEY CONSIDER THAT IN THEIR PRESENTATION AND

6:49:54PM WHAT THEY ARE WILLING TO OFFER AS FAR AS WHAT PERCENTAGE

6:49:59PM MINIMUMS YOU WOULD HAVE FOR YOUR LIGHTER COLORS OR

6:50:01PM PERCENTAGE MINIMUM THAT YOU WOULD HAVE FOR DARKER COLOR ON

6:50:06PM ANY PARTICULAR BUILDING.

6:50:07PM IF YOU ARE GOING TO ASK FOR FLEXIBILITY, THAT YOU DON'T WANT

6:50:10PM THE BUILDINGS TO COME IN AS INDIVIDUAL, THEN WE NEED SOME

6:50:13PM REASSURANCE THAT IT'S NOT GOING TO COME IN WITH THREE COLORS

6:50:16PM AND THEY ARE ALL VERY CLOSE TOGETHER AND THAT'S IT.

6:50:18PM WE WANT TO GIVE YOU FLEXIBILITY, BUT WE NEED SOME SUBSTANCE

6:50:23PM TO IT, TOO.

6:50:25PM >> THAT'S VERY FAIR.

6:50:26PM >>Jim Wallace: YOU ARE HUNDRED PERCENT RIGHT, BARRY.

6:50:29PM WE DON'T WANT WHITE, OFF WHITE AND LINEN AS THREE DIFFERENT
6:50:34PM COLORS.
6:50:35PM >> NEITHER DO WE.
6:50:36PM WE'RE ON THE SAME PAGE.

6:50:38PM >>Barry Jones: I SEE IT EVERY DAY WHEN I DRIVE OUT AND LOOK
6:50:41PM AT THE ALE HOUSE.
6:50:43PM >>Mary Gibbs: I THINK YOU ALL APPROVED THAT.
6:50:44PM >>Barry Jones: WE DID.
6:50:46PM AND I REGRET IT.
6:50:47PM EVERY TIME I LEAVE THE ENTRY OF MY SUBDIVISION, I STARE AT
6:50:51PM IT.
6:50:51PM >> AT LEAST MILLER'S ALE HOUSE AND NOT BONEFISH GRILL LIKE
6:50:56PM REFERRED TO IN THE LAST BUILDING.
6:50:58PM >>Barry Jones: MY BAD.
6:51:00PM >> MARY AND I JOKED ABOUT IT THE NEXT DAY.
6:51:03PM >>Barry Jones: I WAS WORKING ON A PROJECT IN NAPLES ON
6:51:08PM BONEFISH SO IT WAS STUCK IN MY HEAD FOR RESTAURANTS.
6:51:12PM >> WE SINCERELY APPRECIATE YOUR TIME.
6:51:14PM WE KNOW IT'S LATE AND EVERYTHING.
6:51:16PM WE'RE EXCITED ABOUT THE OPPORTUNITY AND JUST WANTED TO MAKE
6:51:19PM SURE WE WERE CONTINUING TO ENGAGE AND GOT GOING DOWN THE
6:51:24PM RIGHT PATH.
6:51:26PM >>Anthony Gargano: WE APPRECIATE THAT.
6:51:27PM >> THANK YOU SO MUCH.
6:51:29PM >> HAVE A GREAT EVENING.

6:51:31PM >>Mary Gibbs: NEXT TIME BRING CHICKEN SAMPLES.

6:51:36PM >>Anthony Gargano: OKAY.

6:51:36PM MARY, ANYTHING ELSE?

6:51:41PM >>Jim Wallace: MERRY CHRISTMAS.

6:51:45PM >>Anthony Gargano: MOTION TO ADJOURN.

6:51:47PM >> SO MOVED.

6:51:47PM >>Anthony Gargano: ALL IN FAVOR?

6:51:48PM WE'RE ADJOURNED.

6:51:49PM [SOUNDING GAVEL]

DISCLAIMER:

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



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

DRAFT MINUTES

Planning Zoning and Design Board Meeting

**Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928
November 18, 2025 4:30 p.m.**

- 1. CALL TO ORDER:** 4:32 p.m.
- 2. PLEDGE OF ALLEGIANCE:**
- 3. ROLL CALL:**

Present: Board Members James Tatooles, Kristin Jeannin, Jim Wallace, Al Paivandy, Dan Williams, and Chairman Anthony Gargano. Absent: Board Member Barry Jones and Vice Chairman Sheeley

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

- 4. APPROVAL OF AGENDA:**

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

- 5. BUSINESS:**

(a) Consent Agenda

- (1) Approval of October 14, 2025 meeting minutes

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

6. PUBLIC HEARINGS

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

- (a) Toasted Yolk – COP Administrative Amendment (ADD2025-E007) (District 1)
22941 Lyden Drive Suite 110, located west of US 41, east of Lyden Drive and south of Vandenberg Way. The unit was formerly occupied by Zoe's Kitchen.

Applicant is seeking approval of outdoor Consumption on Premises (4COP SFS) for The Toasted Yolk Café.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments

Mary Gibbs, Community Development Director
Aymee Chavez, Planner

Presentation/Information by

Keith E. Long, Esq., Permitting Specialists of Food & Bev.

Public Comment

None

Board Questions or Comments

Board Members Wallace, Tatooles, Williams, Paivandy, and Chairman Gargano

Motion: Motion to approve request for outdoor consumption on premises with staff conditions.

Motion by: Board Member Williams

Seconded by: Board Member Wallace

Action: Approved request for outdoor consumption on premises with staff conditions.

Vote:

Aye: Board Members Jeannin, Paivandy, Tatooles, Wallace, Williams, and Chairman Gargano

Nay:

Abstentions:

- (b) 4741 Broadway Ave. West (Cooper Property) - Rezoning (REZ2025-E001) (District 2)

A triangular 0.36-acre parcel on the south side of Broadway Avenue West, across from Riverwoods Plantation and adjacent to the Florida Power & Light Company right-of-way.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments

Mary Gibbs, Community Development Director
Aymee Chavez, Planner

Presentation/Information by

Sandra Cooper, Property Owner

Public Comment

None

Board Questions or Comments

Board Members Jeannin, Wallace, Tatooles, Williams, Paivandy, and Chairman Gargano

Motion: Motion to recommend approval to the Village Council with staff conditions.

Motion by: Board Member Tatooles

Seconded by: Board Member Williams

Action: Recommended approval to the Village Council with staff conditions.

Vote:

Aye: Board Members Jeannin, Paivandy, Tatooles, Wallace, Williams, and Chairman Gargano

Nay:

Abstentions:

- (c) Discount Tire - Development Order (DOS2025-E002) (District 4)
10411 Corkscrew Commons Drive, a vacant 1-acre site located in Estero Interstate Commerce Park, fronting Corkscrew Road and between Rib City and Mr. Tequila.

The applicant seeks to construct a 7,020-square-foot tire facility with associated site improvements.

No ex parte communication or conflicts of interest were noted.

Staff Presentation/Comments

Mary Gibbs, Community Development Director
Christopher Baker, Community Development Director

Presentation/Information by

Marshay Ryan, BL Companies
Erick Castillo, BL Companies
Maite Ray-Rivera, BL Companies

Public Comment

None

Board Questions or Comments

Board Members Wallace, Tatooles, Williams, and Chairman Gargano

Motion: Motion to approve the Development Order with staff stipulations and the correction of the hours of operation.

Motion by: Board Member Tatooles

Seconded by: Board Member Willams

Action: Approved the Development Order with staff stipulations and the correction of the hours of operation.

Vote:

Aye: Board Members Jeannin, Paivandy, Tatooles, Wallace, Williams, and Chairman Gargano

Nay:

Abstentions:

- (d) Ordinance Review - Review Ordinance 2025-10, Amending the Land Development Code to include "Recovery Home" accommodations.

Staff Presentation/Comments

Mary Gibbs, Community Development Director

Public Comment

None

Board Questions or Comments

Board Members Jeannin, Wallace, Williams, and Chairman Gargano

Motion: Motion to recommend approval to the Village Council.

Motion by: Board Member Jeannin

Seconded by: Board Member Tatooles

Action: Recommended approval to the Village Council.

Vote:

Aye: Board Members Jeannin, Paivandy, Tatooles, Wallace, Williams,
and Chairman Gargano
Nay:
Abstentions:

7. WORKSHOP

- (a) Eco-Historic Planning Study (Districts 1, 2, 3, 4 and 6)
The study area encompasses ±1,000 acres along US 41 from Estero Parkway to
Hertz Headquarters, south of Williams Road.

Staff Presentation/Comments

Mary Gibbs, Community Development Director

Presentation/Information by

Carrie Read, Land Design
Anie Delgado, Land Design

Public Comment

Ross McIntosh, Bonita Bay
Terry Flanagan, Grandezza

Board Questions or Comments

Board Members Jeannin, Wallace, Tatooles, Williams, Paivandy, and Chairman
Gargano

8. PUBLIC INPUT

None

9. BOARD COMMUNICATIONS

- (a) Next meeting – December 9, 2025

10. ADJOURNMENT: 7:04 pm.

Tammy Duran
Deputy Village Clerk



Planning Zoning and Design Board Staff Report

PROJECT NAME
Chick-fil-A / Ben Hill Griffin Parkway & Corkscrew Road
CASE NUMBER
DOS2025-E005
MEETING DATE
December 9, 2025
REQUEST
Applicant requests a development order for a proposed 5,695sf Chick-fil-A restaurant to be constructed at the site of the former Perkins restaurant at The Shoppes at Grande Oak
APPLICANT
Getra Sanders (Real Estate Manager, Chick-fil-A); Charles Krebs, PE authorized representative
LOCATION
20320 Grande Oak Shoppes Blvd
PROPERTY SIZE
2.05± acres
ZONING
MPD (Mixed Use Planned Development) with Corkscrew Road overlay. Parcel is part of Timberland & Tiburon DRI
PUBLIC INFORMATION MEETING DATES
The PZDB Public Information Meeting was held on June 10, 2025

Staff Recommendation

Staff recommends approval of the development order, two deviations and monument sign design with the following stipulations.

1. Obtain vegetation removal permit prior to beginning site work.
2. Hours of construction. Monday to Friday 8:00 am to 6:00 pm weekdays. Weekend and publicly observed holidays to be limited to 9:00 am to 6:00 pm in accordance with the Construction Activity Management Plan.
3. Submit Maintenance of Traffic plan prior to construction.
4. Applicant is responsible for applicable impact fees based on the change of use.

Staff Report December 9, 2025
Planning Zoning and Design Board

Page 1 of 3

Project Summary

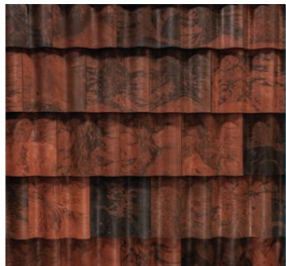
The project proposes to demolish the existing Perkins Restaurant and reconfigure the property for a 1-story Chick-fil-A fast food restaurant with dual-lane drive thru on the corner of Corkscrew Road and Ben Hill Griffin Parkway. The project includes indoor and outdoor seating areas, parking, perimeter landscaping buffers, and a stormwater management system.

Architecture

The building is proposed as Mediterranean Revival architectural styling, with stucco façade finishes and Spanish barrel plastic composite roof tiles. Color and material finish samples were submitted.

Façade colors are presented as options for the PZDB to consider; Option 1 – Pearl and Pacific Sand, and Option 2 - Pearl and Autumn Wheat. Staff believes Option 2 has better contrast in varying light conditions.

The proposed roof tiles (BRAVA® Aged Mission) are plastic, have a variegated pattern, and irregular coloring (see below).



Aged Mission

All other buildings in the plaza have concrete barrel tiles of more uniform coloring. Staff is not aware of a plastic roofing tile installation on a commercial or residential building locally. The tiles do have a Miami-Dade product acceptance certificate.

Transportation

The Village engaged a consultant to review the applicant's Traffic Impact Study. The consultant's memo is attached to this Staff Report.

Stormwater

The site contains 2.05 acres of land and was partially developed. The parcel will be approximately 61% impervious. A surface water management (SWM) system was designed for the redevelopment and approved under SFWMD Modification Permit #36-01871-S.

Site runoff will be directed to a new dry detention area at the east side of the parcel for pretreatment, and routed via a control structure to discharge into the existing master stormwater management system of the Grand Oak Shoppes development as part of Basin 1.

Lighting

All new light poles and LED fixtures are shown to be compliant with the LDC requirements including but not limited to BUG and CCT requirements. A photometric plan meeting the Village requirements has been submitted.

Fixtures will be mounted at 25ft heights on prestressed concrete poles. Fixtures are Lithonia LED with glare shields. The fixtures match nearly all other Shoppes fixtures. Poles throughout the Shoppes are predominantly concrete.

Lee County Utilities (LCU)

Lee County Utilities has approved the project with stipulations. No LDO or ROW permit is required to construct infrastructure improvements for utilities.

Landscaping

Landscape buffers are in excess of Village LDC requirements. 30 Tree credits were applied for preserved trees. 98% of trees are native, and 89% of shrubs are native. Nearly twice as many shrubs are provided (1,053) than required (589). The existing buffers along Corkscrew Road and Ben Hill Griffin Parkway will be supplemented with a double-staggered hedge of 5ft tall red-tipped Cocoplum to significantly reduce headlight throw from vehicles stacked in the drive-through lanes.

Monument Sign

A single monument sign will be located at the corner of Corkscrew Road and Ben Hill Griffin Parkway. Dimensions conform to the LDC. Color and materials complement the building.

Deviations

Deviation (1) seeks relief from Land Development Code (LDC) Table 3-803.E, Property Development Regulations, Corkscrew Road Overlay District, which requires that a principal structure's street setback be a maximum of 25 feet, to instead allow for a maximum street setback of 152 feet from Ben Hill Griffin Parkway and 59 feet from Corkscrew Road.

The applicant is requesting that the building be set back from Corkscrew Road. The increased dimension allows the drive-through route to be located minimizing interactions with pedestrians and additional vehicle stacking. Further, the denser landscape buffer plantings will provide increased shielding of headlights. Staff does not object to this deviation with the taller plantings.

Deviation (2) seeks relief from LDC Table 5-204.B.1, Minimum Number of Off-Street Parking Spaces, which requires 13 off-street parking spaces are required per 1,000 square feet of total floor area including outdoor eating area for "Restaurant, fast casual or fast food" uses, to allow for a reduction in the required number of parking spaces from 79 to 71.

The Applicant has explained that their customers predominantly use the drive-through service rather than the traditional seating of fast food customers. Emphasis on drive-through use is also evident in their Traffic Impact Study. The request is minor (8 spaces) and as such, Staff does not object to this deviation.



Traffic Memorandum

Chick-Fil-A Development Order DOS2025-E005

**Estero, Lee County, FL
10/23/2025**

Prepared for:

Village of Estero
9401 Corkscrew Palms Circle
Estero, FL 33928

Prepared by:

Trebilcock Consulting Solutions, PA
2800 Davis Boulevard, Suite 200
Naples, FL 34104
Phone: 239.566.9551
Email: ntrebilcock@trebilcock.biz

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Statement of Certification

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

Norman J. Trebilcock, AICP, PTOE, PE
FL Registration No. 47116
Trebilcock Consulting Solutions, PA
2800 Davis Boulevard, Suite 200
Naples, FL 34104
Company Cert. of Auth. No. 27796

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Traffic Memorandum

Project Description

The applicant proposes to replace the existing 5,701-square foot Perkins restaurant located at 20320 Grande Oaks Shoppes Drive, in the Village of Estero, with a 5,399-square foot Chick-Fil-A fast food restaurant with drive-through facility. The subject site is an outparcel of the Grande Oaks Shopping Plaza located at the northeast corner of the intersection of Corkscrew Road and Ben Hill Griffin Parkway.

The development is expected to be constructed in a single phase and should be fully operational by the year 2027.

A Traffic Impact Statement (TIS) has been completed for the proposed development. The traffic study evaluated the following scenarios: 2025 Existing Conditions, 2027 No Build Conditions, and 2027 Build Conditions.

Site Access

Access to the site is provided via a full-movement driveway to Grande Oak Shoppes Boulevard. The site also has access to Corkscrew Road via an unsignalized intersection with Grande Oak Shoppes Boulevard, and to Ben Hill Griffin Parkway via two connections: a signalized intersection with Grande Oak Shoppes Boulevard and an unsignalized intersection with Grande Oak Shoppes Drive.

Both Corkscrew Road and Ben Hill Griffin Parkway are maintained by Lee County.

Project Traffic

The applicant submitted a transportation methodology memorandum on July 29, 2025. In line with our agreement during the transportation methodology coordination process, the Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition was utilized for trip generation.

The proposed Chick-Fil-A is projected to generate 1,899 external daily trips (997 pass-by trips and 902 primary trips), 206 external AM peak hour trips (104 pass-by trips and 102 primary trips), and 116 external PM peak hour trips (64 pass-by trips and 52 primary trips).

The former Perkins restaurant generated 400 external daily trips (172 pass-by trips and 228 primary trips), 36 external AM peak hour trips (15 pass-by trips and 21 primary trips), and 34 external PM peak hour trips (14 pass-by trips and 20 primary trips).

The proposed development is expected to result in a net increase of 674 primary daily trips, with 81 primary AM peak hour trips, and 32 primary PM peak hour trips.

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Intersection Capacity Analysis

Turning movement counts were collected on Wednesday, August 13th, 2025, during the evening (4:00 PM – 6:00 PM) and Thursday, August 14th, 2025, during the morning (7:00 AM and 9:00 AM) peak periods at the following intersections:

- Ben Hill Griffin Parkway & Grande Oak Shoppes Boulevard
- Ben Hill Griffin Parkway & Grande Oak Shoppes Drive
- Corkscrew Road & Grande Oak Shoppes Boulevard
- Grande Oak Shoppes Boulevard & Site Driveway

Traffic count volumes were adjusted for peak season traffic conditions by using the Lee County 2024 Peak Season Conversion Factor (PSCF) for the week of the count as illustrated in the 2024 Florida Department of Transportation (FDOT) Peak Season Factor Category Report.

The traffic growth rate associated with the impacted Corkscrew Road segment was calculated to be less than 1.5% based on the Florida Traffic Online Information (2019-2024). As agreed during the transportation methodology coordination, the TIS utilized a minimum 2% growth rate applied to the overall study area to determine the future 2027 background traffic.

Intersection capacity analyses were completed for four locations within the study area. These intersections currently operate at an acceptable level of service, and no significant changes are anticipated with the addition of project traffic (2027 Build traffic conditions).

A queueing analysis was performed for the impacted turn lanes within the study area using the Synchro software to determine the 95th percentile queue length. The results indicated that the projected 95th percentile queue length will not exceed the available storage lengths for these turn lanes.

The guidelines from the Lee County Turn Lane Policy (AC-11-4) were reviewed to evaluate the impacted turn lanes on Ben Hill Griffin Parkway and Corkscrew Road access points and to determine the need for a turn lane at the existing driveway along Grande Oak Shoppes Boulevard. The TIS determined that turn lanes are not warranted at the proposed site driveway connection to Grande Oak Shoppes Boulevard. In addition, the traffic study concluded that the impacted turn lanes on Ben Hill Griffin Parkway and Corkscrew Road provide adequate lengths to accommodate the additional project traffic.

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Corkscrew Road and Ben Hill Griffin Parkway – Westbound Left/U-turn Lane Evaluation

The subject intersection analysis was not required as part of the Transportation Methodology meeting, given that both roadways are under the jurisdiction of Lee County.

A turn lane length evaluation is provided below based on the traffic data provided in the TIS for the Corkscrew Road and Grande Oak Shoppes Boulevard intersection and engineering judgement.

Consistent with the TIS Methodology notes (reference TIS Appendix B) the project traffic distribution to/from Corkscrew Road, east of Grande Oak Shoppes Boulevard is 20% primary trips and 30% pass-by trips.

This evaluation conservatively assumes that 20% project primary egress trips and 30% project pass-by egress trips will utilize the existing westbound left/U turn lane at the Corkscrew Road and Ben Hill Griffin Parkway intersection.

Corkscrew Road and Ben Hill Griffin Parkway Intersection – Westbound Left/U-turn Lane – Project Trips

AM Pk Hr Egress Trips - Primary 20% x 50 = 10; Pass-by 30% x 51 = 15; Total 25

PM Pk Hr Egress Trips - Primary 20% x 22 = 4; Pass-by 30% x 28 = 8; Total 12

The southbound egress traffic at the Corkscrew Road and Grande Oak Shoppes Boulevard intersection projected for the 2027 No Build conditions is presented in Appendix D of the TIS: AM Pk Hr 94; PM Pk Hr 190. Based on our site visit observations and engineering judgement, this evaluation assumes that 30% of the 2027 No Build traffic will utilize the existing westbound left/U-turn Lane at the Corkscrew Road and Ben Hill Griffin Parkway intersection.

Corkscrew Road and Ben Hill Griffin Parkway Intersection – Westbound Left/U-turn Lane – 2027 No Build Trips

AM Pk Hr Egress Trips - 30% x 94 = 28

PM Pk Hr Egress Trips - 30% x 190 = 57

Based on the above assumptions, the westbound left/U-turn Lane at Corkscrew Road and Ben Hill Griffin Parkway Intersection is anticipated to accommodate 53 vehicles per hour (vph) and 69 vph westbound U-turning movements during the 2027 Build AM and PM peak hour, respectively.

The existing westbound left/U-turn Lane at Corkscrew Road and Ben Hill Griffin Parkway Intersection is +/- 410 feet.

At the signalized intersection of Corkscrew Road and Ben Hill Griffin Parkway, the approach to estimate queue lengths assumes a 2-minute cycle length and a safety factor of 2 using a formula in the FDM Section 232.2.

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Corkscrew Road and Ben Hill Griffin Parkway Intersection – Westbound Left/U-turn Lane

The maximum traffic volume is 69 (PM Pk Hr).

Storage Length = $2 \times 69 \text{ vph} \times 25 \text{ ft}/30 = 115 \text{ ft}$, rounded to 125 ft

Deceleration length (includes a 50-foot taper) = 185 ft (FDM Sec. 212, design speed 45 mph).

At the minimum, the analyzed turn lane is required to be 310 feet long. Therefore, the existing turn lane is adequate to accommodate the projected traffic at 2027 Build conditions.

Roadway Concurrency Analysis

A roadway concurrency analysis was performed for the study area roadway segments using the information provided in the Lee County 2024 Public Facilities Level of Service and Concurrency Report and factoring in the projected net increase in trips. The analysis determined that the roadway segments of Ben Hill Griffin Parkway from Corkscrew Road to Florida Gulf Coast University Entrance and Corkscrew Road from East of I-75 to Alico Road, do not exceed the available capacity at the adopted Level of Service (LOS) standards.

Safety Analysis

A safety analysis was carried out for the following intersections:

- Ben Hill Griffin Parkway & Grande Oak Shoppes Boulevard
- Ben Hill Griffin Parkway & Grande Oak Shoppes Drive
- Corkscrew Road & Grande Oak Shoppes Boulevard
- Grande Oak Shoppes Boulevard & Site Driveway

The crash analysis followed the guidance provided in the 2024 FDOT Multimodal Transportation Site Impact Applications Guide and was conducted using the most recent five years of available data (January 2020 to December 2024) extracted from the Signal Four Analytics database.

Based on the review of the crash data, no hazardous patterns were observed at any of the study intersections.

For the intersection of Grande Oak Shoppes Boulevard & Site Driveway, a total of 4 crashes occurred between 2020 and 2024 (1 crash in 2020, no crashes in 2021, 1 crash in 2022, 1 crash in 2023, and 1 crash in 2024). The predominant crash type was angle, accounting for 3 crashes (75%), while 1 crash (25%) was head-on. Three crashes resulted in property damage (75%), and one involved an injury (25%), with no fatal crash reported.

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Three crashes (75%) occurred during daylight, and one (25%) occurred in dark conditions. All four crashes (100%) happened under dry surface conditions.

The review of the injury crash report indicated that a vehicle veered into the opposite lane, striking another vehicle traveling in the opposite direction. This crash occurred at night between vehicles traveling along Grande Oaks Shoppes Boulevard.

Sight Distance Evaluation

A sight distance evaluation was conducted for the proposed access point along Grande Oak Shoppes Boulevard. The TIS determined that the proposed access design provides adequate sight distance.

Drive-Through Stacking Additional Village of Estero (VOE) Consultant Staff Analysis

This added VOE consultant staff analysis utilizes the traffic data presented in the FDOT Trip Generation Study for Coffee Shop with Drive-through and Fast-Food with Drive-through dated October 2024.

A drive-thru stacking analysis was performed using a standard queuing theory approach: a single channel system with Poisson arrivals and a fixed service time equal to an average obtained from the above-mentioned report.

The trip generation rates used as the basis of the queue arrival rates include vehicles that park and thus do not contribute to the analyzed queue, making the analyses conservative.

Analysis Key Components

Arrival Rate – The average rate at which vehicles arrive, expressed as vehicles per unit of time. This analysis utilizes the highest peak hour (AM or PM) of the generator rate.

ITE TGM 11th Ed – LUC 934 – GFA = 5,399 sf – Project Ingress Volume – 100% Unadjusted

AM Pk Hr of Generator 142; PM Pk Hr of Generator 140.

Arrival Rate = 142 vph

ITE TGM 12th Ed – LUC 929 – GFA = 5,399 sf – Project Ingress Volume – 100% Unadjusted

AM Pk Hr of Generator $49.58 \times 5.399 \times 50\% = 134$; PM Pk Hr of Generator $70.33 \times 5.399 \times 50\% = 190$

Arrival Rate = 190 vph

Interval Length – Period of time over which a count of events (e.g. arrivals) is measured. The 2024 FDOT Trip Generation Study determined the Fast-Food Restaurant flow rate in rolling 15-minute increments (reference 2024 FDOT Trip Generation Study, page 29).

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Interval Time Length = 15 minutes

Service Rate – The average rate at which a single vehicle can be served, expressed as vehicles per unit of time. This analysis utilizes the data provided in the 2024 FDOT Trip Generation Study. As illustrated in Table 5-7 of this study (page 29), the peak period service rates for Chick-Fil-A restaurants were 108 vph and 133 vph (number of vehicles served in rolling 15-minute periods).

Service Rate = 108 vph/60 min = 1.8 vehicles per minute

Percentage Probability –Per AASHTO guidelines, the 95th percentile represents the near-worst case scenario for performance metrics like travel time and queue length. The 95th percentile queue length is the length that only exceeded 5% of the time during a specific analysis period.

Percentage Probability = 95%.

Baseline Analysis – ITE TGM 11th Ed – LUC 934 – GFA = 5,399 sf

Arrival Rate = 142 vph (TIS Appendix B); Interval Length = 15 minutes; Service Rate = 1.8 vehicles per minute

The maximum queue length is **18 vehicles** (95% Probability) which does not exceed the proposed drive-through capacity.

Sensitivity Analysis – 10% Increase in Arrival Rate - ITE TGM 11th Ed – LUC 934 – GFA = 5,399 sf

Arrival Rate = 142 x 110% = 156vph; Interval Length = 15 minutes; Service Rate = 1.8 vehicles per minute

The maximum queue length is **22 vehicles** (95% Probability) which does not exceed the proposed drive-through capacity.

Sensitivity Analysis – 10% Increase in Arrival Rate and 10% Decrease in Service Rate - ITE TGM 11th Ed – LUC 934 – GFA = 5,399 sf

Arrival Rate = 142 x 110% = 156vph; Interval Length = 15 minutes; Service Rate = 1.8 x 90% = 1.6 vehicles per minute

The maximum queue length is **25 vehicles** (95% Probability) which does not exceed the proposed drive-through capacity.

Baseline Analysis – ITE TGM 12th Ed – LUC 929 – GFA = 5,399 sf

Arrival Rate = 190 vph; Interval Length = 15 minutes; Service Rate = 1.8 vehicles per minute

The maximum queue length is **32 vehicles** (95% Probability) which does not exceed the proposed drive-through capacity.

Chick-Fil-A – Development Order DOS2025-E005 – Traffic Memorandum – October 2025

Sensitivity Analysis – 10% Increase in Arrival Rate - ITE TGM 12th Ed – LUC 929 – GFA = 5,399 sf

Arrival Rate = $190 \times 110\% = 209\text{vph}$; Interval Length = 15 minutes; Service Rate = 1.8 vehicles per minute

The maximum queue length is **37 vehicles** (95% Probability) which does not exceed the proposed drive-through capacity.

Sensitivity Analysis – 10% Increase in Arrival Rate and 10% Decrease in Service Rate - ITE TGM 12th Ed – LUC 929 – GFA = 5,399 sf

Arrival Rate = $190 \times 110\% = 209\text{vph}$; Interval Length = 15 minutes; Service Rate = $1.8 \times 90\% = 1.6$ vehicles per minute

The maximum queue length is **40 vehicles** (95% Probability), which does not exceed the proposed drive-through capacity of 41 vehicles.

Drive-Through Stacking Analysis

A drive-through stacking analysis was performed by the applicant using the maximum queue data previously collected at two Chick-Fil-A sites located in Florida with similar operational characteristics (free standing units with dine-in and two drive-through lanes). The maximum queue observed at the surveyed sites was 30 vehicles.

The proposed development will provide 41 peak vehicle stacking spaces, which is expected to prevent spillback into internal drive aisles or adjacent roadways. The proposed stacking spaces volume also exceeds the minimum drive-through stack requirements outlined in the Village of Estero Land Development Code (LDC) Table 5-304. C.

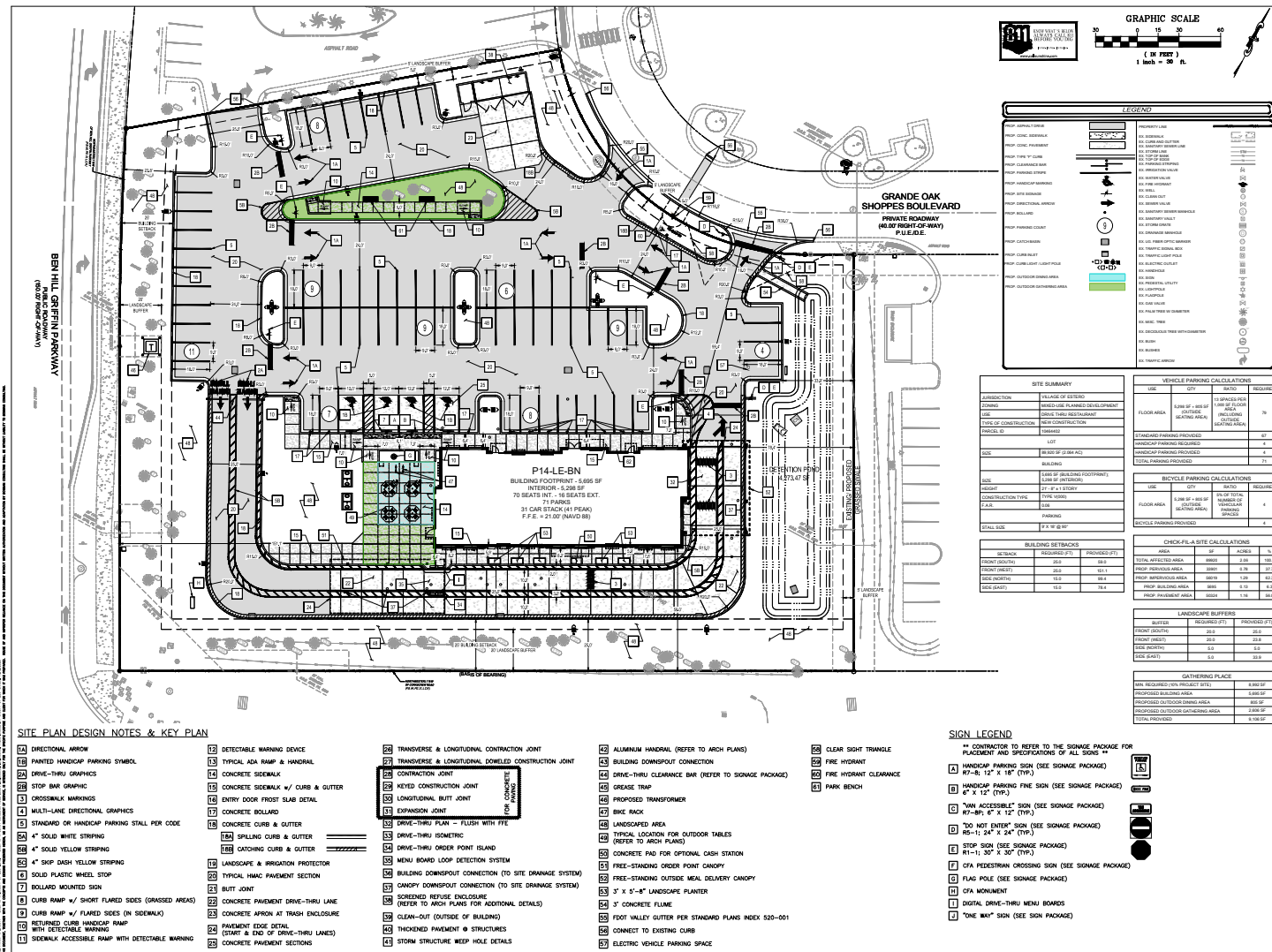
Conclusions and Mitigation

The Chick-Fil-A development is not expected to adversely impact the surrounding roadway network.

The applicant will pay impact fees to mitigate its transportation impacts.







Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998

Bowman

William Pfeiffer, P.E.
Florida Reg. No. 7308

Seal

CHICK-FIL-A
CORKSCREW
5200 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

FSU#05764

BUILDING TYPE / SIZE: P14-LE-BN / 14,000 SF

REVISION SCHEDULE

NO. DATE DESCRIPTION

1. 01/14/24 01-248

2. 01/14/24 01-248

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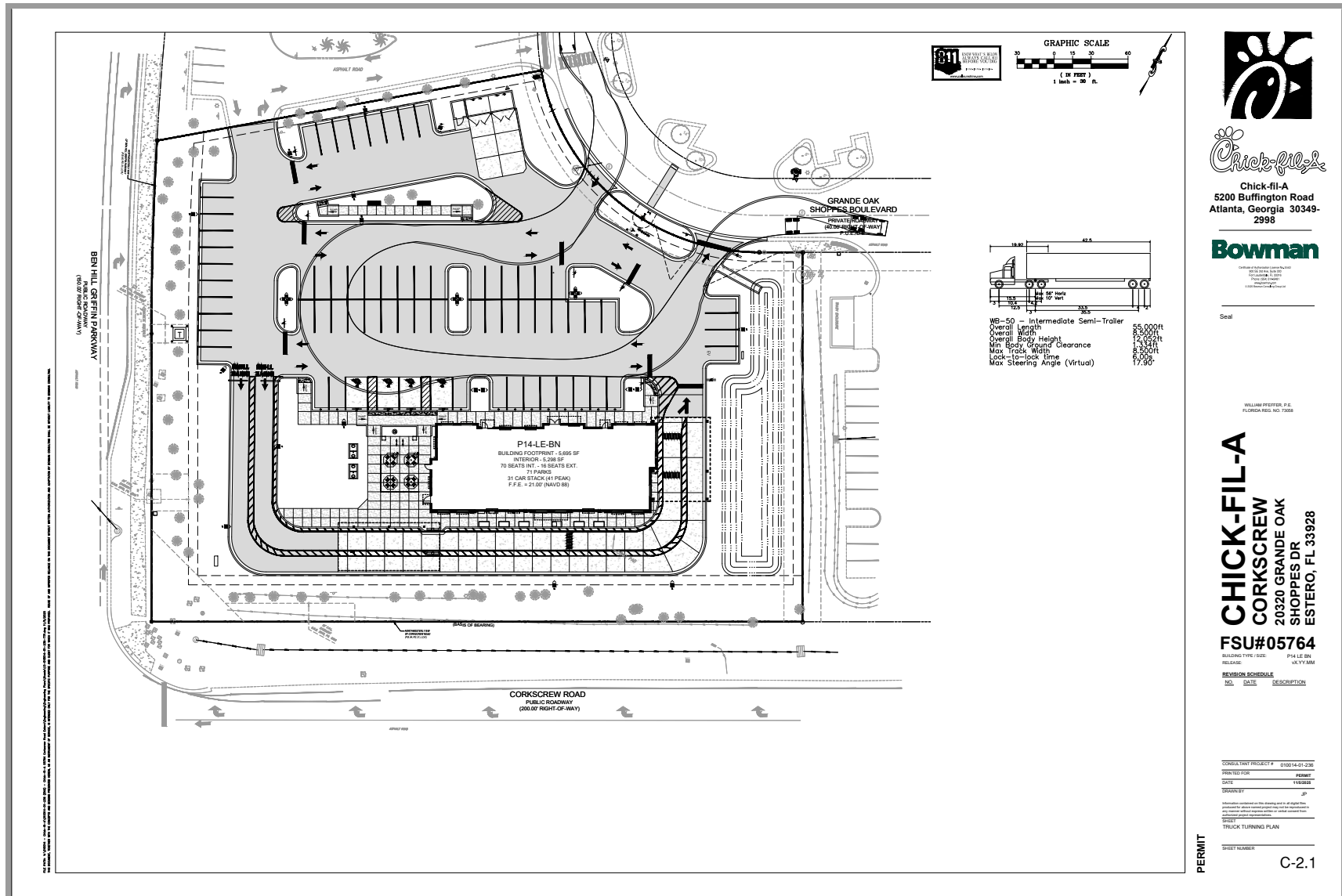
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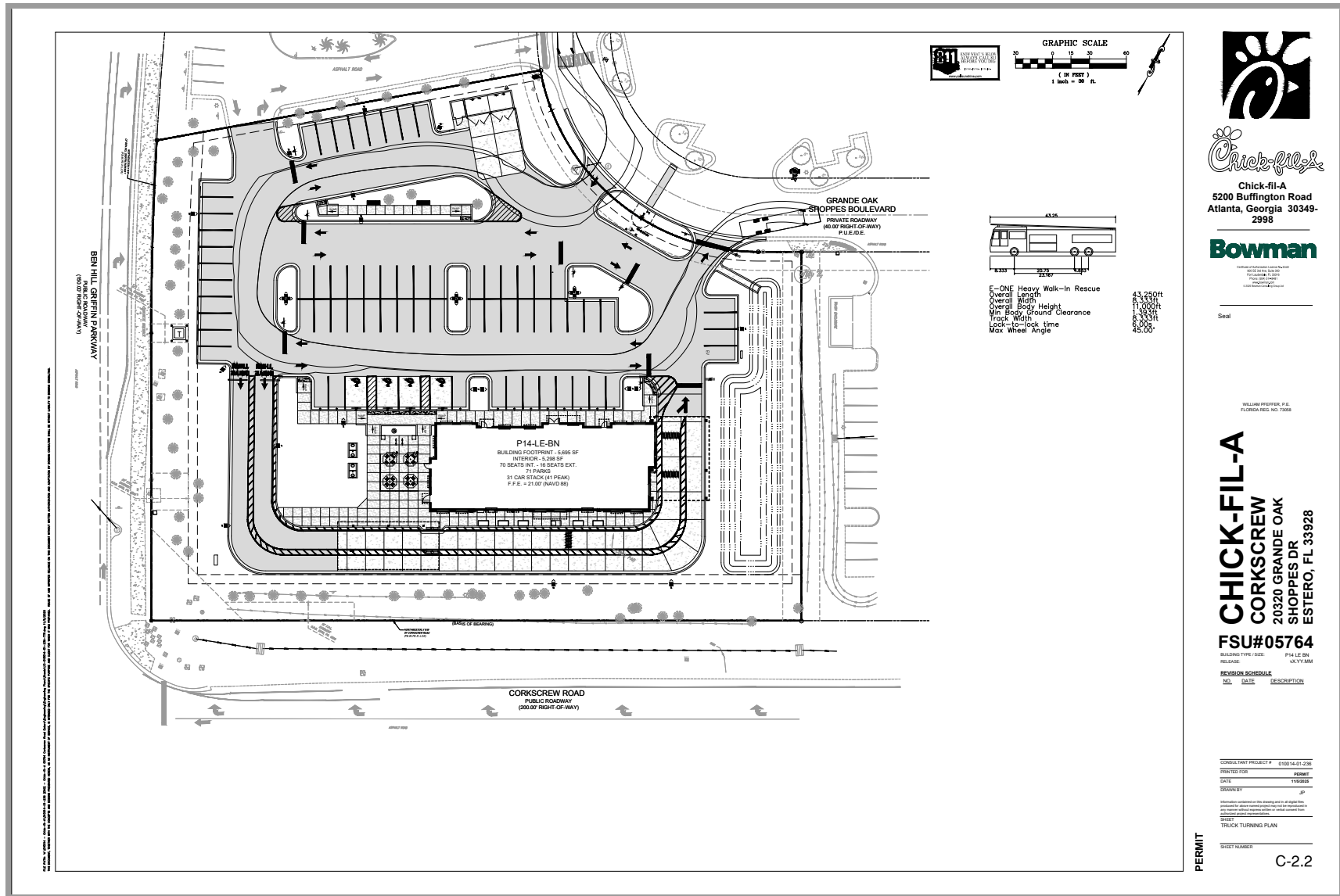
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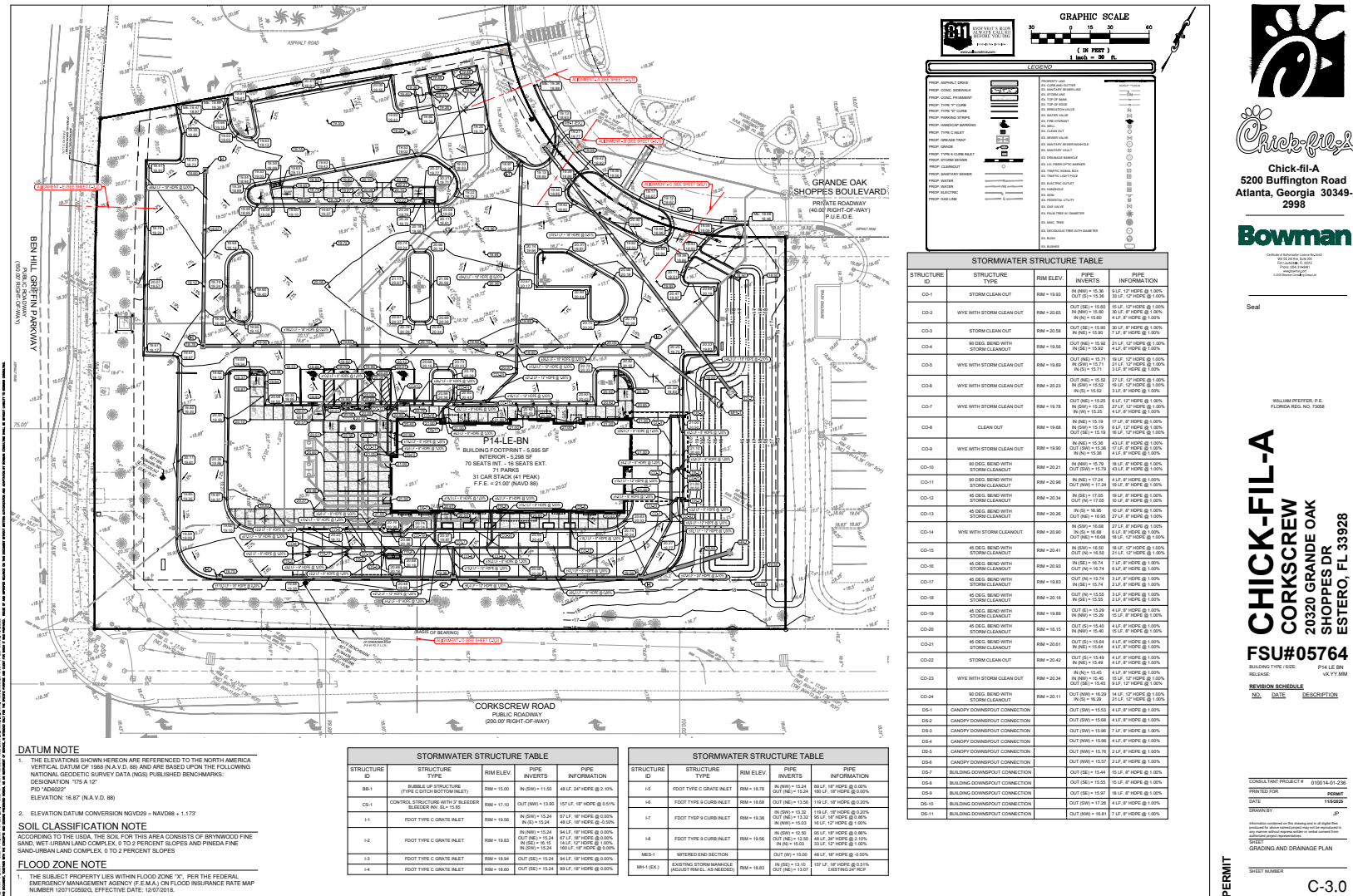
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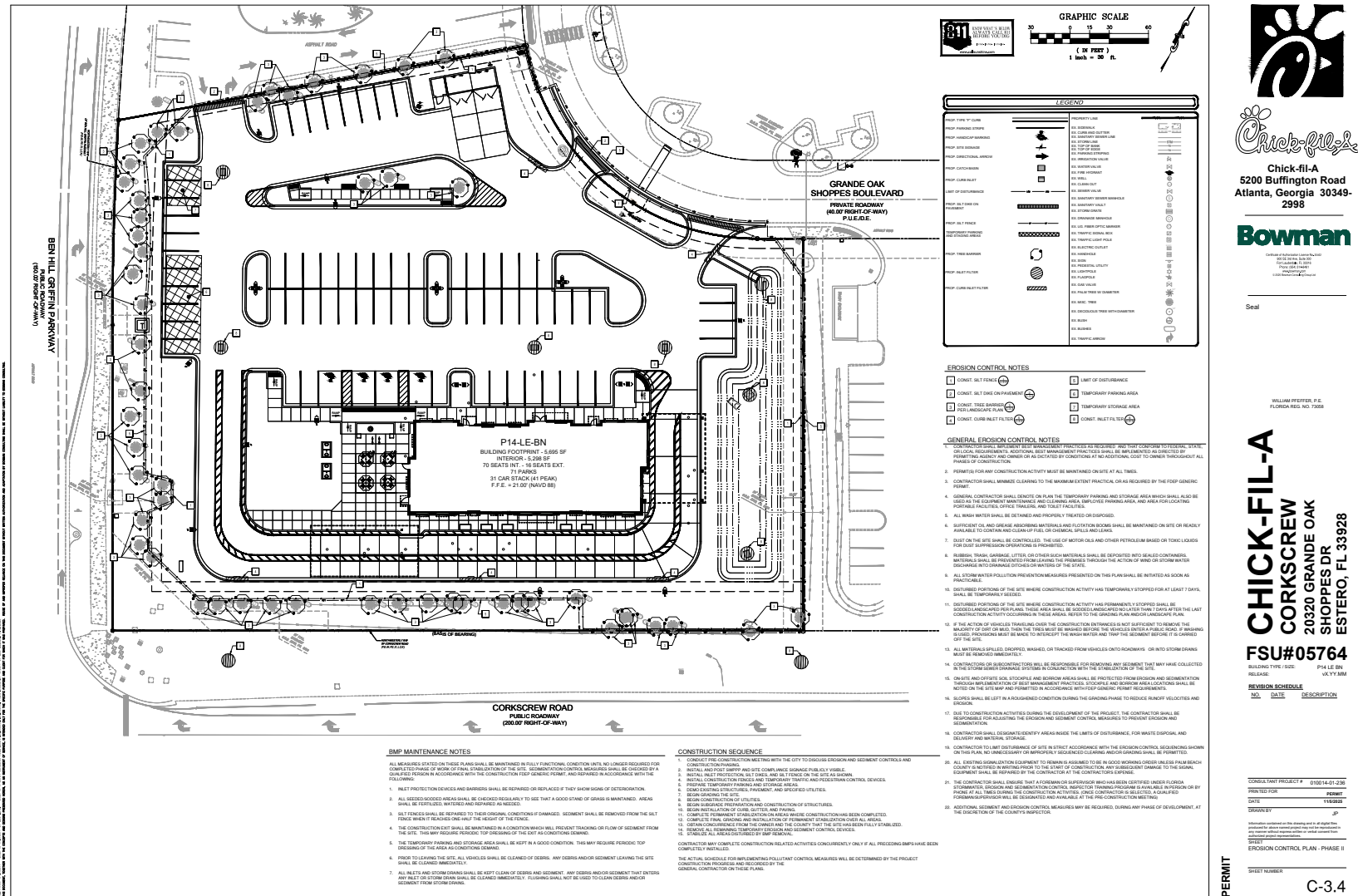


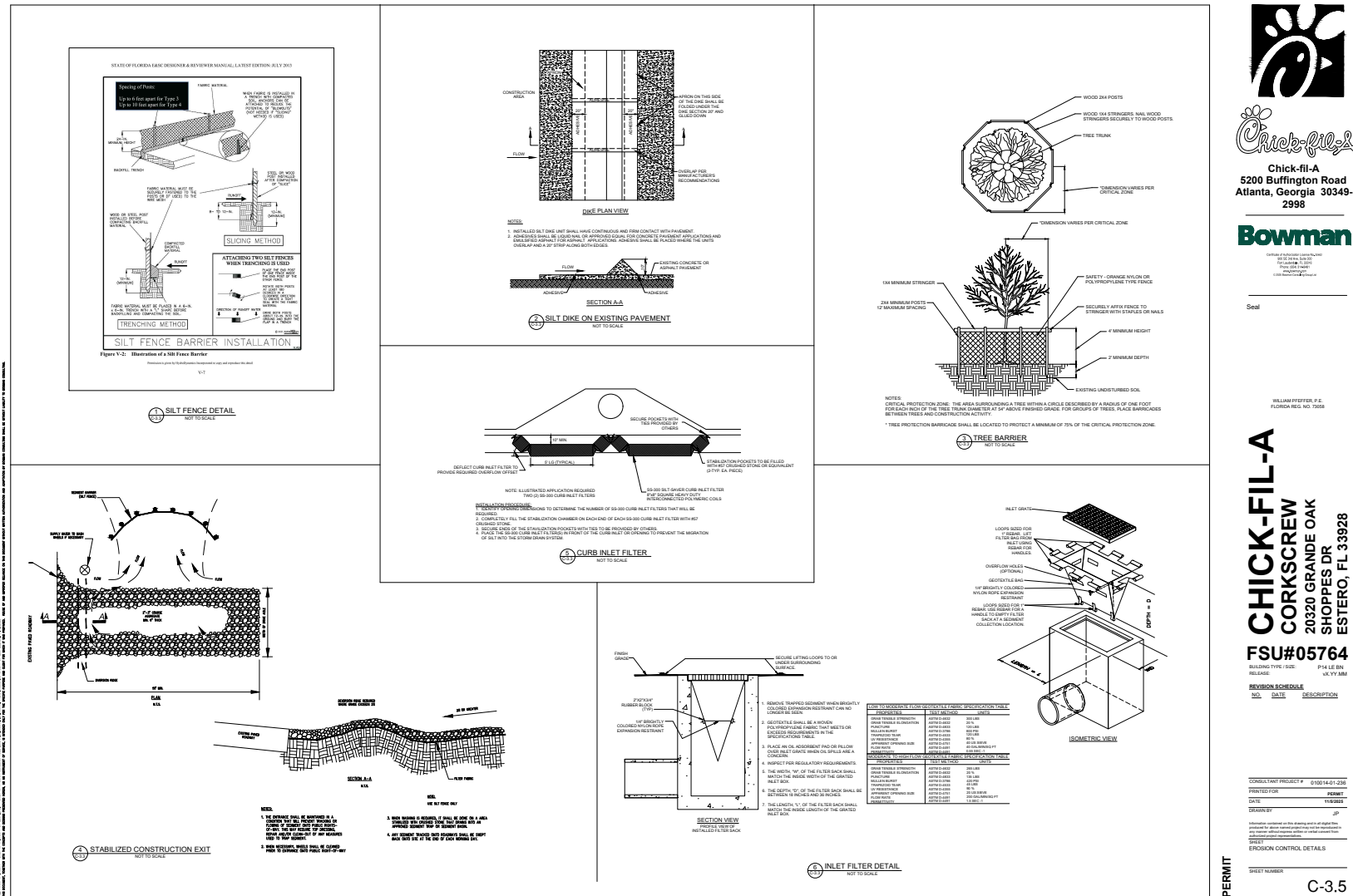


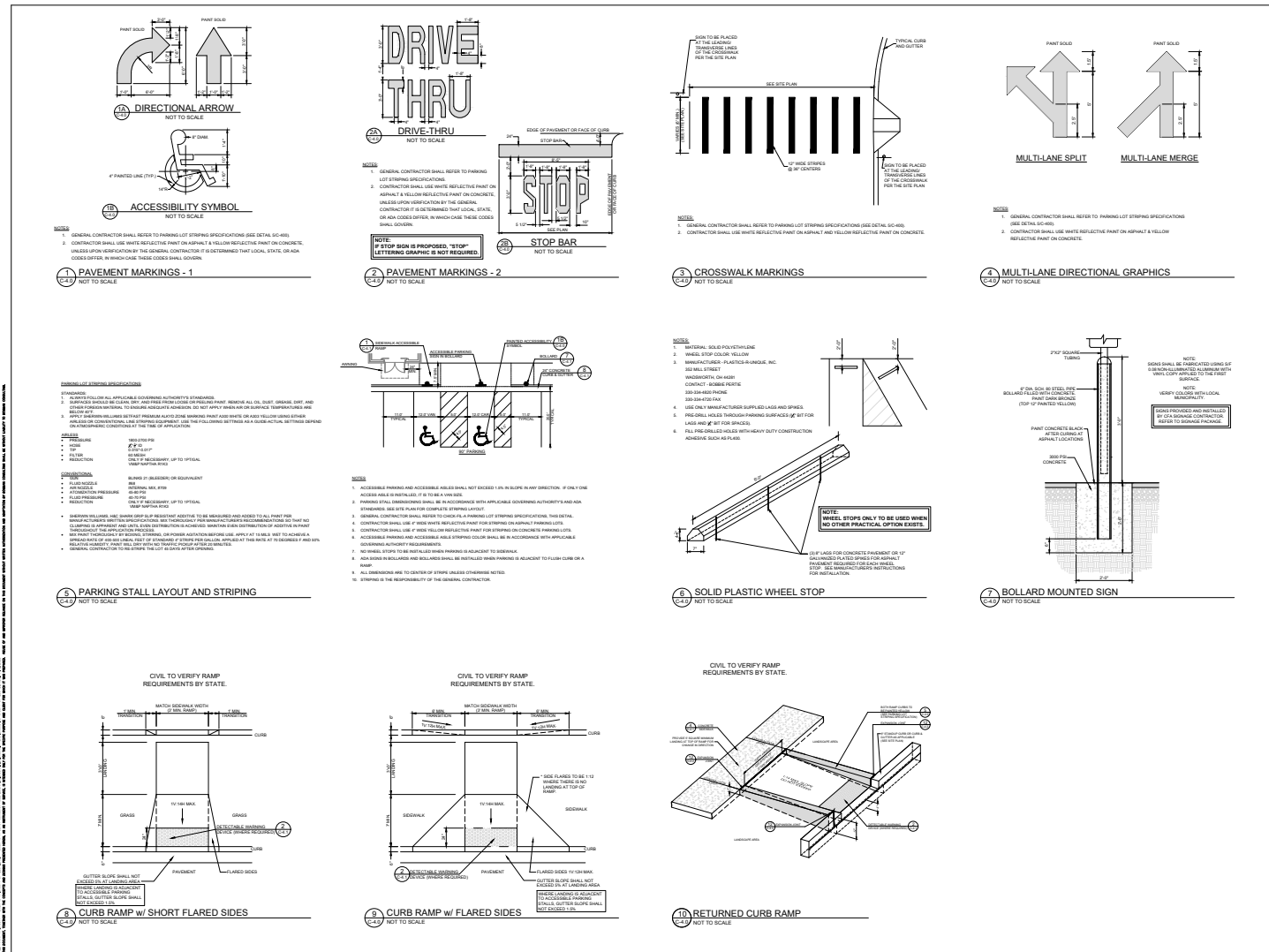












Seal

WILLIAM PFEIFFER, P.E.
FLORIDA REG. NO. 70358

CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

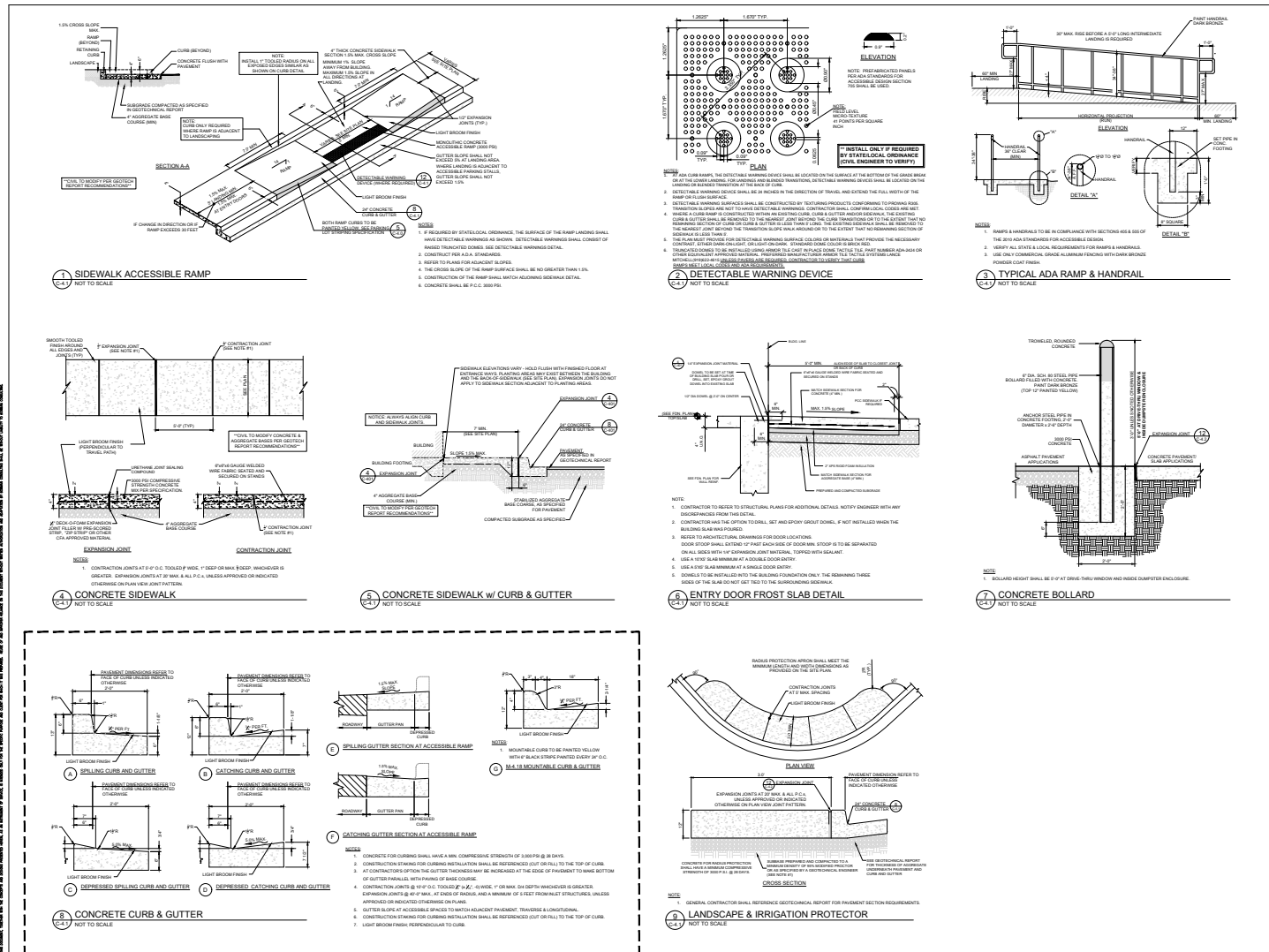
FSU#05764
BUILDING TYPE / SIZE: PTH LE BLD
RELEASE: 04/11/2018

REVISION	DATE	DESCRIPTION
1	04/11/2018	ISSUED FOR PERMIT

CONSULTANT PROJECT # 010074-01-238
PRINTED FOR: PERMIT
DATE: 04/11/2018
DRAWN BY: JP

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CFA STANDARD DETAILS

PERMIT
SHEET NUMBER: C-4.0



Bowman

William Pfeiffer, P.E.
Florida Reg. No. 7336

Seal

CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

FSU#05764

Building Type / Size: PTH LE BN
Release: 04/17/2018

Revision Schedule
No. Date Description

Consultant Project # 010014-01-236
Title: PERMIT
Date: 01/17/2018
Drawn by: JP

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STREET NUMBER: C-4.1



Bowman

Seal

CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

FSU#05764

BUILDING TYPE / SIZE: P14 LE BN
RELEASE: vX.YY.MM

REVISION SCHEDULE

<u>NO.</u>	<u>DATE</u>	<u>DESCRIPTION</u>
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Table 1

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PRINTED FOR	PERMIT

DATE 11/5/2025

Information contained on this drawing and in all digital files

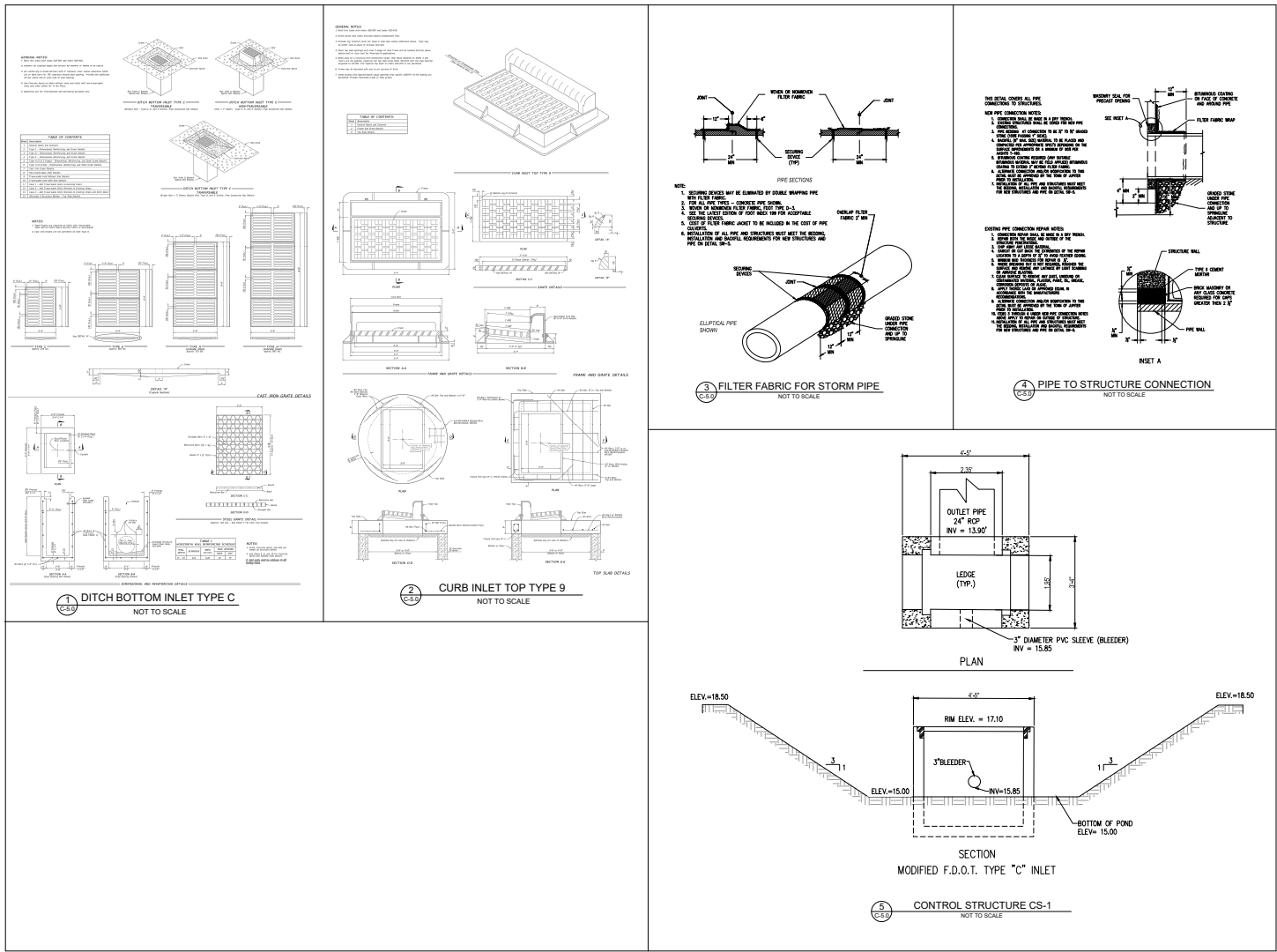
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CFA STANDARD DETAILS

EXERCISES

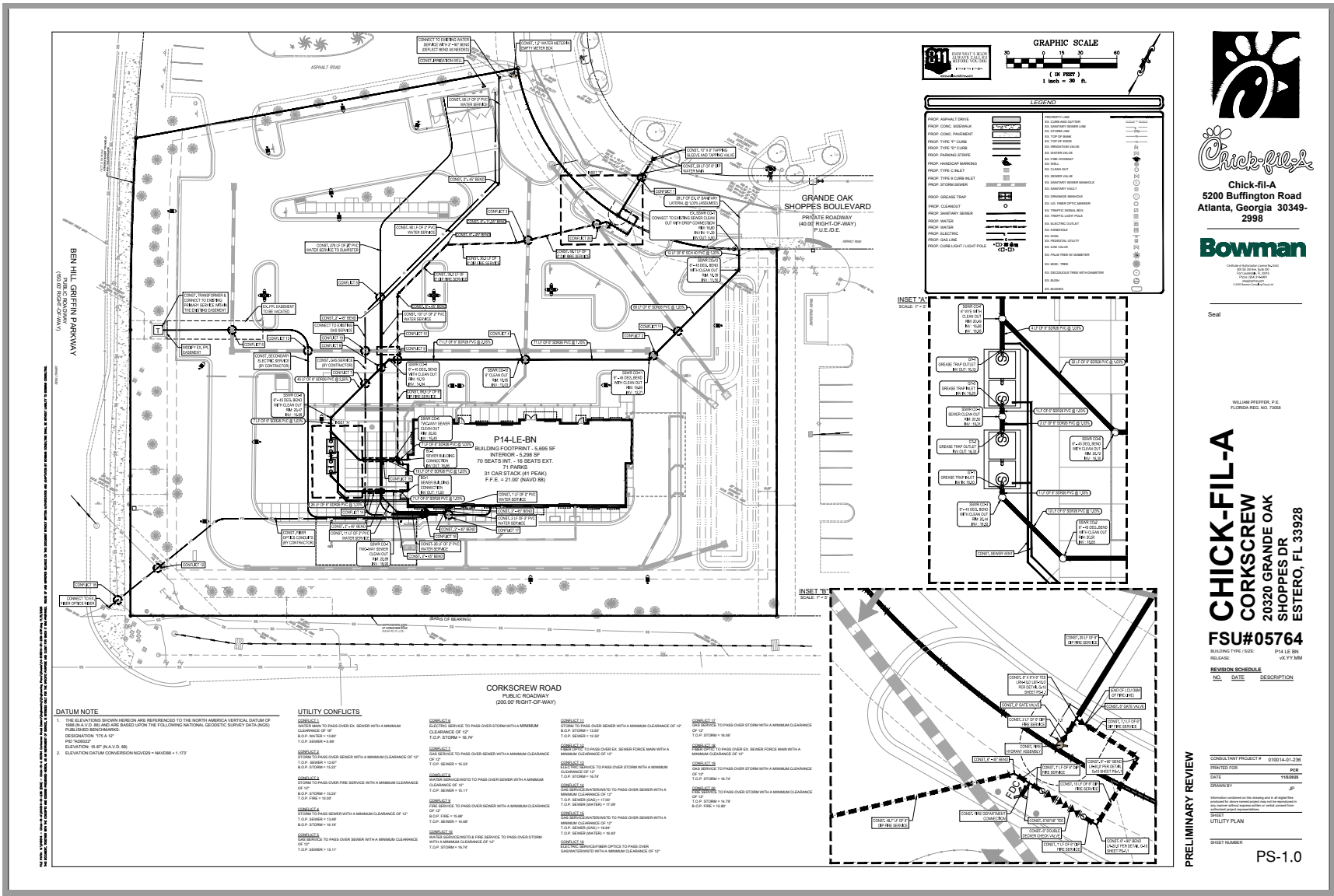
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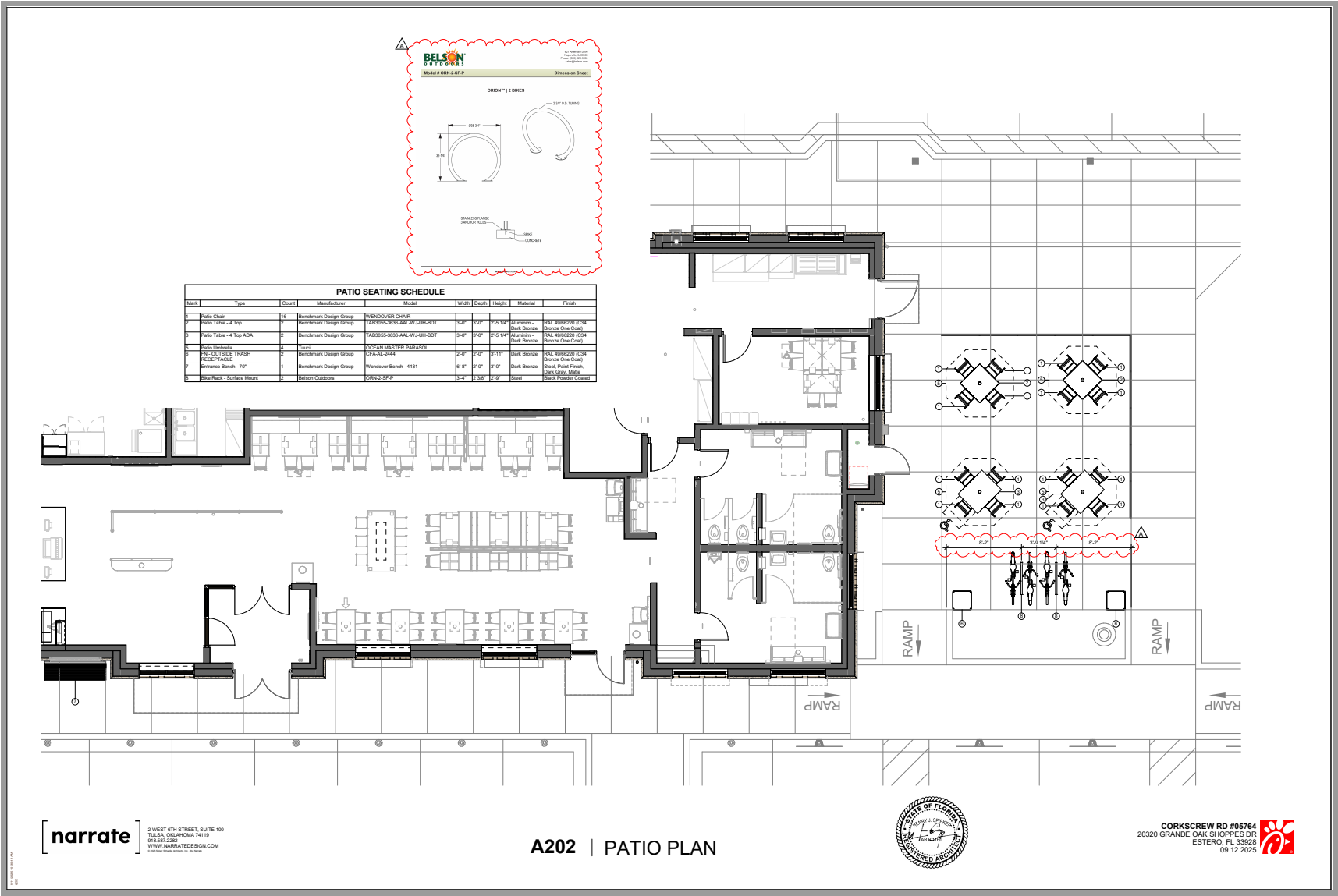


Seal

WILLIAM PRETTER, P.E.
FLORIDA REG. NO. 73956

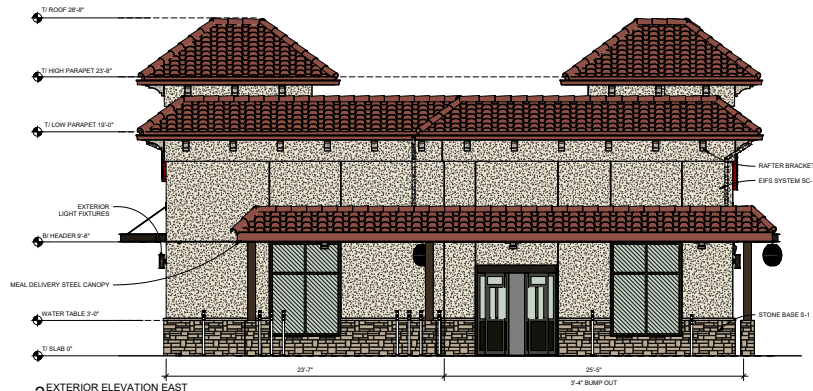






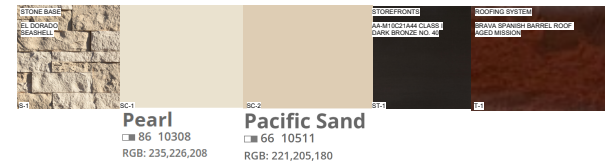


1 EXTERIOR ELEVATION WEST
14'-0" x 14'-0"



2 EXTERIOR ELEVATION EAST
14'-0" x 14'-0"

PHYSICAL MATERIAL FINISHES



[narrate]
2 WEST 6TH STREET, SUITE 100
TULSA, OKLAHOMA 74119
918.587.2500
WWW.NARRATEDESIGN.COM

A301 | OPTION 1
EXTERIOR ELEVATIONS

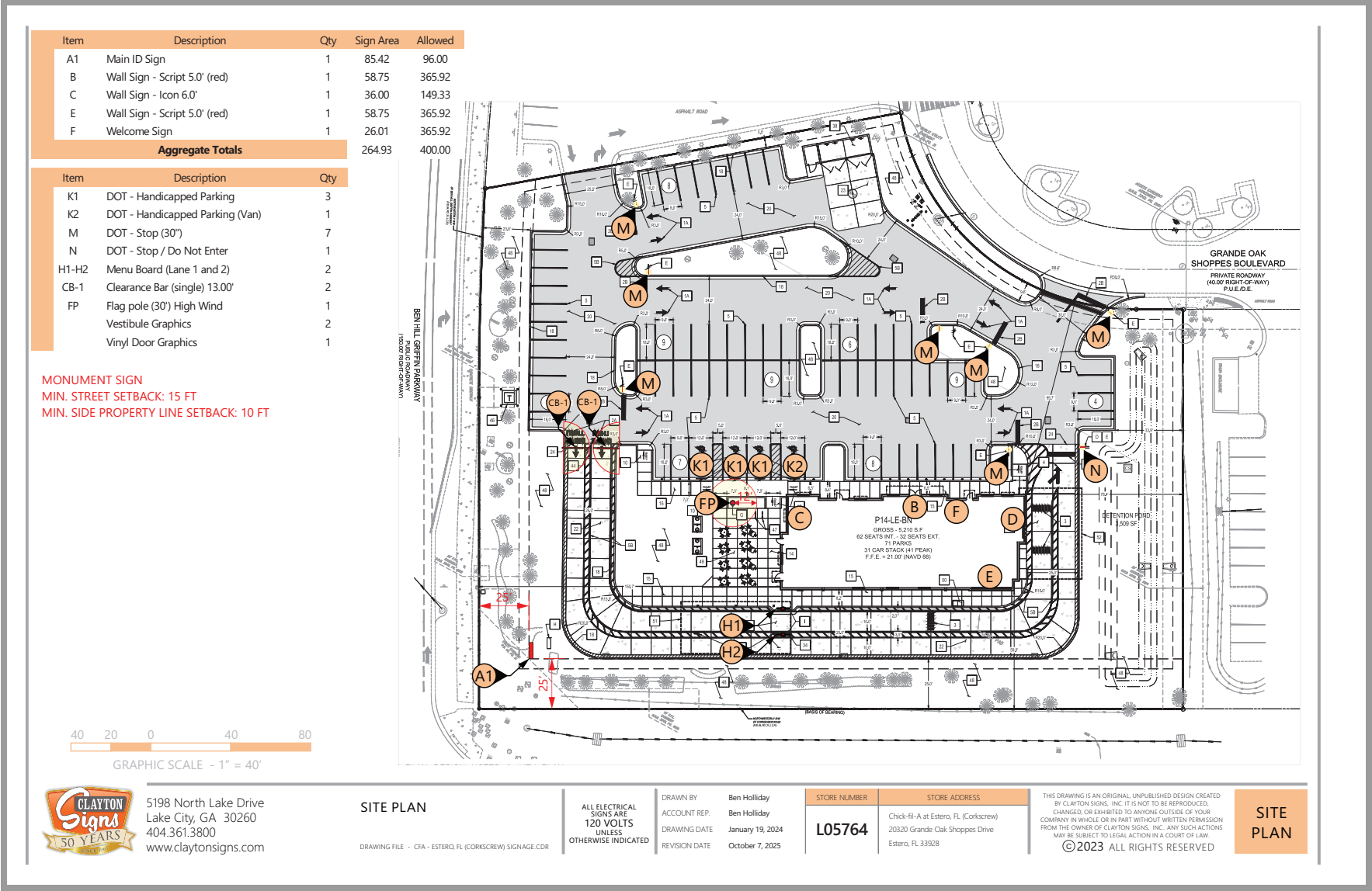


CORKSCREW RD #05764
20320 GRANDE OAK SHOPPES DR
ESTERO, FL 33928
09.12.2025

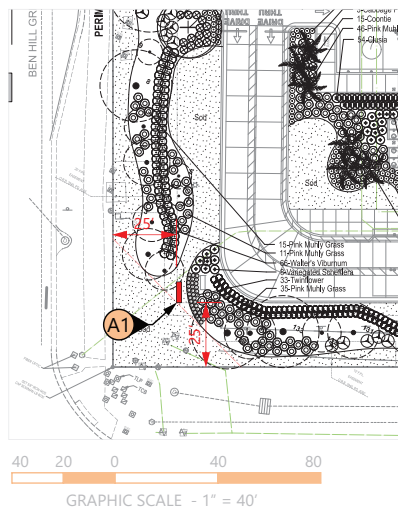




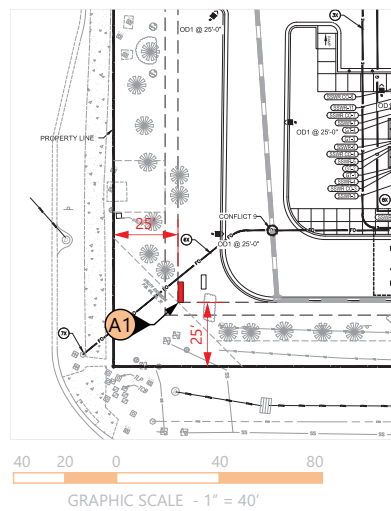




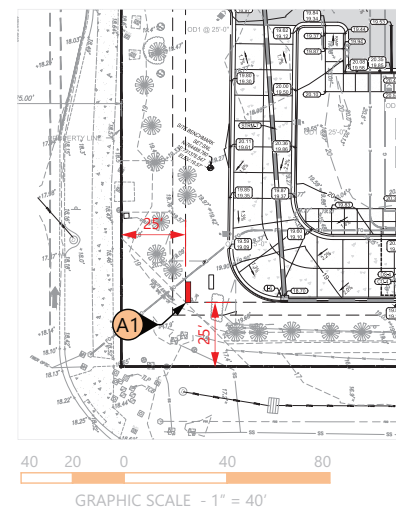
LANDSCAPE PLAN



UTILITY PLAN



GRADING PLAN



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Lake City, GA 30260
404.361.3800
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SITE PLAN

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY
ACCOUNT REP.
DRAWING DATE
REVISION DATE

Ben Holliday
Ben Holliday
January 19, 2024
October 7, 2025

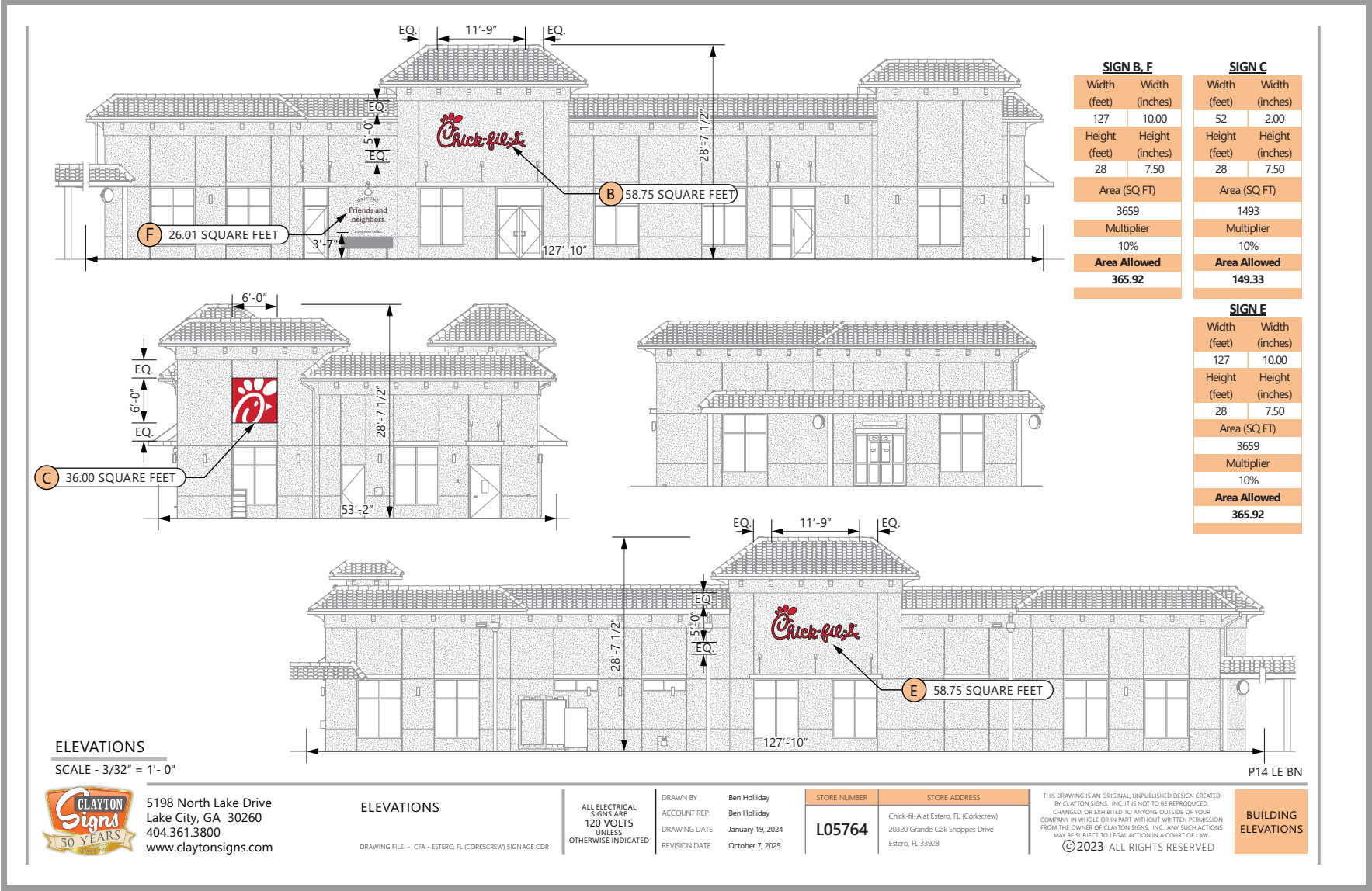
STORE NUMBER	L05764
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STORE ADDRESS
Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928

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LANDSCAPE
UTILITY
GRADING
PLANS



SPECIFICATIONS

SIGN IS FABRICATED ALUMINUM CONSTRUCTION
DECORATED WITH LED-LIT CHANNEL LETTERS WITH
POWER SUPPLIES INSIDE OF CABINET.
SPANISH ROOF TILES APPLIED BY GENERAL CONTRACTOR
TO FABRICATED ALUMINUM TOP SUPPLIED BY CLAYTON SIGNS.
DECORATIVE CORBELS ARE FABRICATED ALUMINUM.

Electrical specifications:					
Volts:	120	Amp.:	20	Circ.:	2
#	Colors:				
A	GREEN ELECTRICAL WIRE				
B	BLACK ELECTRICAL WIRE				
C	WHITE ELECTRICAL WIRE				

CHANNEL LETTER FACES
2793 RED ACRYLIC
TRIMCAP RETAINER-
1" RED JEWELITE TRIMCAP

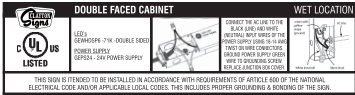
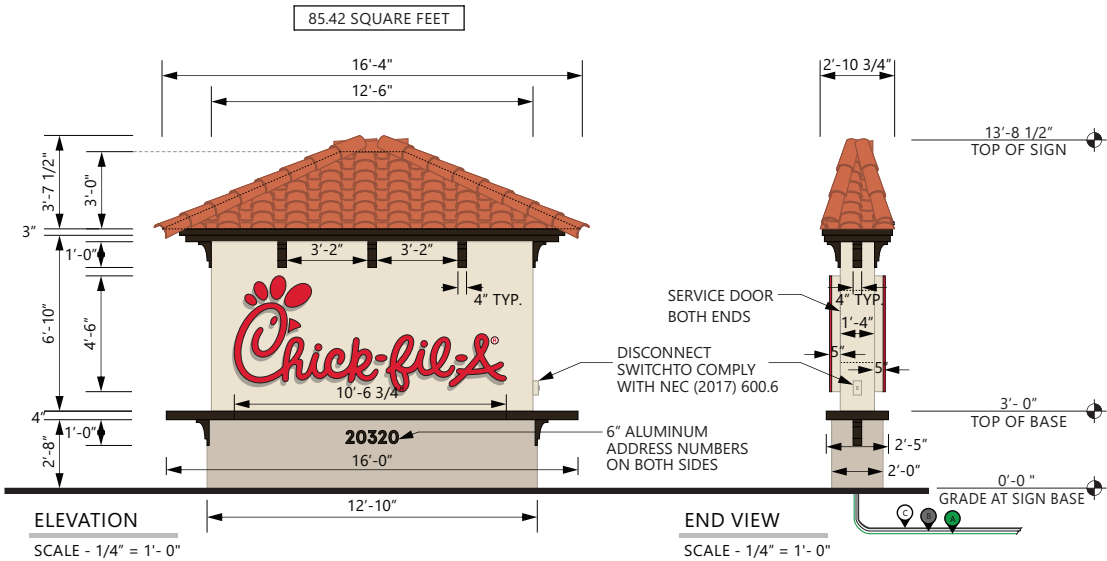
ALUMINUM RETURNS
PAINTED SHERWIN WILLIAMS
SW 7558 MEDICI IVORY

PAINTED TO MATCH
STO STUCCO 10308 PEARL

PAINTED TO MATCH
STO STUCCO 10612
AUTUMN WHEAT

MP 201A81 DARK BRONZE
SW #DDM460012

BRAVA SPANISH BARREL TILE



SEE ENGINEER STAMPED DRAWING
FOR FOUNDATION DETAILS



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MONUMENT SIGN

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 19, 2024
REVISION DATE October 7, 2025

STORE NUMBER
L05764

STORE ADDRESS
Chick-fil-A at Estero, FL (Corkscrew)
20320 Grande Oak Shoppes Drive
Estero, FL 33928

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LOCATION
A1

SPECIFICATIONS

CHICK-FIL-A SCRIPT LETTERS
LETTERS ARE LED-ILLUMINATED
CHANNEL LETTERS MOUNTED
ON ALUMINUM SURFACE OF BUILDING
WITH TRANSFORMERS REMOTELY
LOCATED BEHIND THE WALL IN
UL APPROVED TRANSFORMER BOXES.
FACES ARE 3/16" ACRYLIC
RETURNS ARE .063 ALUMINUM
BACKS ARE .080 ALUMINUM
ALL RETURNS ARE ARC-WELDED TO
LETTER BACKS

CHANNEL LETTER FACES
2793 RED ACRYLIC
TRIMCAP RETAINER-
1" RED JEWELITE TRIMCAP

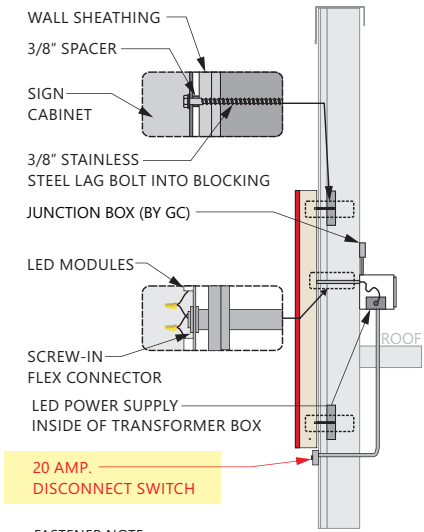
ALUMINUM RETURNS
PAINTED SHERWIN WILLIAMS
SW 7558 MEDICI IVORY



ELEVATION
SCALE - 1/2" = 1'- 0"

 CHICK-FIL-A LED-ILLUMINATED CHANNEL LETTERS (RED ILLUMINATION)	 WET LOCATION
--	---

THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.



FASTENER NOTE:
USE 18-8 STAINLESS STEEL BOLTS W/ SPACERS THRU EIFS.
EXPANSION BOLTS IN CONCRETE OR BRICK WALLS.
TOGGLE BOLTS IN CONCRETE BLOCK OR PANEL WALLS.
TEK SCREWS IN METAL STUDS. LAG-BOLTS IN WOOD STUDS.
ALL THREAD BOLTS WITH BLOCKING BETWEEN STUDS.

CROSS-SECTION
SCALE - 1/2" = 1'- 0"

120 VOLT PRIMARY / 12 VOLT SECONDARY
3 AMPS PER SIGN
PRIMARY WIRING 12 GAUGE WITH 14 GAUGE GROUND
SECONDARY WIRING 18 GAUGE

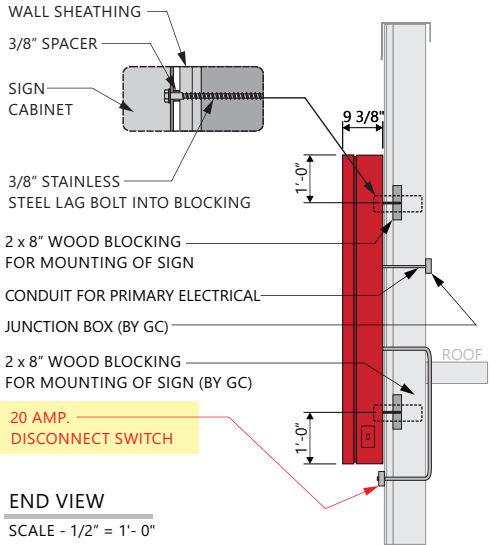
	5198 North Lake Drive Lake City, GA 30260 404.361.3800 www.claytonsigns.com	LED-ILLUMINATED CHANNEL LETTERS DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR	ALL ELECTRICAL SIGNS ARE 120 VOLTS UNLESS OTHERWISE INDICATED	DRAWN BY Ben Holliday ACCOUNT REP. Ben Holliday DRAWING DATE January 19, 2024 REVISION DATE October 7, 2025	STORE NUMBER L05764	STORE ADDRESS Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928	THIS DRAWING IS AN ORIGINAL, UNPUBLISHED DESIGN CREATED BY CLAYTON SIGNS, INC. IT IS NOT TO BE REPRODUCED, CHANGED, OR EXHIBITED TO ANYONE OUTSIDE OF YOUR COMPANY IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION FROM THE OWNER OF CLAYTON SIGNS, INC. ANY SUCH ACTIONS MAY BE SUBJECT TO LEGAL ACTION IN A COURT OF LAW. ©2023 ALL RIGHTS RESERVED	LOCATION B,E
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SPECIFICATIONS

CABINET
ALUMINUM CABINET HAS EXTRUDED ALUMINUM
FACES
FLEX FACES DECORATED WITH TRANSLUCENT VINYL
FILM ON SURFACE OF ACRYLIC.
INTERNALLY ILLUMINATED WITH WHITE LED 6500K LIGHTS.
DISCONNECT SWITCH AS REQUIRED PER NEC.

FACES
3M #3630-53 CARDINAL
RED TRANSLUCENT VINYL
CABINET
GENESIS M SINGLE STAGE
(G2-SERIES) RED #48247

3M PANOGRAPHIC III FLEX FACE



FASTENER NOTE:
USE 18-8 STAINLESS STEEL BOLTS W/ SPACERS THRU EIFS.
EXPANSION BOLTS IN CONCRETE OR BRICK WALLS.
TOGGLE BOLTS IN CONCRETE BLOCK OR PANEL WALLS.
TEK SCREWS IN METAL STUDS. LAG-BOLTS IN WOOD STUDS.
ALL THREAD BOLTS WITH BLOCKING BETWEEN STUDS.

CROSS-SECTION
SCALE - 1/2" = 1'- 0"

120 VOLT PRIMARY / 12 VOLT SECONDARY
3 AMPS PER SIGN
PRIMARY WIRING 12 GAUGE WITH 14 GAUGE GROUND
SECONDARY WIRING 18 GAUGE

SINGLE FACED CABINET		WET LOCATION
	LED'S GEW48SPS3 - 71K - SINGLED 300 POWER SUPPLY GEPS12 - 12V POWER SUPPLY	
		CORRECT THE AC LINE TO THE BLACK (AND) AND WHITE NEUTRAL WIRE WIRE OF THE POWER SUPPLY USING 12-14 AWG TWIST IN WIRE CONNECTORS GROUND POWER SUPPLY GREEN WIRE TO GROUNDING CORDER REPLACE JUNCTION BOX COVER
THIS SIGN IS INTENDED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.		



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WALL SIGN

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 19, 2024
REVISION DATE October 7, 2025

STORE NUMBER
L05764

STORE ADDRESS
Chick-fil-A at Estero, FL (Corkscrew)
20320 Grande Oak Shoppes Drive
Estero, FL 33928

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LOCATION
C

SPECIFICATIONS

FLAT CUT-OUT ALUMINUM LETTERS, 1/2" THICK, PIN-MOUNTED TO WALL.

COLORS

MATTHEWS PAINT
EQUUS BRONZE METALLIC
MP20181



ELEVATION
SCALE - 1" = 1'- 0"

FONTS -
APERCU BOLD
CAECILIA COM 85 HEAVY



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WELCOME WALL SIGN
DIMENSIONAL GRAPHICS

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

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OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 19, 2024
REVISION DATE October 7, 2025

STORE NUMBER	STORE ADDRESS
L05764	Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928

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LOCATION
F

SPECIFICATIONS

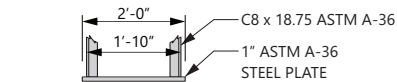
ALUMINUM CONSTRUCTION CABINETS
WITH DIGITAL DISPLAY BOARDS
WITH STATIC IMAGES.

MENU BOARDS FURNISHED
BY COATES GROUP AND
INSTALLED BY HONOR BUILT.
MENU BOARD COLUMN AND FRAMING
FURNISHED BY PATTISON ID
ANCHOR CAGES SHIPPED TO SITE BY
CLAYTON SIGNS.
ANCHOR CAGES AND FOOTING
INSTALLED BY G.C.

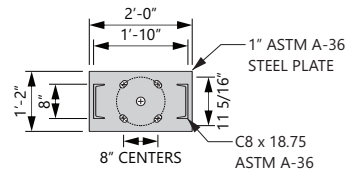
COLORS

STRUCTURE
CHICK-FIL-A DARK BRONZE

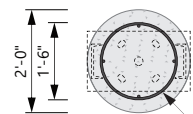
ORDER HERE
WHITE REFLECTIVE
VINYL FILM

**ELEVATION - BASE PLATE**

SCALE - 3/4" = 1'-0"

**PLAN VIEW - BASE PLATE**

SCALE - 3/4" = 1'-0"

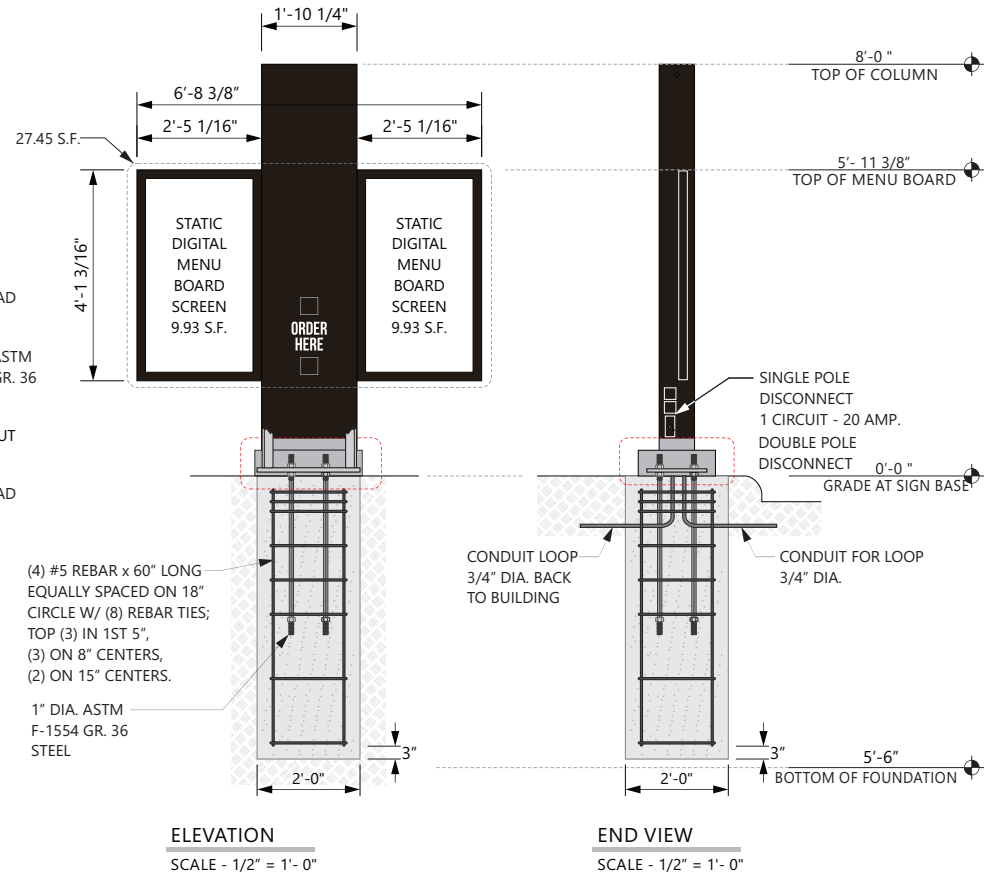
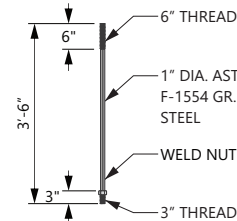
**PLAN VIEW**

SCALE - 1/2" = 1'-0"

(4) #5 REBAR x 60" LONG
EQUALLY SPACED ON 18"
CIRCLE W/ (8) REBAR TIES;
TOP (3) IN 1ST 5",
(3) ON 8" CENTERS,
(2) ON 15" CENTERS.

BOLT DETAIL

SCALE - 1/2" = 1'-0"



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**STATIC DIGITAL DRIVE-THRU
MENU BOARDS**

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 19, 2024
REVISION DATE October 7, 2025

STORE NUMBER	STORE ADDRESS
L05764	Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928

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LOCATION
H1/H2

SPECIFICATIONS

SIGN PANELS

PANELS ARE .080 ALUMINUM
WITH REFLECTIVE BACKGROUND
AND GRAPHICS.

SIGN POSTS

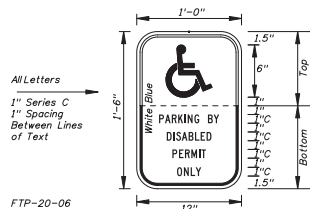
POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP



BACK OF SIGN PANEL AND POST

MP 20181 DARK BRONZE.

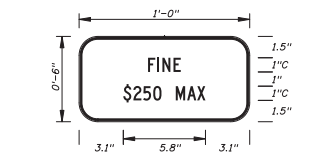
SW #DDM460012



FTP-20-06
1' X 1'-6"
2" Radial $\frac{3}{8}$ " Border
1" Series C Legend
Color
Background
Legend and Border

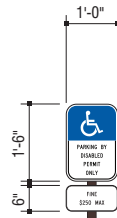
<i>Top</i>	<i>Bottom</i>
<i>Blue</i>	<i>White</i>
<i>White</i>	<i>Black</i>

Bottom
White
Black



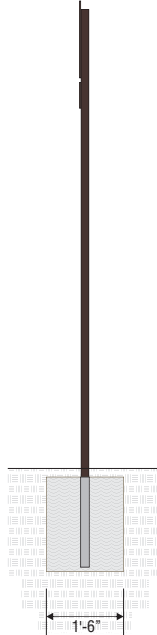
FTP-22-06
1' X 6"
1" Radii $\frac{3}{8}$ " Border
1" Series C Legend
White Background
Black Legend and Border

Supplemental Panel
for the FTP-20-06
and FTP-21-06 signs



ELEVATION

SCALE - 1/2" = 1'- 0"



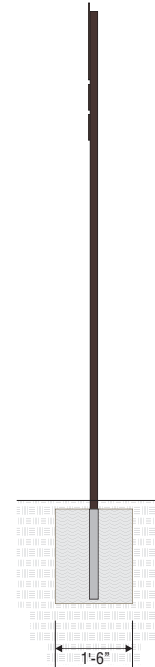
END VIEW

SCALE - 1/2" = 1'- 0"



ELEVATION

SCALE - 1/2" = 1'- 0"



END VIEW

SCALE - 1/2" = 1'-0"

NOTE: IF THIS SIGN IS LOCATED ON THE SIDEWALK THEN IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INSTALL A PVC SLEEVE INTO THE CONCRETE WHEN THE SIDEWALK IS POURED PRIOR TO INSTALLATION OF THE SIGN' BY CLAYTON SIGNS.

7'-0"
BOTTOM OF PANEL

0'-0"
GRADE AT SIGN BASE

-2'-0"

BOTTOM OF FOUNDATION



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DOT REGULATORY TRAFFIC SIGNS

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY	Ben Holliday
ACCOUNT REP.	Ben Holliday
DRAWING DATE	January 19, 2024
REVISION DATE	October 7, 2025

STORE NUMBER
L05764

STORE ADDRESS
I-10 at Estero, FL (Corkscrew)
Grande Oak Shoppes Drive
FL 33928

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LOCATION
K1/K2

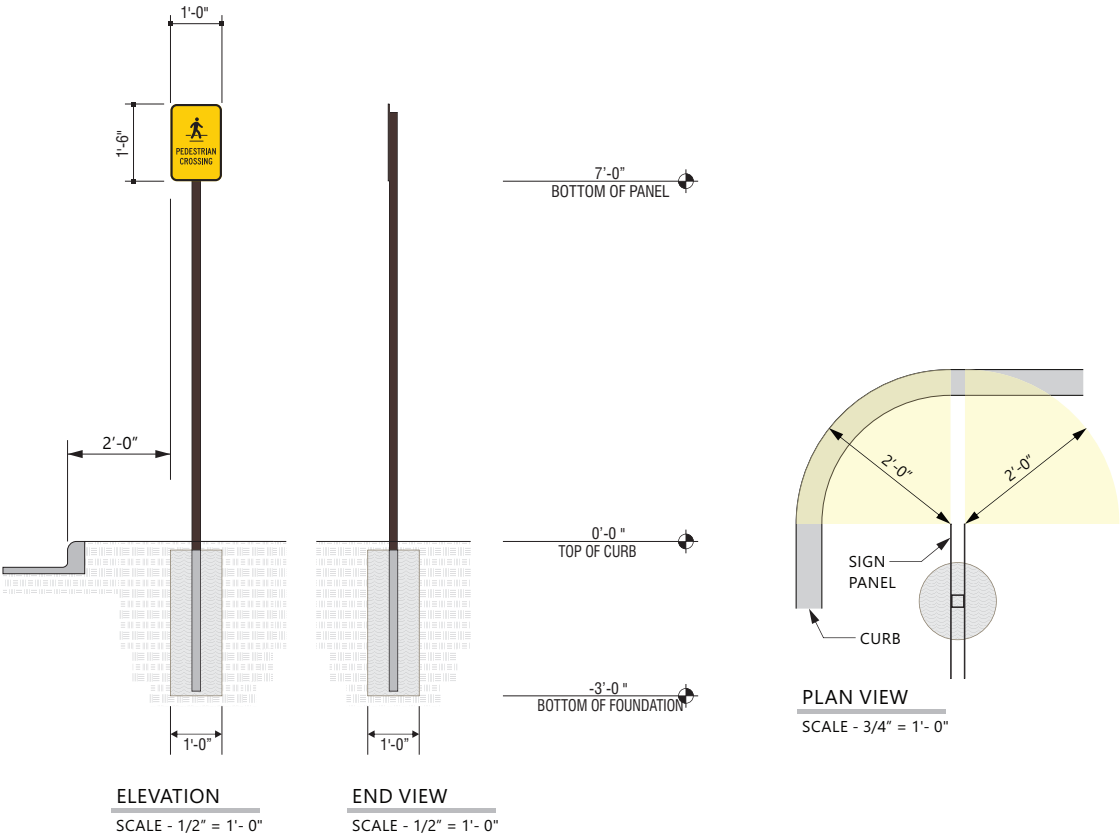
SPECIFICATIONS

SIGN PANELS
SIGNS PANELS
PANELS ARE .080" ALUMINUM. BACKS TO BE PAINTED
TO MATCH POSTS.
POSTS ARE 2" x 2" SQUARE ALUMINUM TUBING CAPPED ON TOP

BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012

SIGN PANEL (IF SHOWN)
BLACK REFLECTIVE

SIGN PANEL (IF SHOWN)
3M 680-81 YELLOW REFLECTIVE



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DOT REGULATORY TRAFFIC SIGNS

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STORE NUMBER	STORE ADDRESS
L05764	Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928

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LOCATION
L

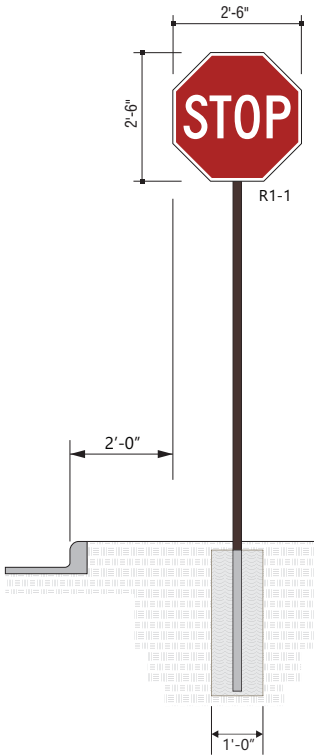
SPECIFICATIONS

SIGN PANELS
PANELS ARE .080 ALUMINUM
WITH REFLECTIVE BACKGROUND
AND GRAPHICS.
SIGN POSTS
POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP

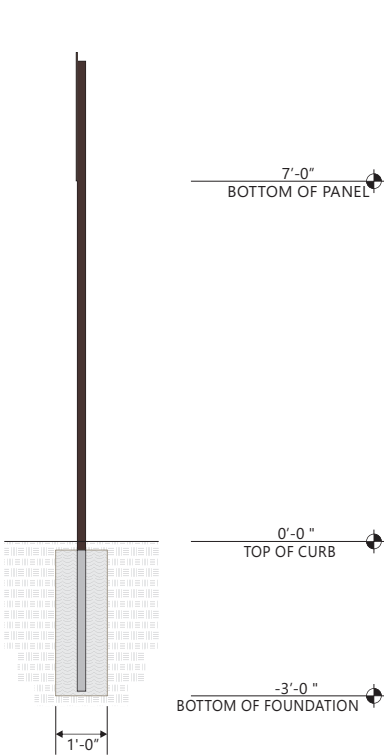
SIGN PANEL
3M #680-82 REFLECTIVE RED.

SIGN PANEL
3M #680-10 REFLECTIVE WHITE

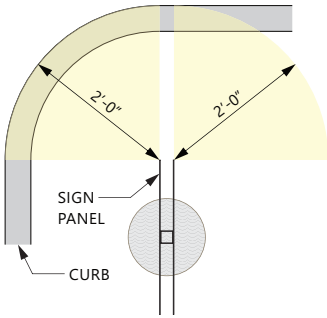
BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012



ELEVATION
SCALE - 1/2" = 1'- 0"



END VIEW
SCALE - 1/2" = 1'- 0"



PLAN VIEW
SCALE - 3/4" = 1'- 0"



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DOT REGULATORY TRAFFIC SIGNS

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

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DRAWING DATE January 19, 2024
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LOCATION
M

SPECIFICATIONS

SIGN PANELS
PANELS ARE .080 ALUMINUM
WITH REFLECTIVE BACKGROUND
AND GRAPHICS.
SIGN POSTS
POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP



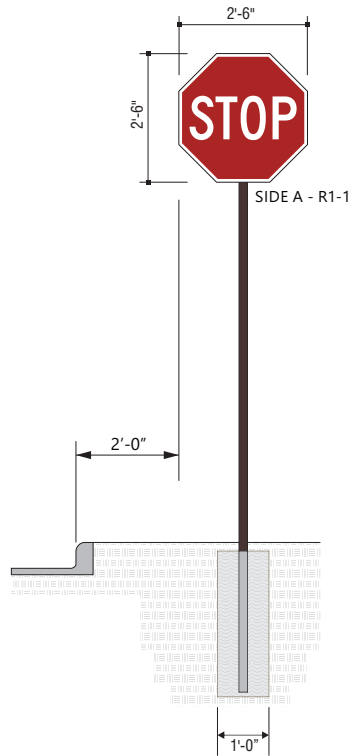
SIGN PANEL
3M #680-82 REFLECTIVE RED.



SIGN PANEL
3M #680-10 REFLECTIVE WHITE



BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012



ELEVATION
SCALE - 1/2" = 1'- 0"



END VIEW
SCALE - 1/2" = 1'- 0"

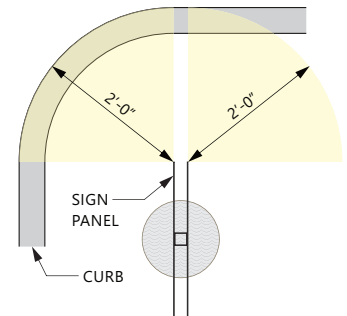


SIDE B - R5-1

7'-0"
BOTTOM OF PANEL

0'-0"
TOP OF CURB

-3'-0"
BOTTOM OF FOUNDATION



PLAN VIEW
SCALE - 3/4" = 1'- 0"



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DOT REGULATORY TRAFFIC SIGNS

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

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LOCATION
N

SPECIFICATIONS**SIGN PANELS**

PANELS ARE .080 ALUMINUM
WITH REFLECTIVE BACKGROUND
AND GRAPHICS.

SIGN POSTS

POSTS ARE 2" x 2" SQUARE
ALUMINUM TUBING CAPPED ON TOP

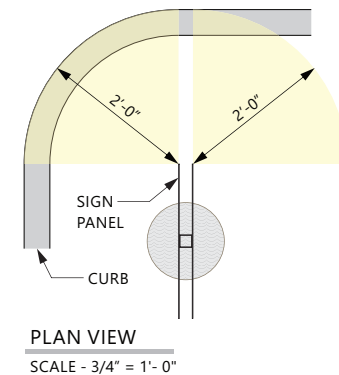
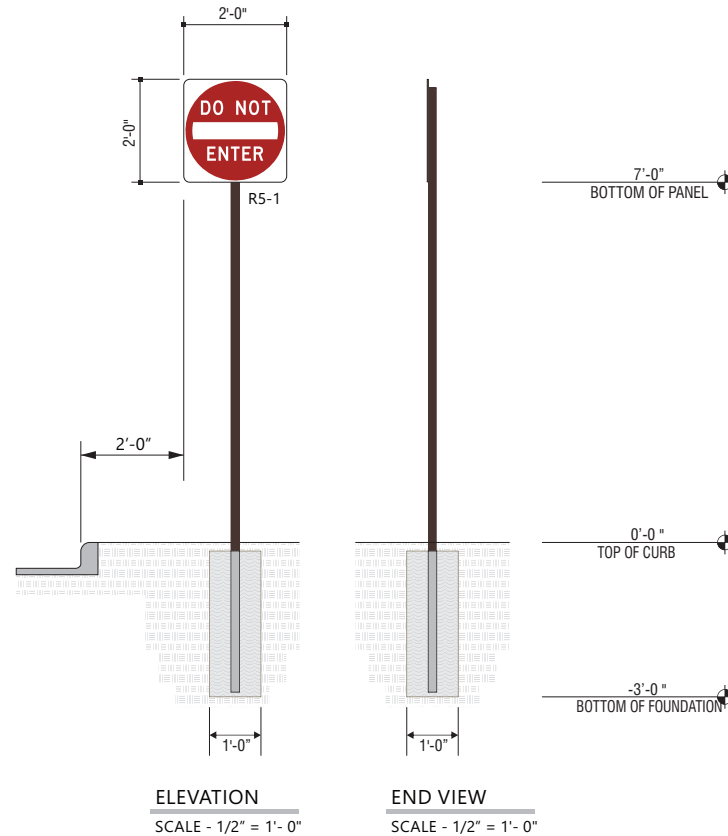
SIGN PANEL

3M #680-82 REFLECTIVE RED.

SIGN PANEL

3M #680-10 REFLECTIVE WHITE

BACK OF SIGN PANEL AND POST
MP 20181 DARK BRONZE
SW #DDM460012



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DOT REGULATORY TRAFFIC SIGNS

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

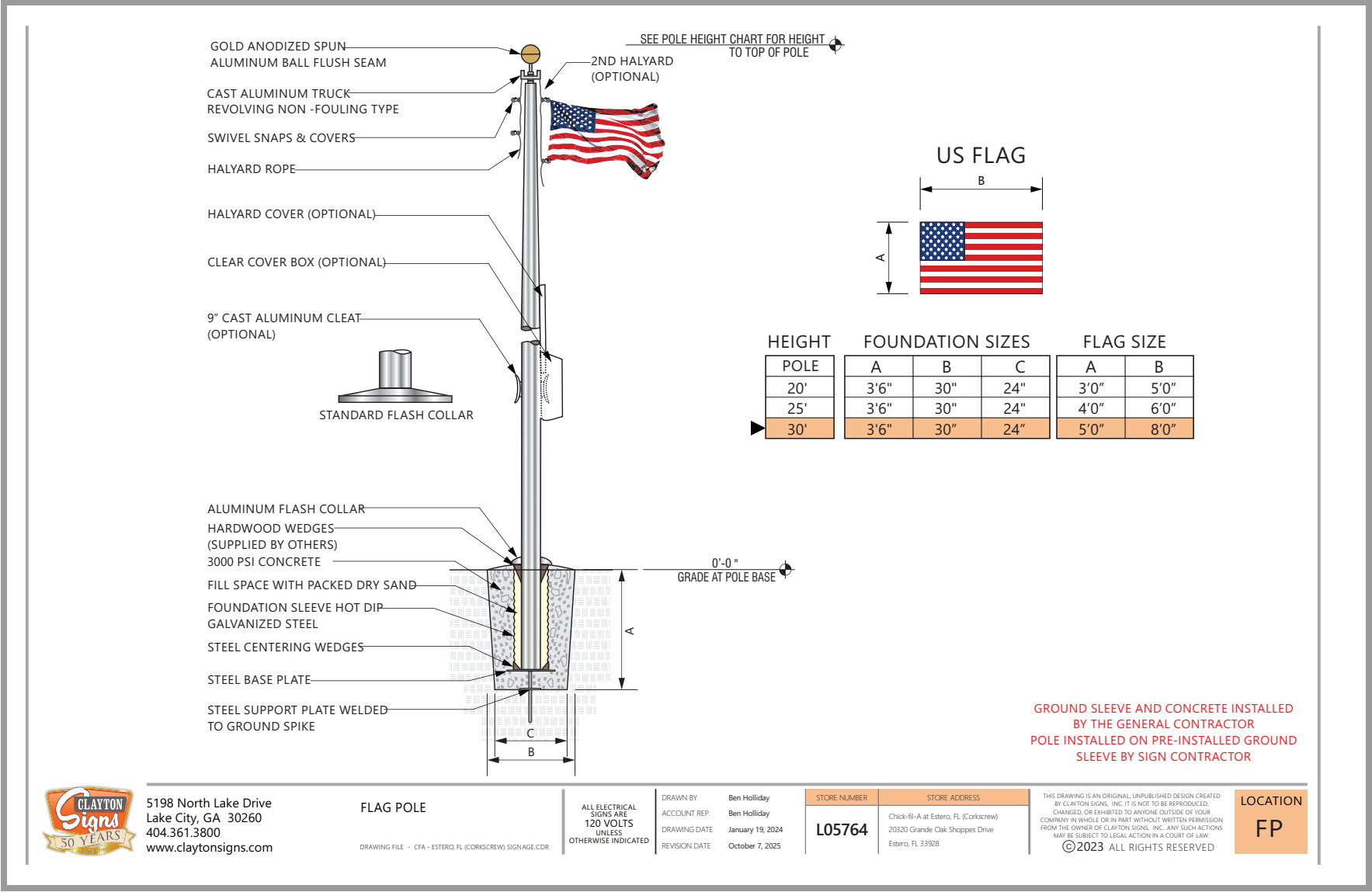
ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

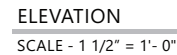
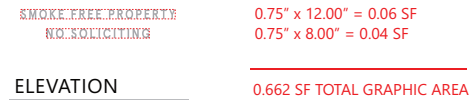
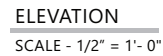
DRAWN BY Ben Holliday
ACCOUNT REP. Ben Holliday
DRAWING DATE January 19, 2024
REVISION DATE October 7, 2025

STORE NUMBER	STORE ADDRESS
L05764	Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928

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LOCATION
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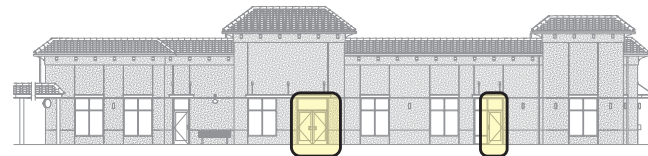




8" TALL ADDRESS NUMBERS
ARE 3M #7725-10 OPAQUE WHITE
VINYL FILM APPLIED TO
EXTERIOR SURFACE OF GLASS.
(SHOWN IN GREY FOR
ILLUSTRATION)
APERCU BOLD FONT

VERIFY ADDRESS BEFORE
MAKING NUMBERS

ELEVATION
NOT TO SCALE



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WINDOW GRAPHICS

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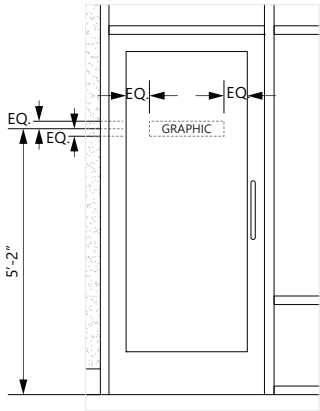
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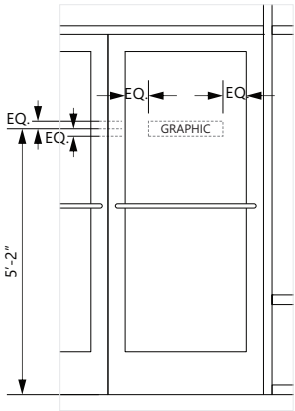
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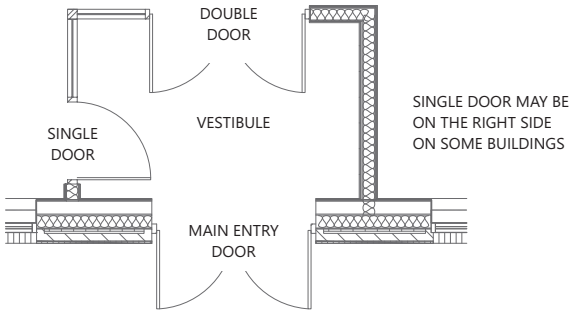
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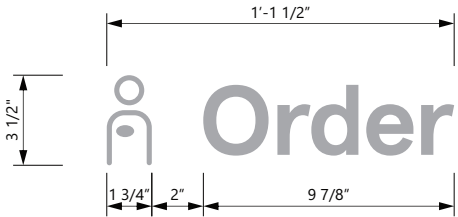
SINGLE DOOR ELEVATION
SCALE - 1/2" = 1'- 0"



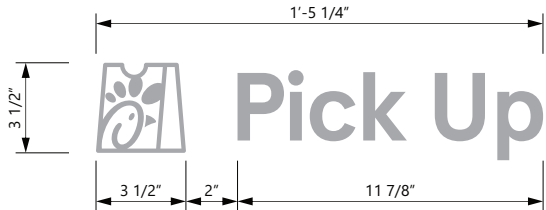
DOUBLE DOOR ELEVATION
SCALE - 1/2" = 1'- 0"



VESIBULE PLAN VIEW
SCALE - 1/2" = 1'- 0"



DOUBLE DOOR GRAPHICS
SCALE - 3" = 1'- 0"



SINGLE DOOR GRAPHICS
SCALE - 3" = 1'- 0"

LETTERING IS 3M #7725-10 OPAQUE WHITE VINYL FILM
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INTERIOR VESTIBULE
DOOR GRAPHICS

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ACCOUNT REP. Ben Holliday
DRAWING DATE January 19, 2024
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REVISION HISTORY

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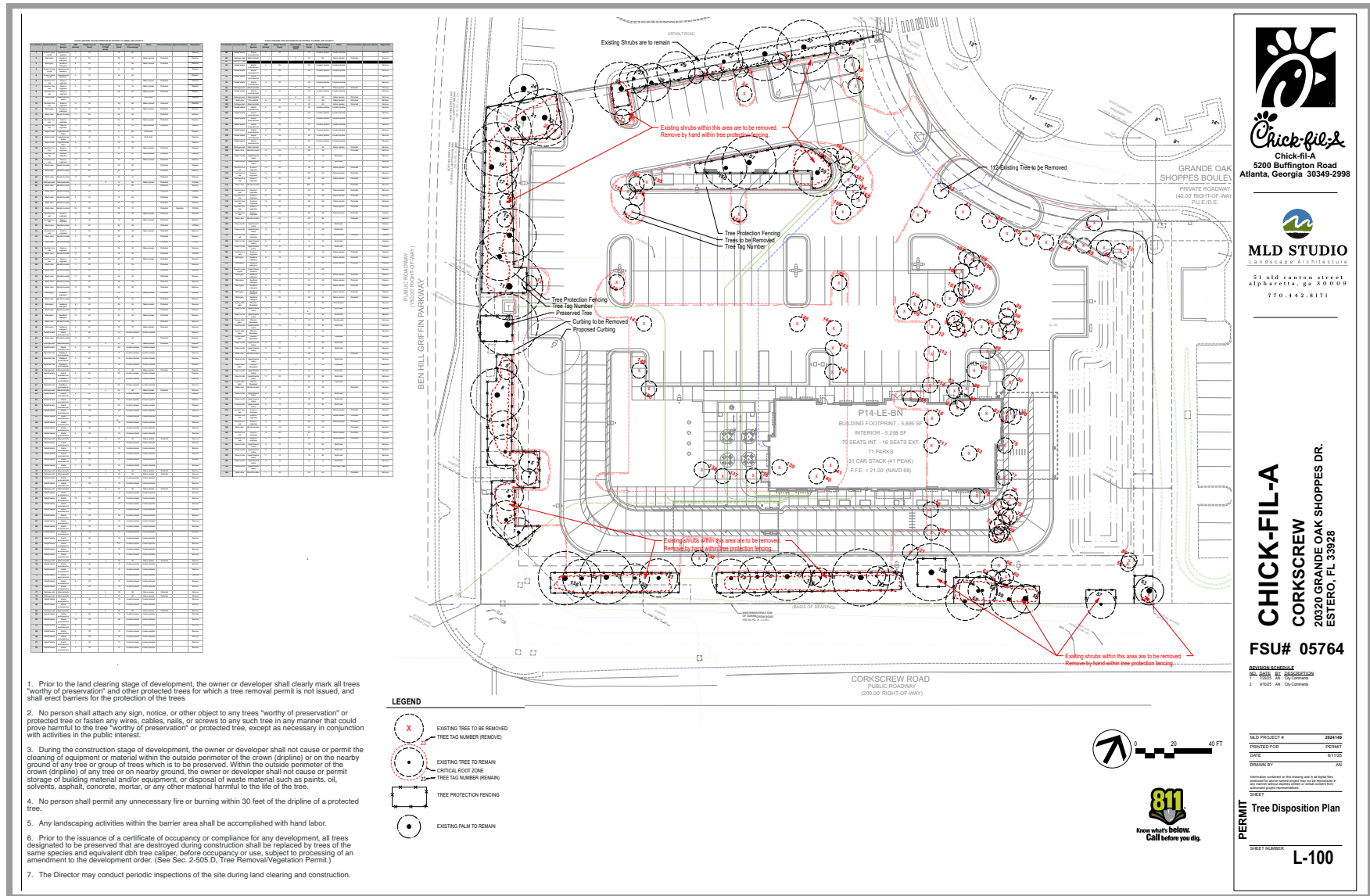
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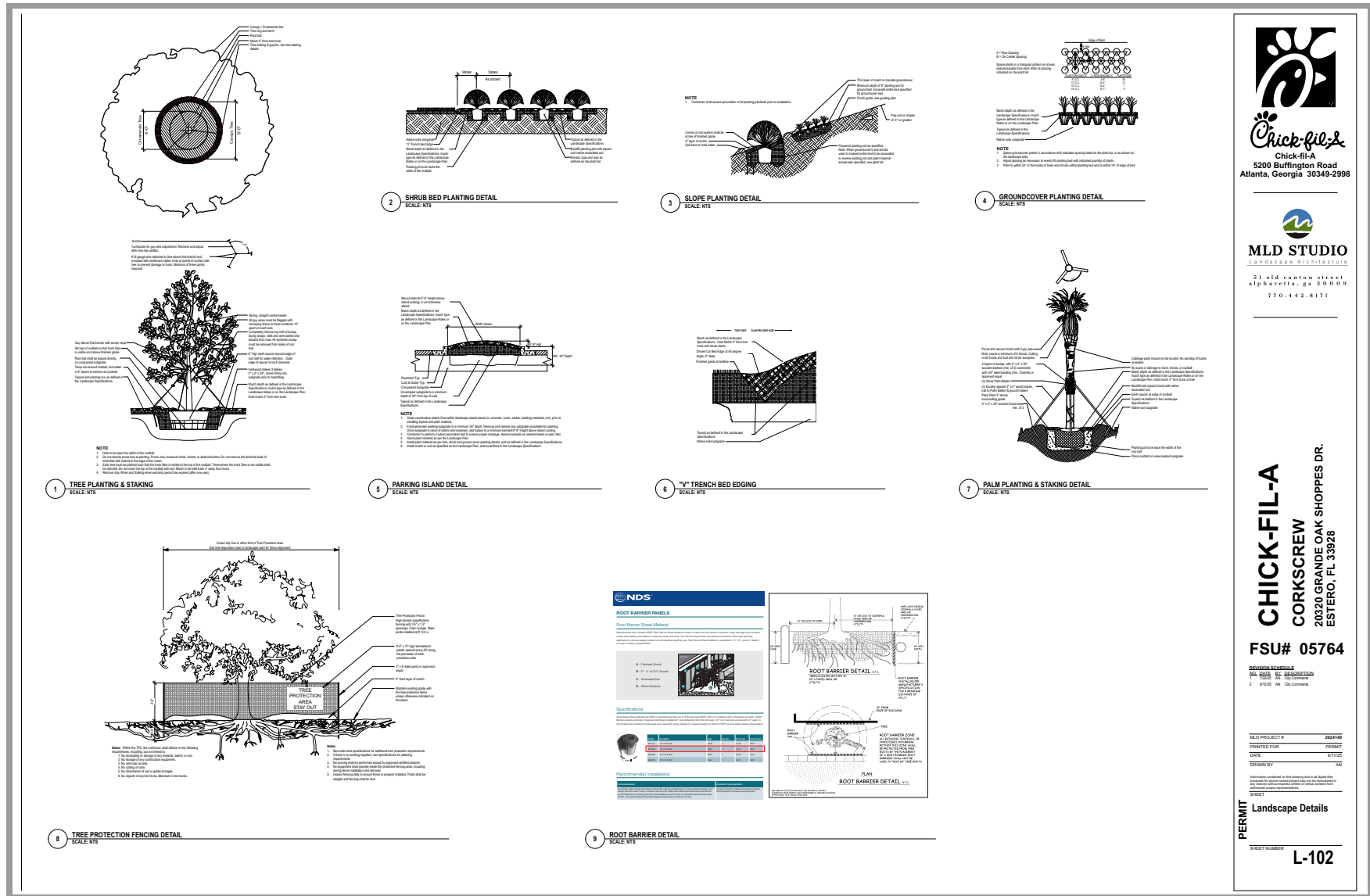
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I-10 at Estero, FL (Corkscrew)
Grande Oak Shoppes Drive
FL 33928

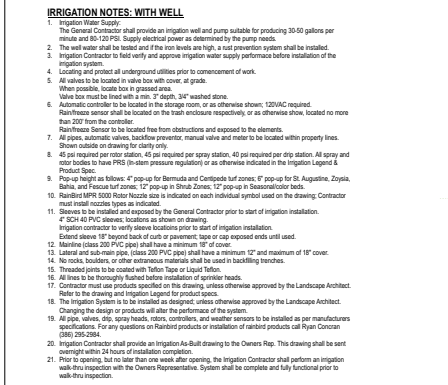
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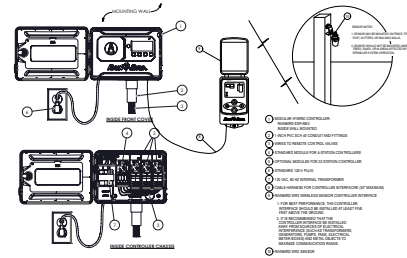




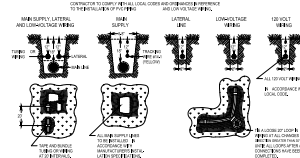
M/LD PROJECT #	2024140
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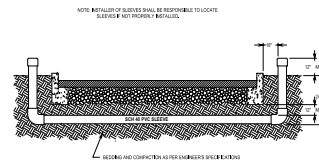
SHEET



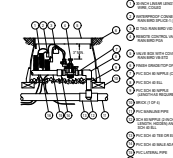
1 IRRIGATION CONTROLLER & RAIN/FREEZE SENSOR: ESP-ME3 & WR2
SCALE: NTS



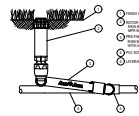
2 IRRIGATION TRENCHING AND PIPE DEPTH
SCALE: NTS



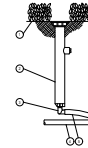
3 IRRIGATION SLEEVING
SCALE: NTS



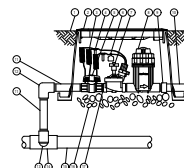
4 IRRIGATION VALVE: 100-PGA
SCALE: NTS



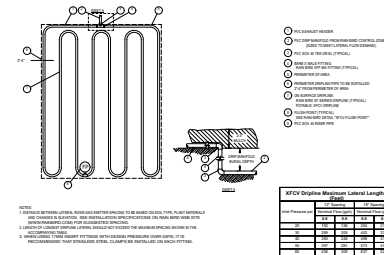
5 POP-UP ROTOR: 5000 SERIES WIT MPR NOZZLE
SCALE: NTS



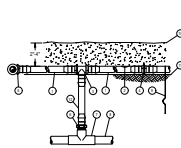
6 POP-UP SPRAY: 1800 SERIES
SCALE: NTS



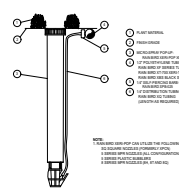
7 DRIP VALVE: XCZ-PRB-100-COM
SCALE: NTS



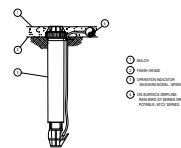
8 DRIP: SYSTEM LAYOUT AND INSTALLATION OVERVIEW
SCALE: NTS



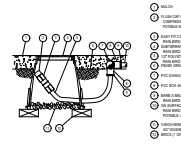
9 DRIP: ON-SURFACE RISER ASSEMBLY
SCALE: NTS



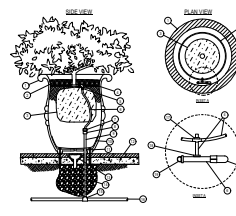
10 DRIP: XRP-POP MICRO SPRAY
SCALE: NTS



11 DRIP: OPERATION INDICATOR
SCALE: NTS



12 DRIP: DRILLINE FLUSH POINT
SCALE: NTS



13 DRIP: PLANTER
SCALE: NTS



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Atlanta, Georgia 30349-2998



MLD STUDIO
LANDSCAPE ARCHITECTS
51 old canton street
alpharetta, ga 30009
770.442.8171

CHICK-FIL-A

CORKSCREW
20320 GRANDE OAK SHOPPES DR.
ESTERO, FL 33928

FSU# 05764

REVISIONS
NO. DATE BY
1 01/01/2014 J. HARRIS
2 01/01/2014 J. HARRIS

MEC PROJECT # 200419
PRINTED FOR PERMIT
DATE 01/01/2014
DRAWN BY J. HARRIS

PERMIT
Irrigation Details

SHEET NUMBER
L-201

IRRIGATION COMPONENTS AND/OR SYSTEMS

PART 1 - GENERAL

SECTION INCLUDES

Work to be performed under this Section shall consist of furnishing all labor and materials necessary to construct a complete working and tested sprinkler irrigation system as per all drawings and specifications.

REFERENCES

- A. ANSI - American National Standards Institute
- B. ASCE - American Society of Irrigation Consultants, ASCE Grounding Guidelines
- C. ASSE - American Society of Sanitary Engineering, ASSE 1013, 1019, Backflow Preventers, Pressure Reducers
- D. ASTM - American Society of Testing and Materials
- E. IA - The Irrigation Association, Main BMP Document
- F. NFPA - National Fire Protection Association, NFPA 70 National Electrical Code
- G. UL - Underwriters Laboratories, UL Wires and Cables

PERFORMANCE REQUIREMENTS

- A. All work to be performed to current standards of BEI and of the local governing municipality.
- B. PVC Pipe: Must be stamped with certified NSF.
- C. Contractor shall be responsible to obtain all necessary permits and to comply with electrical company requirements.
- D. No substitutions of materials are allowed unless approved by Landscape Architect.

QUALITY ASSURANCE

- A. Contractor shall have considerable experience and demonstrate ability in the installation of irrigation systems (of specified types) in a neat, orderly, and responsible manner in accordance with recognized standards of workmanship.
- B. All work shall be performed in accordance with the best standards of practice relating to the trade.
- C. Contractor shall provide an irrigation as-built drawing to the designer responsible for the irrigation plan. This drawing shall be **overlaid to the respective party within 24 hours of installation completion.**

WARRANTY

- A. Contractor shall provide a one year warranty that covers all workmanship and labor.
- B. Contractor shall provide a five year warranty that covers all materials.

PART 2 - PRODUCTS

PVC AND FITTINGS

- A. Material: PVC
- B. Pressure Pipe: Class 200
- C. Lateral Pipe: Class 200, Polyethylene for Northeastern Climate
- D. Fittings: Schedule 40, solvent welded or threaded
- E. Elbows: Schedule 40, threaded
- F. Sleeves: Schedule 40, minimum 4"

AUTOMATIC CONTROLLER

- A. Irrigator controller specifications include but are not limited to:
 - 1. The controller shall be of a hybrid type that is microelectronic circuitry capable of fully automatic or manual operation.
 - 2. All controls shall have the capability of independently overriding or ignoring the weather sensor as well as being set to using the weather sensor.
 - 3. The controller shall have the capability of shutting off the system on rainy days.
 - 4. Control zone set for drip areas with flows from 0.2 to 1.0 gpm (11.4 to 56.8 lpm), including control zone (CV) and pressure-regulating filter (PRF).

- B. Control Valve (CV) component specifications include:
 - a. Valve body and bonnet constructed of high impact, weather-resistant plastic, stainless steel and other chemically-ultra-violet resistant materials.
 - b. One unit diaphragm constructed of durable Buna-N rubber with a clog resistant metering orifice.
 - c. Inlet pressure rating of 15 to 150 psi (1 to 10.3 barg).
- C. Pressure Regulating Filter (PRF) component specifications include:
 - a. Compact 1" filter body and cap configuration constructed of glass-filled, ultra-violet resistant polyethylene, with 150 psi (10.3 barg) operating pressure rating.
 - b. 200 mesh (75 micron) filter screen constructed of stainless steel.
 - c. Normally-closed pressure regulating device with preset outlet pressure of 40 psi (2.8 barg).
- D. Regional pressure rating of 40 psi (2.8 barg).
- E. Low flow valve (LFV) component specifications include:
 - 1. Low flow valve (LFV) component specifications include:
 - a. Valve body and bonnet constructed of high impact, weather-resistant plastic, stainless steel and other chemically-ultra-violet resistant materials.
 - b. One unit diaphragm constructed of durable Buna-N rubber material with a clog resistant metering orifice.
 - c. Inlet pressure rating of 15 to 150 psi (1 to 10.3 barg).
 - 2. Pressure regulating filter (PRF) component specifications include:
 - a. Compact 1" filter body and cap configuration constructed of glass-filled, ultra-violet resistant polyethylene, with 150 psi (10.3 barg) operating pressure rating.
 - b. 200 mesh (75 micron) filter screen constructed of stainless steel.
 - c. Normally-closed pressure regulating device with preset outlet pressure of 30 psi (2.1 barg).

POP-UP SPRINKLERS

- A. Irrigator spray body for small turf areas (2.5-24 feet (0.8-7.3m)) with a 30 psi (2.0 barg) pressure regulating device specifications include but are not limited to:
 - 1. Parts and components to withstand harsh operating conditions using chemically treated recycled water (neomaterials-prohibits), only water containing grit, debris, and other particulates, high operating pressures common in commercial irrigation and resistant to ultra-violet light.
 - 2. Pressure-activated, no-misted soft elastomer wiper seal composed of three wipers and a base seal to ensure a positive seal without excess "bleed" which enables more heads to be installed on the same valve.
 - 3. Recycled debris pockets located in the base of the spray body to prevent recirculation of harmful debris during operation.
 - 4. Shut include a check valve to prevent low head drainage of up to 14 feet (4.3 m), 6 psi (0.4 barg).
 - 5. Shut include technology built into the stem to prevent water loss and alert maintenance when a spray nozzle is removed.
 - 6. Flow by rating of 0 to 15 psi (1.0 barg) or greater: 0.5 gpm (0.1 m³/h), 0.03 l/s) otherwise.
 - 7. Shut include 1/2" (152.1 mm) NPT female threaded bottom inlet.
 - 8. The spray body, stem, nozzle, and screen shall be constructed of heavy-duty and ultra-violet resistant plastic.
- B. Irrigator spray body for small turf areas (2.5-24 feet (0.8-7.3m)) with a 45 psi (3.1 barg) pressure regulating device specifications include but are not limited to:
 - 1. Parts and components to withstand harsh operating conditions using chemically treated recycled water (neomaterials-prohibits), only water containing grit, debris, and other particulates, high operating pressures common in commercial irrigation and resistant to ultra-violet light.
 - 2. Pressure-activated, no-misted soft elastomer wiper seal composed of three wipers and a base seal to ensure a positive seal without excess "bleed" which enables more heads to be installed on the same valve.
 - 3. Recycled debris pockets located in the base of the spray body to prevent recirculation of harmful debris during operation.
 - 4. Shut include a check valve to prevent low head drainage of up to 14 feet (4.3 m), 6 psi (0.4 barg).
 - 5. Shut include technology built into the stem to prevent water loss and alert maintenance when a spray nozzle is removed.
 - 6. Flow by rating of 0 to 15 psi (1.0 barg) or greater: 0.5 gpm (0.1 m³/h), 0.03 l/s) otherwise.
 - 7. Shut include 1/2" (152.1 mm) NPT female threaded bottom inlet.
 - 8. The spray body, stem, nozzle, and screen shall be constructed of heavy-duty and ultra-violet resistant plastic.

SPRAY NOZZLES

- A. Fixed or variable pre-matched precipitation rate spray nozzles for small turf areas (3-15 feet (0.9-4.6 m)), maximum 30 psi (2.1 barg) specifications include but are not limited to:
 - 1. Shall be constructed of ultra-violet resistant plastic.
 - 2. Shut contain a stainless steel flow and radius adjustment screw allowing up to 20% radius reduction.
 - 3. Nozzle shall have a precipitation rate that is matched across sets and patterns of spray nozzles up to 15 feet (4.6 m).
 - 4. Shut include color coding marking on top of nozzle for easy identification of spray radius.
 - 5. Shut include fixed or variable pre-matched precipitation rate spray nozzles for small turf areas (3-15 feet (0.9-4.6 m)), maximum 30 psi (2.1 barg) specifications include but are not limited to:
 - 1. Shall be constructed of ultra-violet resistant plastic.
 - 2. Shut contain a stainless steel flow and radius adjustment screw allowing up to 20% radius reduction.
 - 3. Nozzle shall have a precipitation rate that is matched across sets and patterns of spray nozzles up to 15 feet (4.6 m).
 - 4. Shut include color coding marking on top of nozzle for easy identification of spray radius.
 - 5. Shut include fixed or variable pre-matched precipitation rate spray nozzles for small turf areas (3-15 feet (0.9-4.6 m)), maximum 30 psi (2.1 barg) specifications include but are not limited to:
 - 1. Shall be constructed of ultra-violet resistant plastic.
 - 2. Shut contain a stainless steel flow and radius adjustment screw allowing reduction to 13 (4.0 m).
 - 3. Shut have a matched precipitation rate of 0.80 inch (152.2 mm).
 - 4. Shut have a color coded radius reduction pattern to allow for easy identification of fixed or pattern.

ROTOR HEADS

- A. Pop-up rotor sprinkler for medium turf areas (25-47 feet (7.6-14.3 m)), maximum 75 psi (5.2 barg) specifications include but are not limited to:
 - 1. Shall have adjustable arc rotation of 40 to 360 degrees (0.7 to 6.3 rad) and reversing full circle rotation.
 - 2. Shut have a flow shut-off device that is integrated into the flow path of the sprinkler.
 - 3. Shut have a pressure-activated, multi-function wiper seal that protects internals from debris and ensures positive pop-up and retraction.
 - 4. Shut contain additional o-rings and seals for extra protection in "dry" water.
 - 5. Operating precipitation rate of 0.20 to 1.21 inches per hour (0.5 to 30 mm).
 - 6. Operating flow rate of 0.73 to 8.37 gpm (0.17 to 1.65 m³/h).
 - 7. The body, stem, nozzle, and screen shall be constructed of heavy-duty and ultra-violet resistant plastic.
 - 8. Shut include a 45 psi (3.1 barg) pressure regulating device to prevent high pressure misting to the nozzle stream.
 - 9. Shut include an internal check valve to prevent low head drainage of up to 7 feet (2.1 m) to prevent puddling, run-off and erosion.
 - 10. Shut include a set of heavy interchangeable nozzles: 8 nozzles with 25 degree (0.4 rad) trajectory and 4 low-angle nozzles with 10 degree (0.2 rad) trajectory.

FLEXIBLE SWING PIPE

- A. Swing pipe specifications include but are not limited to:
 - 1. Swing pipe shall be flexible tubing constructed of linear low density polyethylene material with a wall thickness of 0.08" (0.2 mm) with a nominal inside diameter of 0.48" (1.2 cm).
 - 2. Pipe shall be capable of a flow up to 8 gpm (0.5 m³/h).

DRIPLINE

- A. Distribution tubing specifications include but are not limited to:
 - 1. The black tubing shall be manufactured from flexible polyethylene material with a wall thickness of 0.04" (1.2 mm), outside diameter of 0.54" (1.4 mm), and inside diameter of 0.53" (1.3 mm).
 - 2. The tubing shall be dual-layered (brown over black).

INLINE EMITTER DRIPLINE

- A. Sub-surface inline emitter tubing specifications include but are not limited to:
 - 1. The tubing shall be manufactured from flexible polyethylene material with wall thickness of 0.04" (1.2 mm), outside diameter of 0.54" (1.4 mm), and inside diameter of 0.53" (1.3 mm).
 - 2. The tubing shall have factory installed pressure-compensating, inline emitters with a copper device installed every 12, 16, or 24 inches (305, 407, 610 mm) as indicated in construction drawings.
 - 3. Operating pressure range of 5 to 60 psi (0.3 to 4.1 barg).
 - 4. Operating flow rates of 0.5 and 0.9 gpm (0.2 l/h and 0.3 l/h).

DISTRIBUTION TUBING

- A. 1/2" distribution tubing for emitters and other device specifications include but are not limited to:
 - 1. The emitter shall be constructed of ultra-violet resistant resin materials with a wall thickness of 0.04" (1 mm), outside diameter of 0.50" (0.5 mm), and inside diameter of 0.47" (4.3 mm).
 - 2. Operating pressure range from 0 to 60 psi (0.4 barg).

EMITTERS

- A. Point source emission device specifications include but are not limited to:
 - 1. The emitter shall be constructed of ultra-violet resistant resin materials.
 - 2. Shut have a pressure-compensating design to deliver a uniform flow throughout a pressure range of 0 to 60 psi (0.4 barg).
 - 3. Flow rates that range from 0.5 to 2 gpm (1.88 to 7.57 l/h) at a pressure range of 15 to 50 psi (1.0 to 3.4 barg).

VALVE BOX

- A. Valve boxes specifications include but are not limited to:
 - 1. Shall be made of structural beam HDPE resin that is resistant to ultra-violet light, weather, moisture and chemical action of salts.
 - 2. Lids shall be clearly marked with the words "IRRIGATION CONTROL VALVE" molded onto the top.
 - 3. Lid colors are available in black, green and purple designating non-potable water use.

PART 3 - EXECUTION

EXCAVATION

- A. Ditch pipe and equipment layout for Owner's review and approval. Review does not relieve installer from coverage problems due to improper placement after staking.
- B. Excavate trenches for irrigation system pipe to provide minimum cover per plans and details.
- C. Backfill trenches that are left open overnight.

INSTALLATION

- A. General: Plans are diagrammatic. Proceed with installation in accordance with the following:
 - 1. Install stop and waste valves, backflow preventers, and other equipment required by local authorities according to laws and regulations in order to make system complete.
 - a. Coordinate with the General Contractor the responsibility for installing the backflow preventer and other irrigation items at the connection point.
 - b. Coordinate with the General Contractor the exact location of the irrigation connection point.
 - 2. Thoroughly flush main lines before installing automatic control valves, and laterals before installing sprinklers. Flush supply lines thoroughly before installing backflow preventers or other regulating devices.
- B. Piping: Assemble all mainline and lateral lines in accordance with manufacturer's recommendations with no side-cuts. Assume positive drainage.
- C. Backflow: General Contractor shall install sleeves before connecting piping work.
- D. Backflow: General Contractor shall install sleeves before connecting piping work.
- E. Backflow: General Contractor shall install sleeves before connecting piping work.
- F. Backflow: General Contractor shall install sleeves before connecting piping work.
- G. Backflow: General Contractor shall install sleeves before connecting piping work.
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BACKFILLING

- A. Do not backfill backfilling operations until system tests and approvals have been completed.
- B. Backfill pipe a minimum of 2 inches. Backfill 6 inches above pipe with pea fill of rocks over 1-inch diameter, stones, or organic matter. Backfill remainder of trench with soil of like quality to original grade. Backfill any voids or loose material with backfill.
- C. Compact backfill in 6-inch lifts thoroughly to prevent settling damage to grades or plant material. Leave trenches slightly rounded at base for settlement after backfilling is completed. Use areas and damage caused by settling will be repaired by Contractor at no additional cost to the Project or Owner.
- D. Prevent soil, rocks, or debris from entering pipes or sleeves.

FLUSHING AND TESTING

- A. Flushing: After piping, risers, and valves are in place and connected, but prior to installation of sprinkler heads, thoroughly flush piping system under full head of water pressure from dead end fittings. Maintain flushing for 5 minutes through full-pressure valves. Cap risers after flushing.

INSPECTION

- A. Arrange for Owner's presence 48 hours in advance of inspection walk-through.
- B. Examine areas and conditions under which work of this section is to be performed and ensure a complete and operating installation prior to scheduling a walk-through.
- C. Observe each zone in its entirety for Owner at time of walk-through and open all valve boxes as indicated.
- D. Dispose all dry debris under operations for observation by Owner to demonstrate they are performing and installed as designed prior to placing of much material. Schedule separate walk-through as necessary.
- E. No necessary Owner will generate a list of items to be corrected prior to Final Acceptance.

RESTORATION AND CLEANING

- A. Flush dirt and debris from piping before installing sprinklers and other devices.
- B. Repair automatic control valves to provide flow rate of rated operating pressure required for each sprinkler circuit.
- C. Restore all damaged areas to original condition unless otherwise shown on plans at no additional cost to the Project or Owner.



Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2998



MLD STUDIO
Landscape Architecture
5101 Canton Street
Alpharetta, GA 30009
770.442.8171

CHICK-FIL-A

CORKSCREW

20320 GRANDE OAK SHOPPES DR.
ESTERO, FL 33928

FSU# 05764

REVISION HISTORY
NO. DATE BY DESCRIPTION

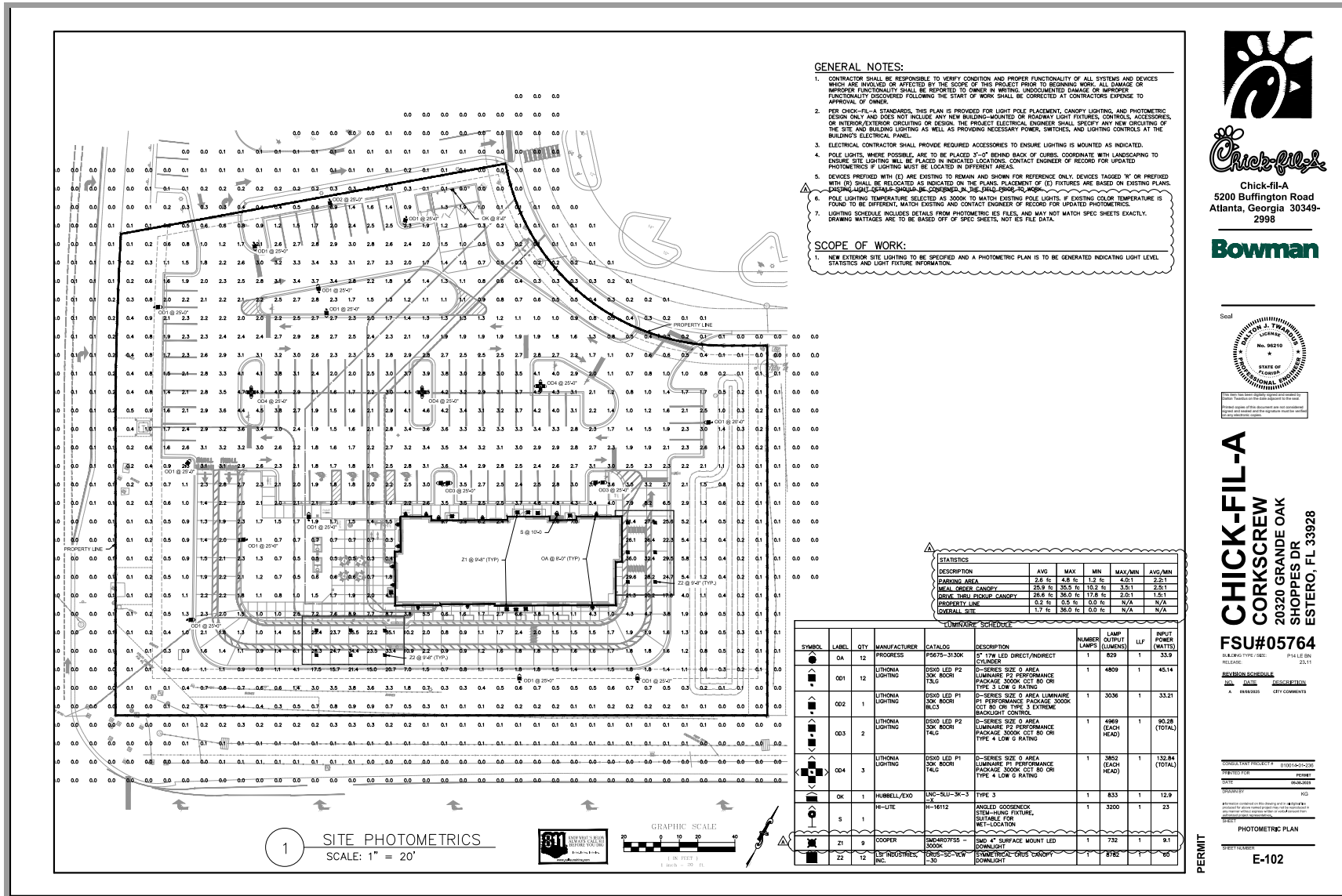
2 10/05/18 JG City Comments

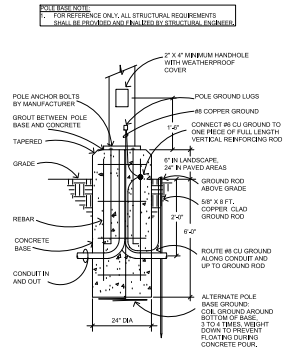
MD PROJECT #	203416
PRINTED FOR	PERMIT
DATE	10/05/18
DRAWN BY	JG

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PERMIT
Irrigation Specifications

SHEET NUMBER
L-202





1 POLE BASE DETAIL
SCALE: N.T.S

PHOTOMETRIC/SITE LIGHTING REQUIREMENTS:

RELAY OF ESTERO, FL REQUIREMENTS PER CHAPTER 5 - LAND DEVELOPMENT STANDARDS, SECTION 5-6 - EXTERIOR LIGHTING.

ILLUMINATION LEVEL REQUIREMENTS PER TABLE 5-6A-B

• PARKING, COMMERCIAL	1.2 FOOT-CANDELES
• INITIAL ACTUAL FOOT-CANDELES (MINIMUM) FOR FAST FOOD FACILITIES:	4:1
• UNIFORMITY RATIO FOR FAST FOOD FACILITIES:	4.8 FOOT-CANDELES
• MAX AVERAGE ILLUMINATION (1.2 X 4):	
• OTHER	8.0 FOOT-CANDELES
• INITIAL ACTUAL FOOT-CANDELES (MINIMUM) FOR CANOPY, DRIVE-THRU:	5:1
• UNIFORMITY RATIO FOR FAST FOOD FACILITIES:	30.0 FOOT-CANDELES
• MAX AVERAGE ILLUMINATION (6.0 X 5):	
• MAXIMUM MOUNTING HEIGHT, COMMERCIAL DISTRICT:	25 FEET
• FULL CUT-OFF AND FULLY SHIELDED FIXTURES REQUIRED:	3000K
• CORRELATED COLOR TEMPERATURE (CCT) SHALL NOT EXCEED:	90
• BADLIGHT (B) SHALL NOT EXCEED:	10
• UPLIGHT (U) SHALL NOT EXCEED:	
• GLARE (G) SHALL NOT EXCEED:	

- WALL PACK LIGHTS, WALL PACKS ON THE EXTERIOR OF THE BUILDING SHALL COMPLY WITH THE FOLLOWING STANDARDS:
 - 1. BE FULLY SHIELDED (E.G., TRUE CUT-OFF TYPE BULB OR LIGHT SOURCE NOT VISIBLE FROM OFF-SITE) TO DIRECT THE LIGHT VERTICALLY DOWNWARD.
 - 2. NOT EXCEED 1,600 LUMENS FOR ANY SINGLE FIXTURE; AND
 - 3. THE TOP OF THE FIXTURE NOT EXCEED THE HEIGHT OF THE PARAPET, THE ROOF, OR 25 FEET, WHICHEVER IS LOWEST.
- CANOPY:
 - 1. AREAS UNDER A CANOPY SHALL BE DESIGNED SO AS NOT TO CREATE GLARE OFF-SITE. ACCEPTABLE METHODS TO ADDRESS THIS INCLUDE ONE OR ALL OF THE FOLLOWING:
 - A. A RECESSED FIXTURE INCORPORATING A LENS COVER THAT IS EITHER RECESSED OR FLUSH WITH THE BOTTOM SURFACE (CEILING) OF THE CANOPY THAT PROVIDES A FULL CUTOFF OR FULLY-SHIELDED LIGHT DISTRIBUTION;
 - B. A SURFACE MOUNTED FIXTURE INCORPORATING A FLAT GLASS THAT PROVIDES A FULL CUTOFF OR FULLY-SHIELDED LIGHT DISTRIBUTION; OR
 - C. INDIRECT LIGHTING AS LONG AS ALL DIRECT ILLUMINATION IS FOCUSED EXCLUSIVELY ON THE UNDERSIDE OF THE CANOPY AND NO BULB IS VISIBLE.
 - 2. THE SIDES OF A CANOPY SHALL NOT BE ILLUMINATED.
- DECORATIVE AND LANDSCAPE LIGHTING, OUTDOOR LIGHT FIXTURES USED FOR DECORATIVE EFFECTS SHALL COMPLY WITH THE FOLLOWING STANDARDS:
 - 1. DECORATIVE LIGHTING INTENDED TO ENHANCE THE APPEARANCE OF A BUILDING AND/OR LANDSCAPING SHALL BE LOCATED, AIMED, AND SHIELDED SO THAT LIGHT IS DIRECTED ONLY ON THOSE FEATURES.
 - 2. DECORATIVE LIGHTING FIXTURES SHALL NOT EXCEED 1,600 LUMENS FOR ANY SINGLE FIXTURE.
- ILLUMINATION MEASUREMENT
 - A. ILLUMINATION MEASUREMENTS SHALL BE MADE AT THE LOT LINE OF THE LAND UPON WHICH LIGHT TO BE MEASURED IS BEING GENERATED.
 - B. MEASUREMENT ON PRIVATE PROPERTY IS NOT POSSIBLE OR PRACTICAL, LIGHT LEVEL MEASUREMENTS MAY BE MADE AT THE BOUNDARY OF THE PUBLIC ROAD, RIGHT-OF-WAY THAT ADJAINS THE LAND. MEASUREMENTS SHALL BE MADE AT FINISHED GRADE (GROUND LEVEL), WITH THE LIGHT-REGISTERING PORTION OF THE METER HELD PARALLEL TO THE GROUND.
 - C. ILLUMINATION MEASUREMENTS SHALL BE TAKEN WITH A LIGHT METER THAT HAS BEEN CALIBRATED WITHIN TWO YEARS OF THE DATE OF THE MEASUREMENT.

CHICK-FIL-A LIGHTING STANDARDS:

• LIGHT FIXTURE MOUNTING HEIGHT NOT TO EXCEED 25'-0"	
• LIGHT FIXTURE FINISH COLOR:	DARK BRONZE
• BUILDING-MOUNTED FIXTURE COLOR TEMPERATURE:	3000K
• PARKING AREA MINIMUM FOOT-CANDELES (FC):	0.5 FC
• PARKING AREA AVERAGE FOOT-CANDELES (FC):	2.5-3.0 FC
• CANOPY AVERAGE FOOT-CANDELES (FC):	35-40 FC



Chick-fil-A

5200 Buffington Road
Atlanta, Georgia 30349-2998

Bowman

Seal



THIS SEAL IS VALID FOR THE STATE OF FLORIDA. IT IS THE RESPONSIBILITY OF THE ENGINEER TO MAINTAIN THE SEAL IN GOOD STANDING. IF THE SEAL IS DAMAGED OR LOST, IT MUST BE REPLACED. IF THE SEAL IS USED FOR A PROJECT THAT IS NOT THE ENGINEER'S OWN, IT MUST BE USED IN CONJUNCTION WITH A POWER OF ATTORNEY.

CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

FSU#05764

BLAZING TYPE / DEC 1714 LE (IN)
HILLTOP 23.11

APPROVALS
JAL JAL 11/15/2017
A 11/15/2017 CITY COMMENTS

PROJECT/PROJECT # 01001-10-236
PROJECTOR PERMIT
DATE 11/15/2017
CITY/STATE EDO

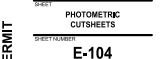
APPROVED BY: [Signature]
DATE: 11/15/2017

PHOTOMETRIC DETAILS

SHEET/NUMBER

E-103

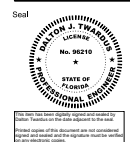
PERMIT

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Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-
2998

Bowman



CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

FSU#05764

BUILDING TYPE / SIZE:	P14 LE BN	
RELEASE:	23.11	
<u>REVISION SCHEDULE</u>		
<u>NO.</u>	<u>DATE</u>	<u>DESCRIPTION</u>
A	04/04/2025	CITY COMMENTS

CONSULTANT PROJECT #	010014-05-235
PRINTED FOR	PERMIT
DATE	06/06/2025
DRAWN BY	ACD

PHOTOMETRIC CUTSHEETS

SHEET NUMBER

E-105

PERMIT

TYPE: OD1, OD2, OD3, OD4

Specifications

Model	Power (W)	Beam Angle (°)	Height (mm)	Width (mm)	Depth (mm)	Weight (kg)
OD1	10	10	100	100	100	0.1
OD2	20	20	200	200	200	0.2
OD3	30	30	300	300	300	0.3
OD4	40	40	400	400	400	0.4

TYPE: OD1, OD2, OD3, OD4

Specifications

Model	Power (W)	Beam Angle (°)	Height (mm)	Width (mm)	Depth (mm)	Weight (kg)
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Chick-fil-A Corkscrew

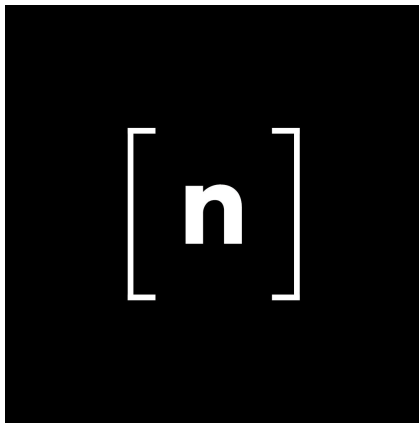
Planning, Zoning & Design Board

December 9, 2025

DOS2025-E005

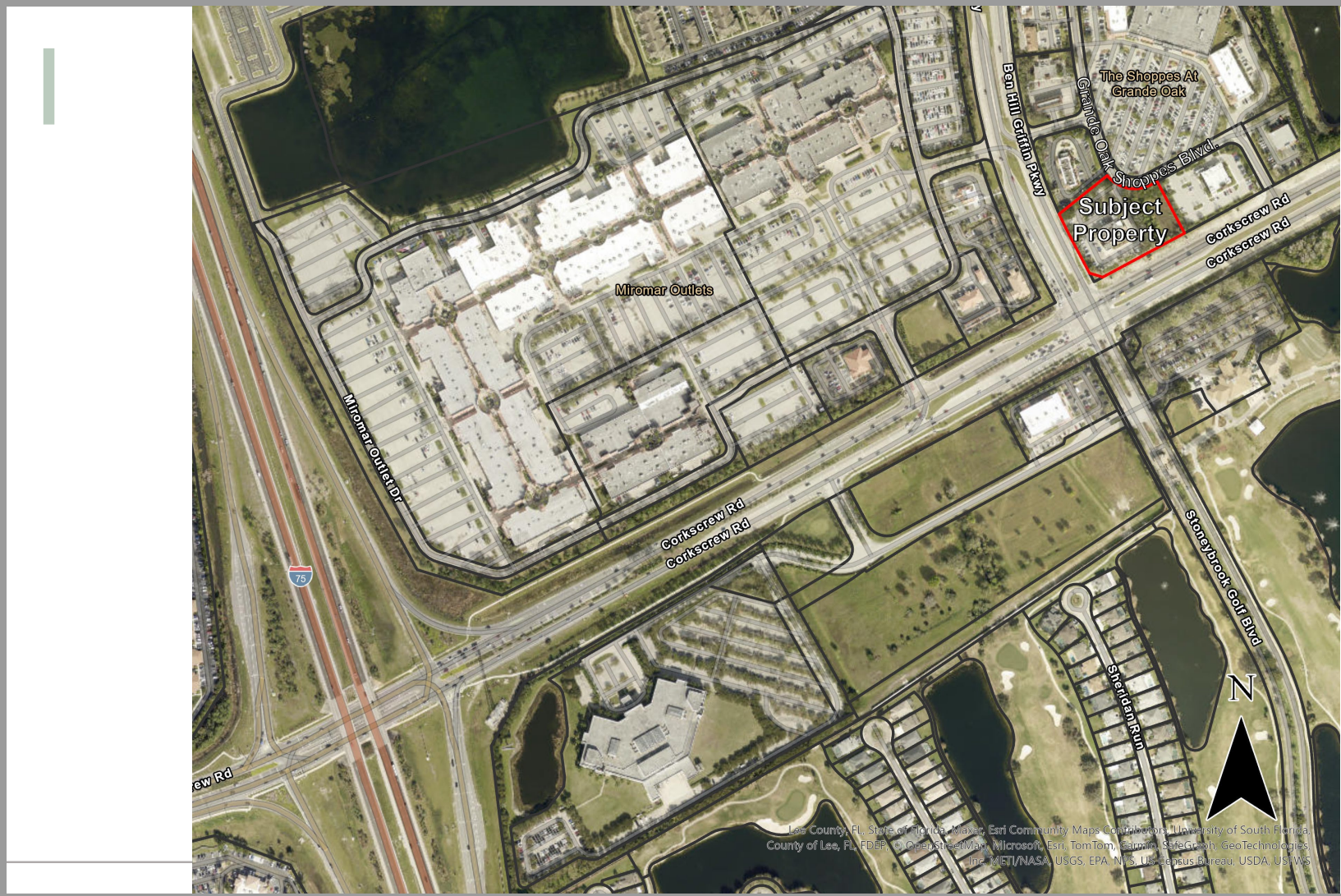
Project Team

Bowman



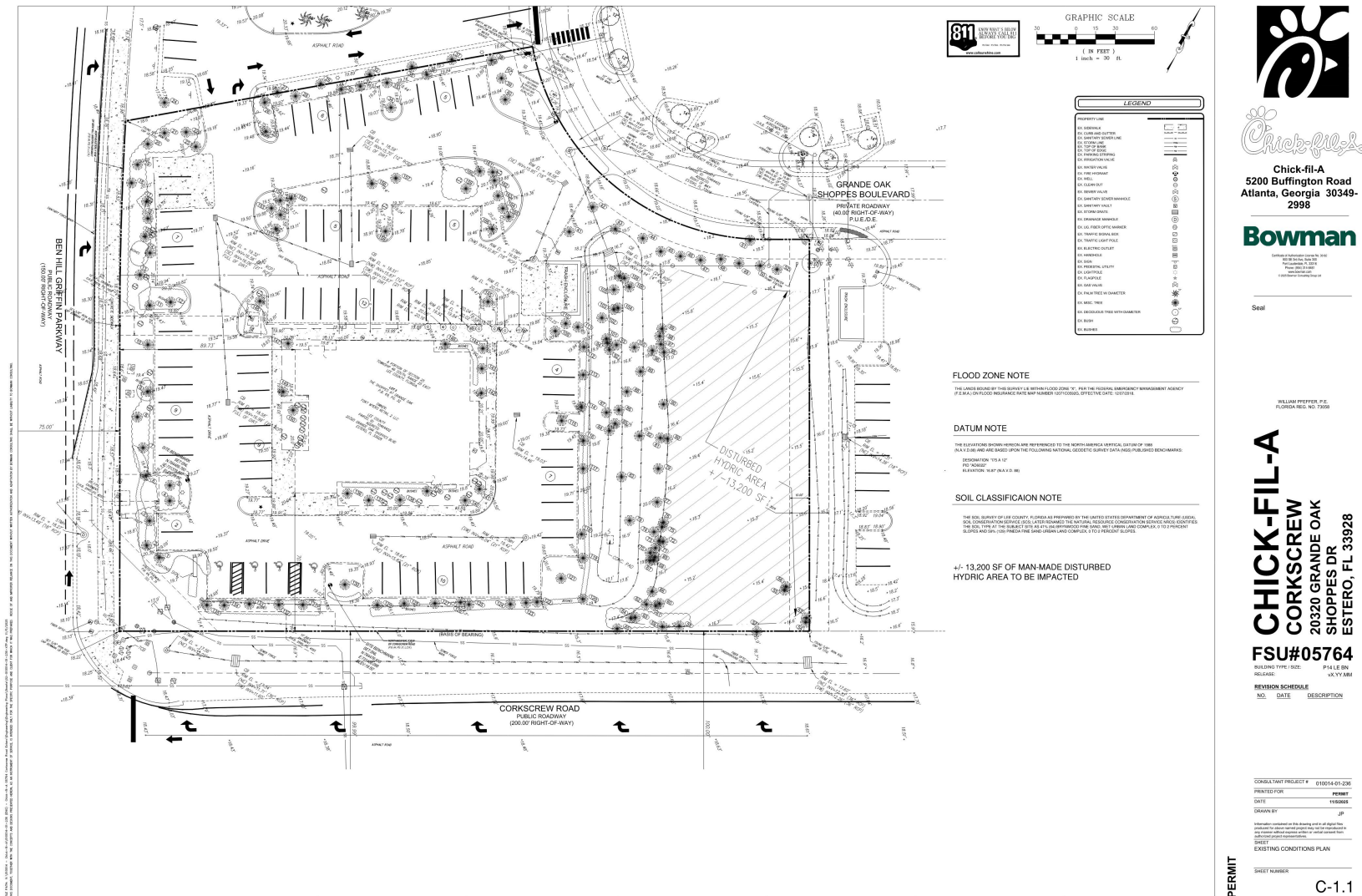
MLD STUDIO
Landscape Architecture

Bowman



Bowman







Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-
2998

Certificate of Authorization Number: 30102
300 SE 3rd Ave, Suite 200
Fort Lauderdale, FL 33316
Phone: (954) 314-0401
www.dcmr.com
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Seal

CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK
SHOPPES DR
ESTERO, FL 33928

FSU#05764

REVISION SCHEDULE

NO.	DATE	DESCRIPTION
-----	------	-------------

CONSULTANT PROJECT # 010014-01-236

PRINTED FOR	PERIOD
DATE	11/5/2025

DRAWN BY

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SHEET
SITE PLAN

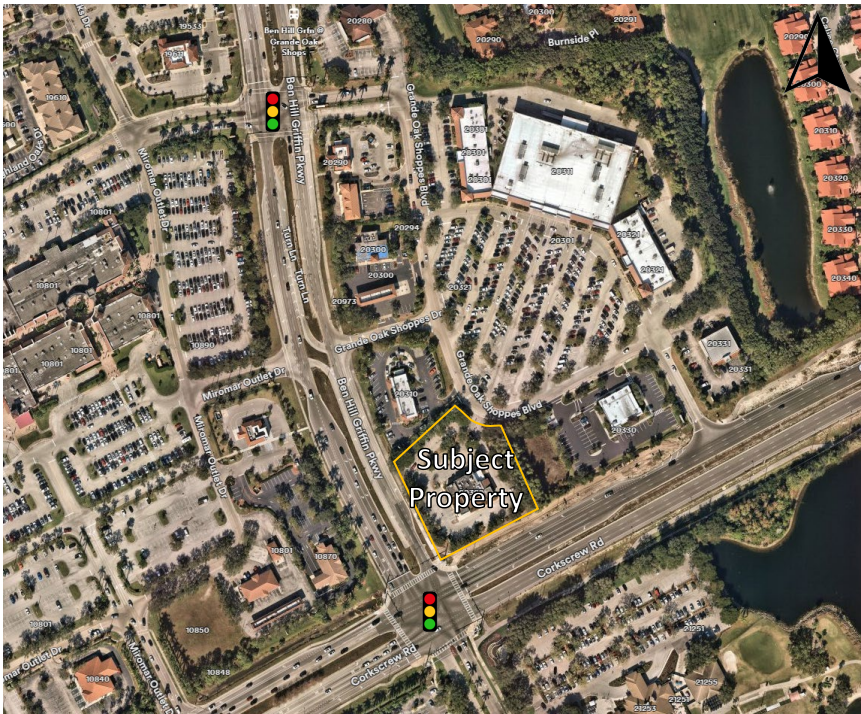
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C-20

P

ED Presentation.ppt

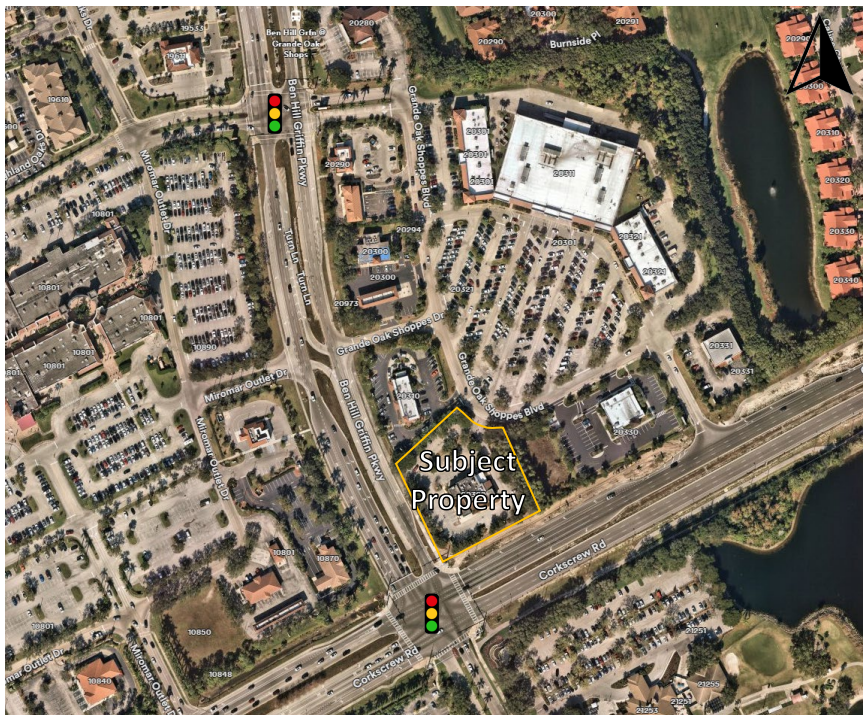
Traffic Impact Analysis Results



- Roadway Capacity
Not exceeded under Build
- Intersection LOS
Acceptable C or better
- Turn Lane Lengths
Sufficient

Bowman

Traffic Impact Analysis Results



- Safety Analysis
No patterns identified and no safety concerns
- Sight Distance
Sufficient
- Drive-through
No spill backs anticipated

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Chick-fil-A
5200 Buffington Road
Atlanta, Georgia 30349-2955



MLD STUDIO
LANDSCAPE ARCHITECTURE
31 mid canton street
alpharetta, ga 30009
770.442.8171

CHICK-FIL-A
CORKSCREW
20320 GRANDE OAK SHOPPES DR.
ESTERO, FL 33926

FSU# 05764

REVISIONS/REMARKS
NO. DATE BY DESCRIPTION
2 1/2020 AN City Comments

WED PROJECT # 2002149
PRINTED FOR 6/5/2021
DATE 6/1/2021
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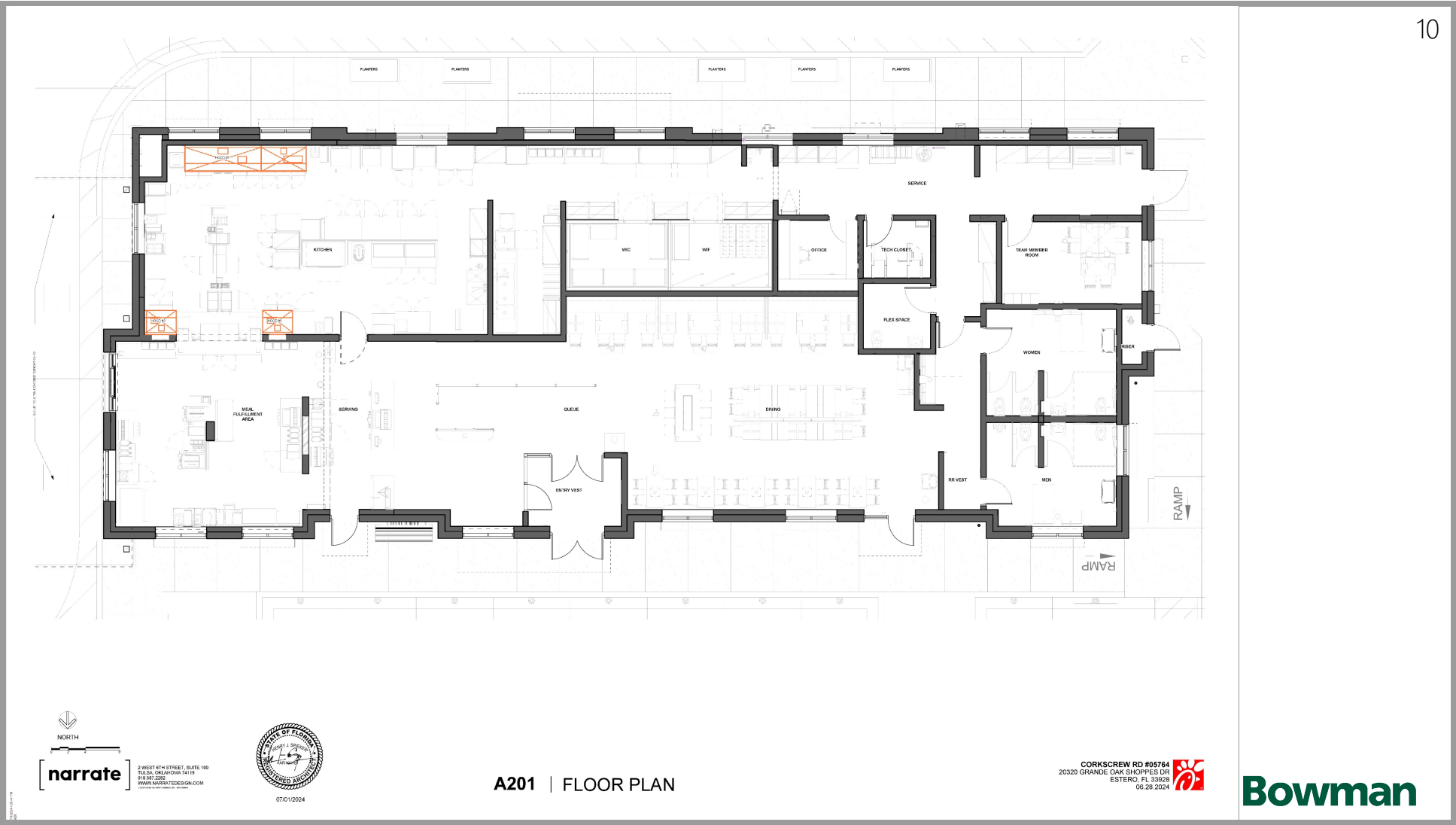
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project representatives.

PERMIT

Landscape Plan

SHEET NUMBER

L-101











PHYSICAL MATERIAL FINISHES

STONE BASE EL BORRADO ESABIEL	SC-1 Pearl ■ 86 10308 RGB: 235,226,208	SC-2 Pacific Sand ■ 66 10511 RGB: 221,205,180	STOREFRONT AA-MISC-TANK GLASS DARK BRONZE NO. 42	ROOFING SYSTEM BRAYA SPANISH BARREL ROOF KASE MISSOURI

[narrate] 2 WEST 6TH STREET, SUITE 100
TULSA, OKLAHOMA 74119
918.497.2025
WWW.NARRATEDESIGN.COM

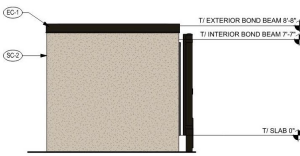
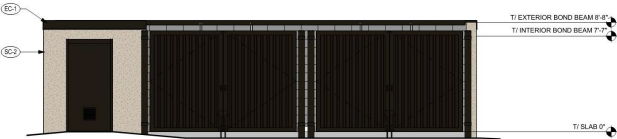
A301 | OPTION 1
EXTERIOR ELEVATIONS



Henry Spieker
ARCHITECT
20320 GRANDE OAK SHOPPES DR
ESTERO, FL 33929
09.12.2025

CORKSCREW RD #05764
20320 GRANDE OAK SHOPPES DR
ESTERO, FL 33929
09.12.2025





[narrate] 2 WEST 6TH STREET, SUITE 100
TULSA, OKLAHOMA 74119
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A301 | EXTERIOR ELEVATIONS

CORKSCREW RD #05764
20320 GRANDE OAK SHOPPES DR
ESTERO, FL 33928
10.13.2025





[narrate] 2 WEST 4TH STREET, SUITE 100
TULSA, OKLAHOMA 74119
918.587.2262
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A302 | OPTION 1
EXTERIOR ELEVATIONS



Henry Spieker
PLANNING & ZONING

CORKSCREW RD #05764
20320 GRANDE OAK SHOPPES DR
ESTERO, FL 33928
09.12.2025





SPECIFICATIONS

SIGN IS FABRICATED ALUMINUM CONSTRUCTION
DECORATED WITH LED-LIT CHANNEL LETTERS WITH
POWER SUPPLIES INSIDE OF CABINET.
SPANISH ROOF TILES APPLIED BY GENERAL CONTRACTOR
TO FABRICATED ALUMINUM TOP SUPPLIED BY CLAYTON SIGNS.
DECORATIVE CORBELS ARE FABRICATED ALUMINUM.

CHANNEL LETTER FACES

2793 RED ACRYLIC
TRIMCAP RETAINER-
1" RED JEWELITE TRIMCAP

ALUMINUM RETURNS
PAINTED SHERWIN WILLIAMS
SW 7558 MEDICI IVORY

PAINTED TO MATCH
STO STUCCO 10308 PEARL

PAINTED TO MATCH
STO STUCCO 10612
AUTUMN WHEAT

MP 201A81 DARK BRONZE
SW #DDM460012

BRAVA SPANISH BARREL TILE
"VINTAGE TERRA COTTA"



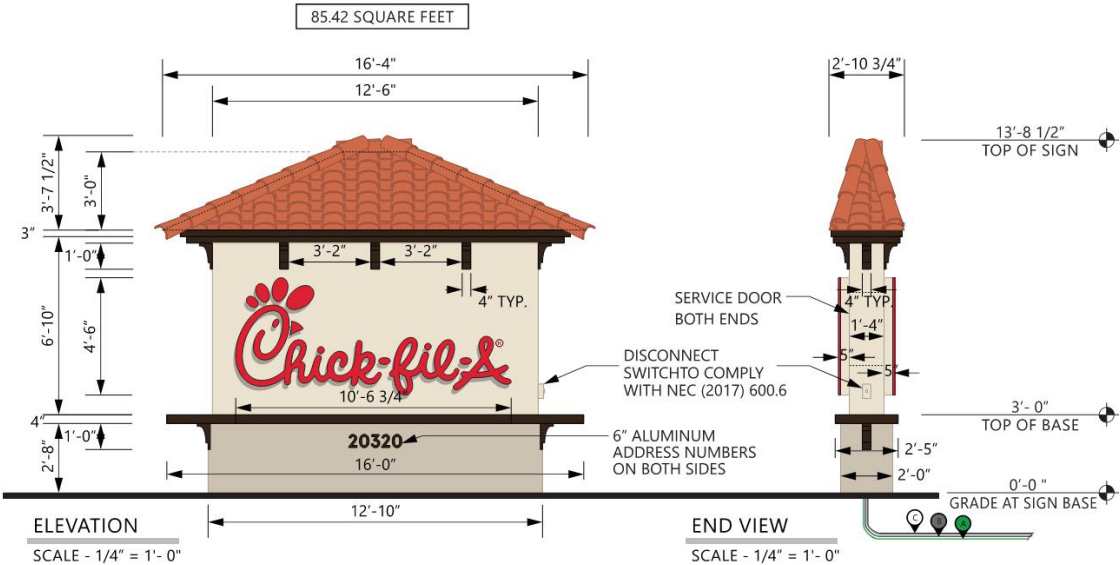
DOUBLE FACED CABINET

UL LISTED



WET LOCATION

THIS SIGN IS DESIGNED TO BE INSTALLED IN ACCORDANCE WITH REQUIREMENTS OF ARTICLE 600 OF THE NATIONAL ELECTRICAL CODE AND/OR APPLICABLE LOCAL CODES. THIS INCLUDES PROPER GROUNDING & BONDING OF THE SIGN.



Electrical specifications					
Volts	120	Amp	20	Circ	2
#	Colors				
A	GREEN ELECTRICAL WIRE				
B	BLACK ELECTRICAL WIRE				
C	WHITE ELECTRICAL WIRE				

SEE ENGINEER STAMPED DRAWING
FOR FOUNDATION DETAILS



5198 North Lake Drive
Lake City, GA 30260
404.361.3800
www.claytonsigns.com

MONUMENT SIGN

DRAWING FILE - CFA - ESTERO, FL (CORKSCREW) SIGNAGE.CDR

ALL ELECTRICAL
SIGNS ARE
120 VOLTS
UNLESS
OTHERWISE INDICATED

DRAWN BY Ben Holliday
ACCOUNT REP: Ben Holliday
DRAWING DATE: January 19, 2024
REVISION DATE: October 7, 2025

STORE NUMBER	STORE ADDRESS
L05764	Chick-fil-A at Estero, FL (Corkscrew) 20320 Grande Oak Shoppes Drive Estero, FL 33928

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LOCATION
A1





Questions?

COCONUT POINT®
A SIMON MALL



12.09.2025

Supplementary Paint Exhibit for Area # 2 – Town Center



1



Color Palette Concept

Color Concept:

Facade colors for Area #2 shall be subdued, neutral, warm white or cream color and earth tone colors. Building trim and accent areas may feature lighter or darker saturated colors within an earth tone palette. The use of high intensity colors, pastel, metallic colors, black or fluorescent colors is prohibited.

Buildings shall incorporate a selection of no less than 3 and up to 5 wall colors, 1 accent color for all trim and smaller detailing and 1 accent color for all metal detailing such as railings, gutters and downspouts.

Concept for applying color:

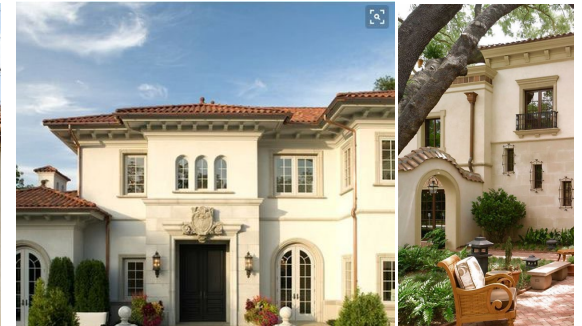
The existing building massing and façade articulation will dictate when a change of field color should occur both horizontally and vertically.

Horizontal articulation:

Along the building façade, existing buildings incorporate wall projections and/or recesses, wall colors will change to respect the existing massing, change in planes and architectural features.

Vertical Articulation:

Consistent and uniform wall colors shall carry from the ground up to the roof line at flat facades. As the complexity of the architecture increases with elements such as balconies, porches, towers and special elements along the façade, wall colors should change to highlight these areas.



Supplementary Paint Exhibit for Area #2 - Town Center

COMMERCAL RETAIL FAÇADE TYPE "A" EXAMPLE



Proposed color change example

Wall color legend



Additional colors: Trim
and metal accents not
graphically shown on
black and white exhibit.



Proposed paint example

Supplementary Paint Exhibit for Area #2 - Town Center

COMMERCAL RETAIL
FAÇADE TYPE "A" EXAMPLE



Supplementary Paint Exhibit for Area #2 - Town Center

Proposed paint examples

COMMERCAL RETAIL
FAÇADE TYPE "A" EXAMPLE



Proposed paint examples

COMMERCIAL RETAIL FAÇADE TYPE “B” EXAMPLE



Proposed color change example

Wall color legend



Additional colors: Trim and metal accents not graphically shown on black and white exhibit.



Proposed paint example

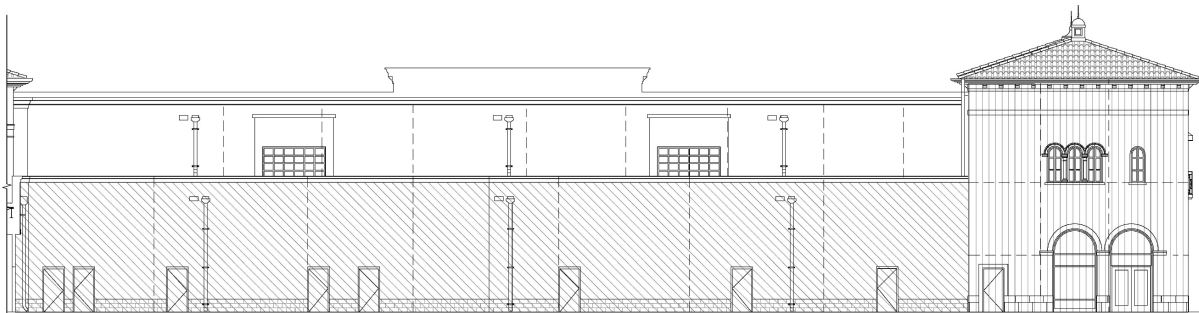
Supplementary Paint Exhibit for Area #2 - Town Center

COMMERCIAL RETAIL FAÇADE TYPE “C” EXAMPLE

Wall color legend



Additional colors: Trim
and metal accents not
graphically shown on
black and white exhibit.



Proposed color change example



Proposed paint examples



Supplementary Paint Exhibit for Area #2 - Town Center



Supplementary Paint Exhibit for Area #2 - Town Center

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